

Freeride 250 R EU
Freeride 250 R AU
Freeride 250 R US

Art. no. 3213185en



KTM

DEAR KTM CUSTOMER

Congratulations on your decision to purchase a KTM motorcycle. You are now the owner of a state-of-the-art sports motorcycle that will give you enormous pleasure if you service and maintain it accordingly.

We wish you a lot of enjoyment in riding this vehicle.

Enter the serial numbers of your vehicle below.

| | |
|--------------------------|----------------|
| Chassis number (☛ p. 10) | Dealer's stamp |
| Engine number (☛ p. 10) | |
| Key number (☛ p. 10) | |

The Owner's Manual contained the latest information for this model series at the time of going to print. Slight deviations resulting from continuing development and design of the motorcycles can, however, not be completely excluded.

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


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Issued by: TÜV Management Service

REG.NO. 12 100 6061

KTM-Sportmotorcycle AG
5230 Mattighofen, Austria





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1.1 Symbols used

The meaning of specific symbols is described below.

-
- | | |
|--|---|
|  | Indicates an expected reaction (e.g. of a work step or a function). |
|  | Indicates an unexpected reaction (e.g. of a work step or a function). |
|  | All work marked with this symbol requires specialist knowledge and technical understanding. In the interest of your own safety, have these jobs performed by an authorized KTM workshop. There, your motorcycle will be optimally cared for by specially trained experts using the specialist tools required. |
|  | Indicates a page reference (more information is provided on the specified page). |
-

1.2 Formats used

The typographical formats used in this document are explained below.

-
- | | |
|--------------------------|--|
| Specific name | Identifies a proprietary name. |
| Name[®] | Identifies a protected name. |
| Brand[™] | Identifies a brand available on the open market. |
-

2.1 Use definition - intended use

KTM sport motorcycles are designed and built to withstand the normal stresses and strains of offroad use.

- i Info**
The motorcycle is authorized for public road traffic in the homologous (reduced) version only.
In the derestricted version, the motorcycle must be used only on closed off property remote from public road traffic.
The motorcycle is designed for trial riding and difficult offroad terrain and not for motocross.

2.2 Safety advice

A number of safety instructions need to be followed to operate the vehicle safely. Therefore, read this manual carefully. The safety instructions are highlighted in the text and are referred to at the relevant passages.

- i Info**
The vehicle has various information and warning labels at prominent locations. Do not remove information/warning labels. If they are missing, you or others may not recognize dangers and may therefore be injured.

2.3 Degrees of risk and symbols

- ⚠ Danger**
Identifies a danger that will immediately and invariably lead to fatal or serious permanent injury if the appropriate measures are not taken.

- ⚠ Warning**
Identifies a danger that is likely to lead to fatal or serious injury if the appropriate measures are not taken.

- ⚠ Caution**
Identifies a danger that may lead to minor injuries if the appropriate measures are not taken.

Note
Identifies a danger that will lead to considerable machine and material damage if the appropriate measures are not taken.

- ☀ Warning**
Identifies a danger that will lead to environmental damage if the appropriate measures are not taken.

2.4 Tampering warning




Tampering with the noise control system is prohibited. Federal law prohibits the following acts or the causing thereof:

- 1 The removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use, or
- 2 the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

- 1 Removal or puncturing of the main silencer, baffles, header pipes or any other components which conduct exhaust gases.
- 2 Removal or puncturing of parts of the intake system.
- 3 Lack of proper maintenance.
- 4 Replacing moving part of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

2.5 Safe operation

-  **Danger**
Danger of accidents Danger arising from the rider's judgement being impaired.
- Do not operate the vehicle while under the influence of alcohol, drugs and certain medications or physically or mentally impaired.
-  **Danger**
Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and/or death.
- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.
-  **Warning**
Danger of burns Some vehicle components become very hot when the vehicle is operated.
- Do not touch hot components such as exhaust system, radiator, engine, shock absorber, and the brake system. Allow these components to cool down before starting work on them.


Only operate the vehicle when it is in perfect technical condition, in accordance with its intended use, and in a safe and environmentally compatible manner.

An appropriate driver's license is needed to ride the vehicle on public roads.

Have malfunctions that impair safety promptly eliminated by an authorized KTM workshop.

Adhere to the information and warning labels on the vehicle.

2.6 Protective clothing

-  **Warning**
Risk of injury Missing or poor protective clothing presents an increased safety risk.
- Wear protective clothing (helmet, boots, gloves, pants and jacket with protectors) every time you ride the vehicle. Always wear protective clothing that is in good condition and meets the legal requirements.

In the interest of your own safety, KTM recommends that you only operate the vehicle while wearing protective clothing.

2.7 Work rules

Special tools are necessary for certain tasks. The tools are not contained in the vehicle but can be ordered under the number in parentheses. E.g.: bearing puller (15112017000)

During assembly, non-reusable parts (e.g. self-locking screws and nuts, seals and seal rings, O-rings, pins, lock washers) must be replaced by new parts.

In some instances, a thread locker (e.g. **Loctite**®) is required. The manufacturer instructions for use must be followed.

After disassembly, clean the parts that are to be reused and check them for damage and wear. Change damaged or worn parts.

After you complete the repair or service work, check the operating safety of the vehicle.

2.8 Environment

If you use your motorcycle responsibly, you can ensure that problems and conflicts do not occur. To protect the future of the motorcycle sport, make sure that you use your motorcycle legally, display environmental consciousness, and respect the rights of others.

When disposing of used oil, other operating and auxiliary fluids, and used components, comply with the laws and regulations of the respective country.

Because motorcycles are not subject to the EU regulations governing the disposal of used vehicles, there are no legal regulations that pertain to the disposal of an end-of-life motorcycle. Your authorized KTM dealer will be glad to advise you.

2.9 Owner's Manual

It is important that you read this Owner's Manual carefully and completely before making your first trip. The Owner's Manual contains useful information and many tips on how to operate, handle, and maintain your motorcycle. Only then will you find out how to customize the vehicle ideally for your own use and how you can protect yourself from injury.

Keep the Owner's Manual in an accessible place to enable you to refer to it as needed.

If you would like to know more about the vehicle or have questions on the material you read, please contact an authorized KTM dealer. The Owner's Manual is an important component of the vehicle and should be handed over to the new owner if the vehicle is sold.

3.1 Guarantee, warranty

The work prescribed in the service schedule must be carried out by an authorized KTM workshop only and confirmed in the customer's Service & Warranty Booklet and in the **KTM dealer.net**; otherwise, all warranty claims will be void. No warranty claims can be considered for damage resulting from manipulations and/or alterations to the vehicle.

Additional information on the guarantee or warranty and the procedures involved can be found in the Service & Warranty Booklet.

3.2 Operating and auxiliary substances



Warning

Environmental hazard Improper handling of fuel is a danger to the environment.

- Do not allow fuel to get into the ground water, the ground, or the sewage system.

Use operating and auxiliary substances (such as fuel and lubricants) as specified in the Owner's Manual.

3.3 Spare parts, accessories

For your own safety, only use spare parts and accessory products that are approved and/or recommended by KTM and have them installed by an authorized KTM workshop. KTM accepts no liability for other products and any resulting damage or loss. Certain spare parts and accessory products are specified in parentheses in the descriptions. Your authorized KTM dealer will be glad to advise you.

The current **KTM PowerParts** for your vehicle can be found on the KTM website.

International KTM Website: <http://www.ktm.com>

3.4 Service

A prerequisite for perfect operation and prevention of premature wear is that the service, care, and tuning work on the engine and chassis is properly carried out as described in the Owner's Manual. Incorrect adjustment and tuning of the engine and chassis can lead to damage and breakage of components.

Use of the vehicle under difficult conditions, such as on sand or on wet and muddy surfaces, can lead to considerably more rapid wear of components such as the drive train, brake system, or suspension components. For this reason, it may be necessary to inspect or replace parts before the next scheduled service.

It is imperative that you adhere to the stipulated run-in times and service intervals. If you observe these exactly, you will ensure a much longer service life for your motorcycle.

3.5 Figures

The figures contained in the manual may depict special equipment.

In the interest of clarity, some components may be shown disassembled or may not be shown at all. It is not always necessary to disassemble the component to perform the activity in question. Please follow the instructions in the text.

3.6 Customer service

Your authorized KTM dealer will be happy to answer any questions you may have on your vehicle and KTM.

A list of authorized KTM dealers can be found on the KTM website.

International KTM Website: <http://www.ktm.com>

4.1 View of vehicle, front left (example)



| | |
|----|---------------------------------------|
| 1 | Speedometer |
| 2 | Clutch lever (☛ p. 12) |
| 3 | Filler cap |
| 4 | Seat |
| 5 | Seat release |
| 6 | Shock absorber compression adjustment |
| 7 | Shock absorber rebound adjustment |
| 8 | Side stand (☛ p. 16) |
| 9 | Fuel tap (☛ p. 15) |
| 10 | Shift lever (☛ p. 15) |
| 11 | Steering lock (☛ p. 16) |

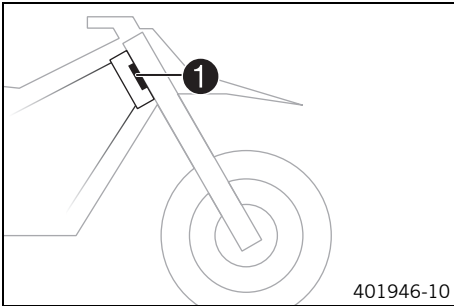
4.2 View of vehicle, rear right (example)



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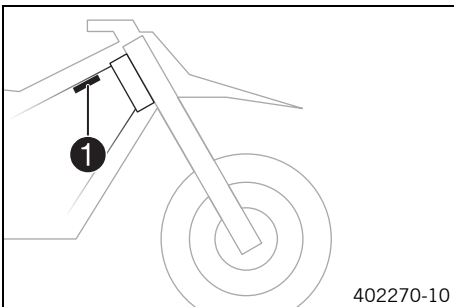
- | | |
|---|------------------------------------|
| 1 | Kill switch (☛ p. 12) |
| 1 | Horn button (☛ p. 12) |
| 1 | Light switch (☛ p. 13) |
| 1 | Turn signal switch (☛ p. 13) |
| 2 | Electric starter button (☛ p. 13) |
| 3 | Throttle grip (☛ p. 12) |
| 4 | Hand brake lever (☛ p. 12) |
| 5 | Fork rebound adjustment |
| 6 | Fork compression adjustment |
| 7 | Foot brake lever (☛ p. 16) |
| 8 | Level viewer for brake fluid, rear |

5.1 Chassis number



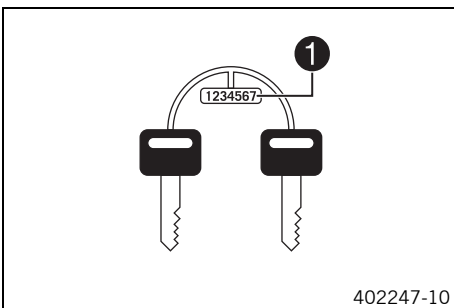
The chassis number ① is stamped on the right side of the steering head.

5.2 Type label (EU/AU)



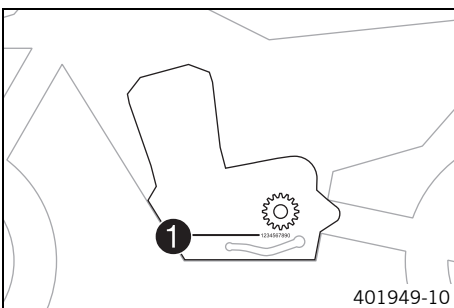
The type label ① is mounted on the frame at the front right.

5.3 Key number



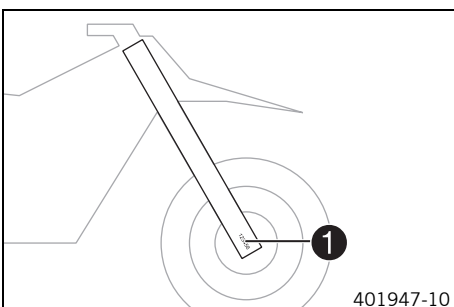
The key number ① for the steering lock is stamped onto the key connector.

5.4 Engine number



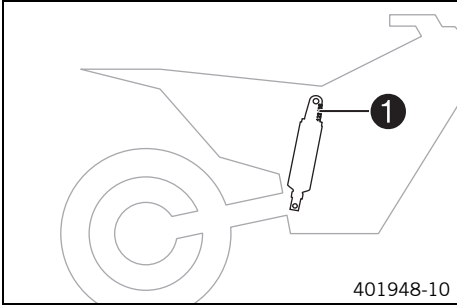
The engine number ① is stamped on the left side of the engine under the engine sprocket.

5.5 Fork part number



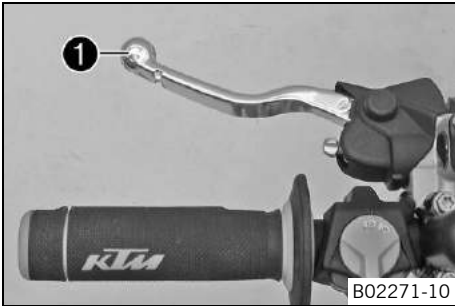
The fork part number ① is stamped on the inner side of the axle clamp.

5.6 Shock absorber part number



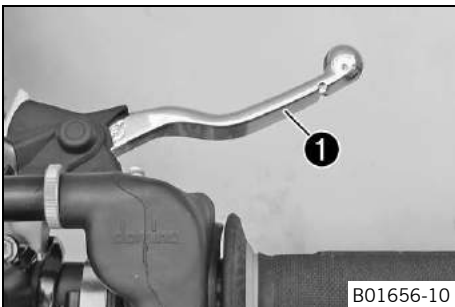
The shock absorber part number ❶ is stamped on the top of the shock absorber above the adjusting ring on the engine side.

6.1 Clutch lever



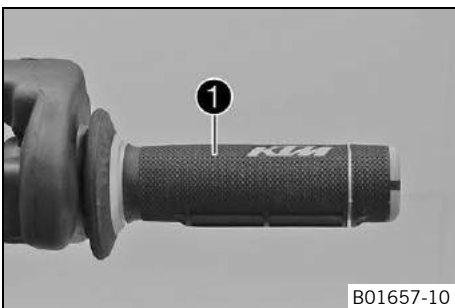
The clutch lever ❶ is fitted on the left side of the handlebar. The clutch is hydraulically operated and self-adjusting.

6.2 Hand brake lever



The hand brake lever ❶ is fitted on the right side of the handlebar. The front brake is engaged using the hand brake lever.

6.3 Throttle grip



The throttle grip ❶ is fitted on the right side of the handlebar.

6.4 Kill switch



Kill switch ❶ is fitted on the left side of the handlebar.

Possible states

- Kill switch ☒ in basic position – In this position, the ignition circuit is closed and the engine can be started.
- Kill switch ☒ pressed – In this position, the ignition circuit is interrupted, a running engine stops, and a non-running engine will not start.

6.5 Horn button



The horn button ❶ is fitted on the left side of the handlebar.

Possible states

- Horn button ☒ in neutral position
- Horn button ☒ pressed – The horn is operated in this position.

6.6 Light switch

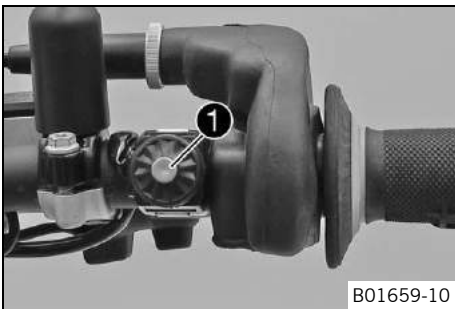


The light switch ❶ is fitted on the left side of the handlebar.

Possible states

| | |
|--|--|
| | Low beam on – Light switch is in the central position. In this position, the low beam and tail light are switched on. |
| | High beam on – Light switch is turned to the left. In this position, the high beam and the tail light are switched on. |

6.7 Electric starter button (EU/US)



Electric starter button ❶ is fitted on the right side of the handlebar.

Possible states

- Electric starter button ❶ in basic position
- Electric starter button ❶ pressed – In this position, the electric starter is actuated.

6.8 Electric starter button (AU)



Electric starter button ❶ is fitted on the right side of the handlebar.

Possible states

- Electric starter button ❶ in basic position
- Electric starter button ❶ pressed – In this position, the electric starter is actuated.

6.9 Turn signal switch (EU/AU)



Turn signal switch ❶ is fitted on the left side of the handlebar.

Possible states

| | |
|--|---|
| | Turn signal light off – Turn signal switch is in the central position. |
| | Turn signal light, left, on – Turn signal switch is turned to the left. |
| | Turn signal light, right, on – Turn signal switch is turned to the right. |

6.10 Emergency OFF switch (AU)



The emergency OFF switch ❶ is fitted on the right side of the handlebar.

Possible states

| | |
|--|--|
| | Ignition off – In this position, the ignition circuit is interrupted, a running engine stops, and a non-running engine will not start. |
| | Ignition on – In this position, the ignition circuit is closed and the engine can be started. |

6.11 Overview of indicator lamps (EU/AU)



Possible states

| | |
|--|---|
| | High beam indicator light lights up blue – High beam is switched on. |
| | FI warning lamp (MIL) – inoperative |
| | Low fuel warning lamp – inoperative |
| | Turn signal indicator light flashes green – Turn signal is switched on. |

6.12 Overview of indicator lamps (US)



Possible states

| | |
|--|--|
| | The high beam indicator light lights up blue – The high beam is switched on. |
| | FI warning lamp (MIL) lights up/flashes orange – inoperative |
| | The fuel level warning lamp lights up orange – inoperative |

6.13 Opening the filler cap



Danger

Fire hazard Fuel is highly flammable.

- Never refuel the vehicle near open flames or burning cigarettes, and always switch off the engine first. Be careful that no fuel is spilt, especially on hot vehicle components. Clean up spilt fuel immediately.
- The fuel in the fuel tank expands when warm and may emerge if overfilled. Follow the instructions on refueling.



Warning

Danger of poisoning Fuel is poisonous and a health hazard.

- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that is contaminated with fuel. Store fuel properly in a suitable canister and keep away from children.



Warning

Environmental hazard Improper handling of fuel is a danger to the environment.

- Do not allow fuel to get into the ground water, the ground, or the sewage system.

Preparatory work

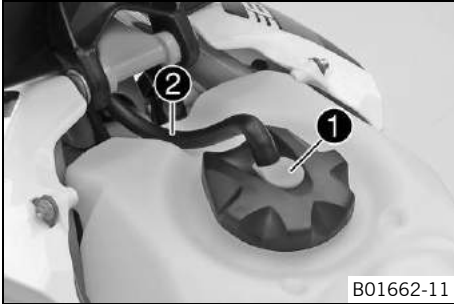
- Fold the seat up. (☛ p. 45)

Main work

- Press release button **1**, turn the filler cap counterclockwise, and lift it free.



6.14 Closing the filler cap



B01662-11

Main work

- Replace the filler cap and turn clockwise until the release button **1** locks in place.



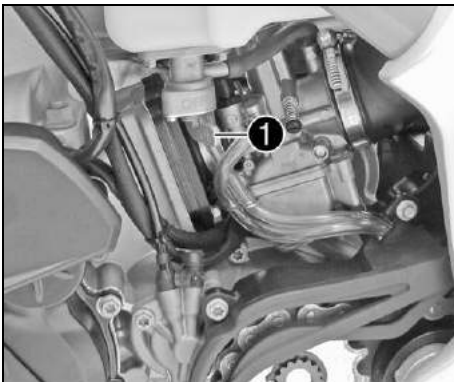
Info

Run the fuel tank breather hose **2** without kinks.

Finishing work

- Lock the seat. (☛ p. 45)

6.15 Fuel tap

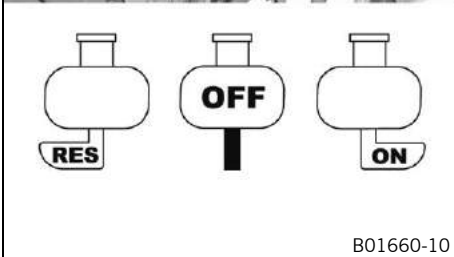


The fuel tap is on the left side of the fuel tank.

Using tap handle **1** on the fuel tap, you can open or close the supply of fuel to the carburetor.

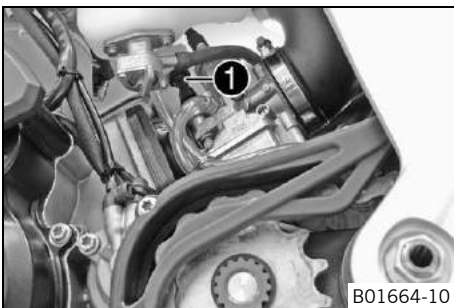
Possible states

- Fuel supply closed **OFF** – Fuel cannot flow from the fuel tank to the carburetor.
- Fuel supply open **ON** – Fuel can flow from the fuel tank to the carburetor. The fuel tank empties down to the reserve level.
- Fuel reserve supply open **RES** – Fuel can flow from the fuel tank to the carburetor. The fuel tank empties completely.



B01660-10

6.16 Choke



B01664-10

Choke **1** is fitted on the left side of the carburetor.

Activating the choke function frees a drill hole in the carburetor through which the engine can draw extra fuel. This results in a richer fuel-air mixture, which is needed for a cold start.



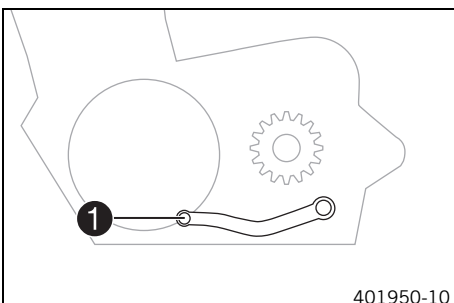
Info

If the engine is warm, the choke function must be deactivated.

Possible states

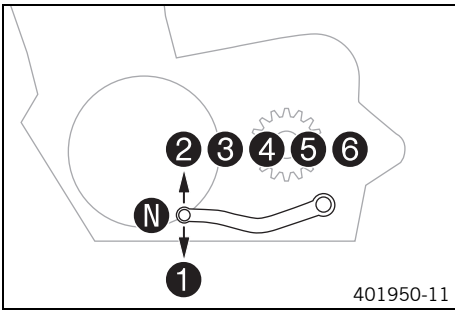
- Choke function activated – The choke lever is pulled out to the stop.
- Choke function deactivated – The choke lever is pushed in to the stop.

6.17 Shift lever



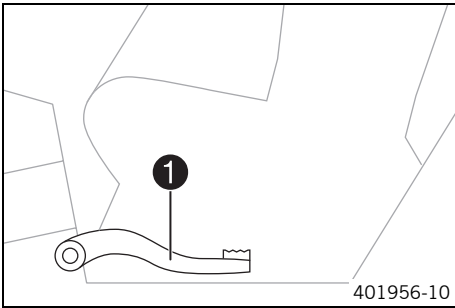
401950-10

Shift lever **1** is mounted on the left side of the engine.



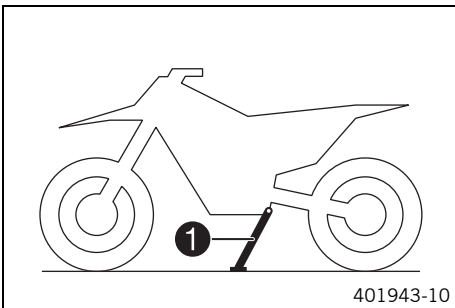
The gear positions can be seen in the photograph.
The neutral or idle position is between the first and second gears.

6.18 Foot brake lever

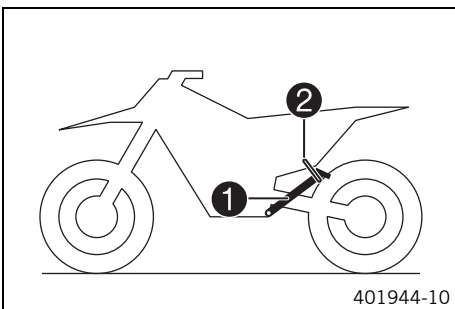


Foot brake lever ❶ is located in front of the right footrest.
The foot brake lever is used to activate the rear brake.

6.19 Side stand



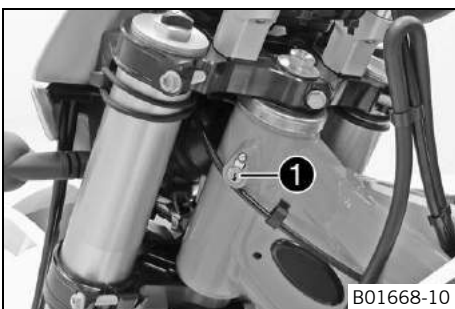
The side stand ❶ is on the left side of the vehicle.



The side stand is used to park the motorcycle.

i Info
When you are riding, side stand ❶ must be folded up and secured with rubber band ❷.

6.20 Steering lock



Steering lock ❶ is fitted on the left side of the steering head.
The steering lock is used to lock the steering. Steering, and therefore riding, is no longer possible.

6.21 Locking the steering

Note

Danger of damage The parked vehicle may roll away or fall over.

- Always place the vehicle on a firm and even surface.



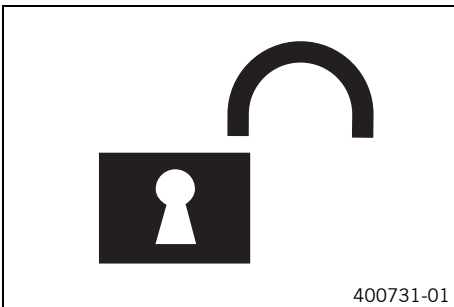
- Park the vehicle.
 - Turn the handlebar as far as possible to the right.
 - Insert the key in the steering lock, turn it to the left, press it in, and turn it to the right. Remove the key.
- ✓ Steering is no longer possible.



Info

Never leave the key in the steering lock.

6.22 Unlocking the steering



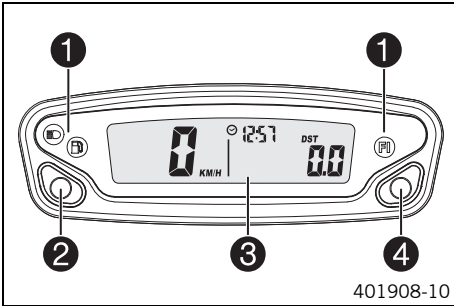
- Insert the key in the steering lock, turn it to the left, pull it out, and turn it to the right. Remove the key.
- ✓ You can now steer the bike again.



Info

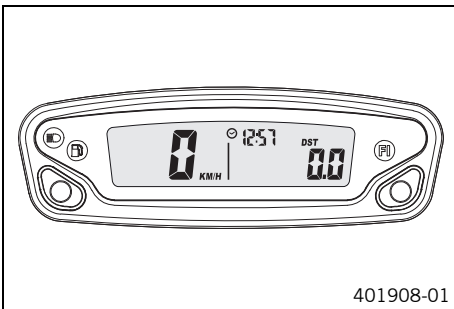
Never leave the key in the steering lock.

7.1 Overview



- | | |
|---|---------------------------------------|
| 1 | Overview of indicator lamps (☛ p. 14) |
| 2 | Left button |
| 3 | Display |
| 4 | Right button |

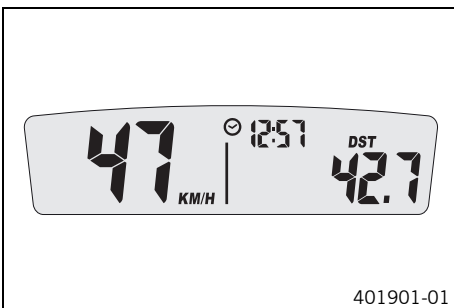
7.2 Activation



Activating the speedometer

The speedometer is activated when one of the buttons is pressed or an impulse comes from the wheel speed sensor.

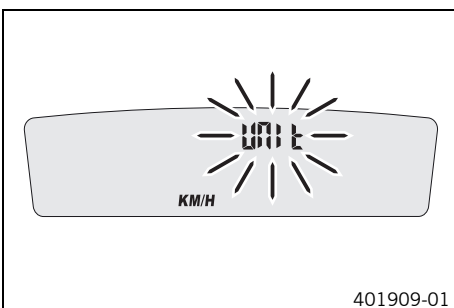
7.3 Message on the speedometer



Possible states

| | |
|--|---|
| | Battery voltage of the speedometer – Battery voltage of the speedometer is too low. Change the battery. |
| | Service – A service is due. Contact an authorized KTM workshop. |

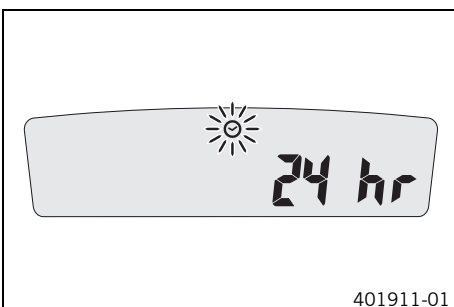
7.4 Setting the speedometer



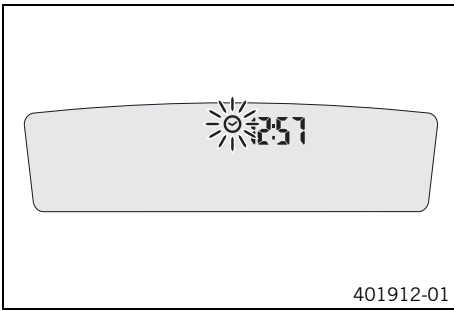
Condition

The motorcycle is stationary.

- Press both buttons for 3–5 seconds.
 - ✓ The Setup menu is displayed. The **UNIT** display flashes.
- Press one of the buttons to select **UNIT** for the speed in kilometers **KM/H** or miles **M/H**.



- Wait for 5 seconds.
 - ✓ The speedometer changes to the next menu item. The ☉ symbol flashes.
- Press one of the buttons to select the 24h or 12h display of the clock.



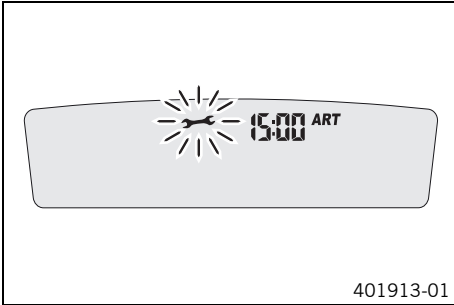
- Wait for 5 seconds.
- ✓ The speedometer changes to the next menu item. The ☀ symbol flashes.

Resetting the time

- Press the left button.
- ✓ The value decreases.

Advancing the time

- Press the right button.
- ✓ The value increases.



- Wait for 5 seconds.
- ✓ The speedometer changes to the next menu item. The ⚙ symbol flashes.
- Set the service.

Guideline

50 h

Shortening the service interval

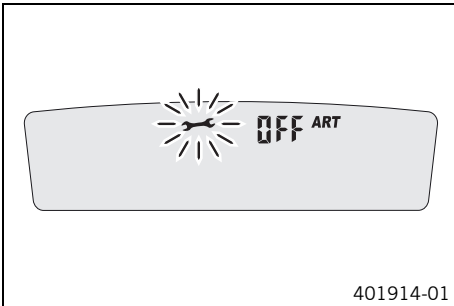
- Press the left button.
- ✓ The value decreases.

Extending the service interval

- Press the right button.
- ✓ The value increases.

Switching off the service interval display

- Press and hold the left button.
- ✓ **off** appears on the display.



7.5 Setting kilometers or miles



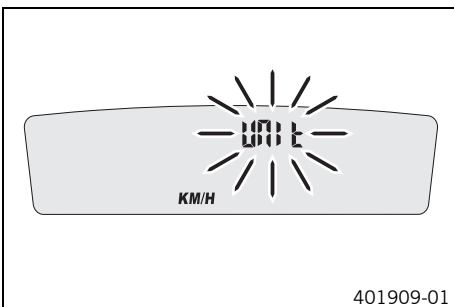
Info

If you change the unit of measure, the **ODO** value is retained and converted accordingly.

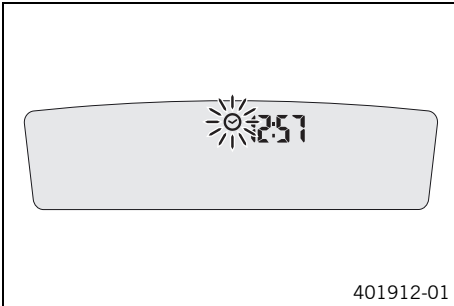
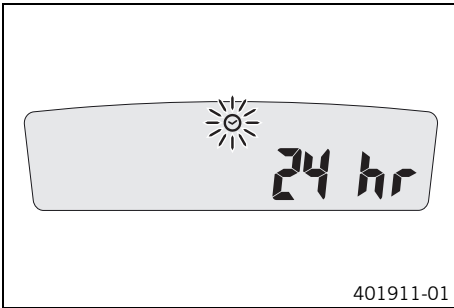
Condition

The motorcycle is stationary.

- Press both buttons for 3–5 seconds.
- ✓ The Setup menu is displayed. The **UNIT** display flashes.
- Press one of the buttons to select **UNIT** for the speed in kilometers **KM/H** or miles **M/H**.



7.6 Setting the clock



Condition

The motorcycle is stationary.

- Press both buttons for 3–5 seconds.
 - ✓ The Setup menu is displayed. The **UNIT** display flashes.
- Wait for the menu of the clock ☀ to flash.
- Press one of the buttons to select the 24h or 12h display of the clock.

- Wait for 5 seconds.

✓ The speedometer changes to the next menu item. The ☀ symbol flashes.

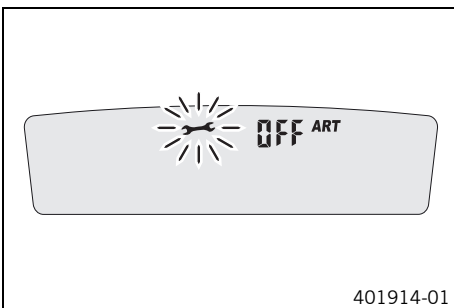
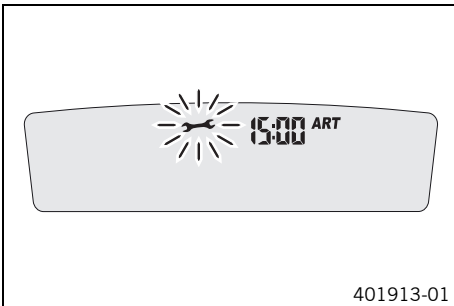
Resetting the time

- Press the left button.
 - ✓ The value decreases.

Advancing the time

- Press the right button.
 - ✓ The value increases.

7.7 Setting the service display



Condition

The motorcycle is stationary.

- Press both buttons for 3–5 seconds.
 - ✓ The Setup menu is displayed. The **UNIT** display flashes.
- Wait for the menu of the service display ⚡ to flash.
- Set the service.

Guideline

50 h

Shortening the service interval

- Press the left button.
 - ✓ The value decreases.

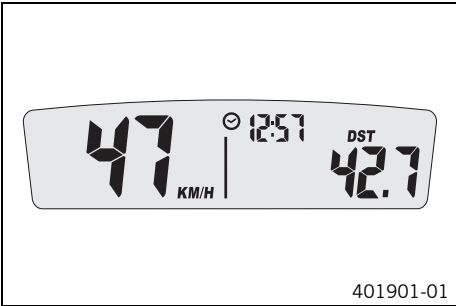
Extending the service interval

- Press the right button.
 - ✓ The value increases.

Switching off the service interval display

- Press and hold the left button.
 - ✓ **off** appears on the display.

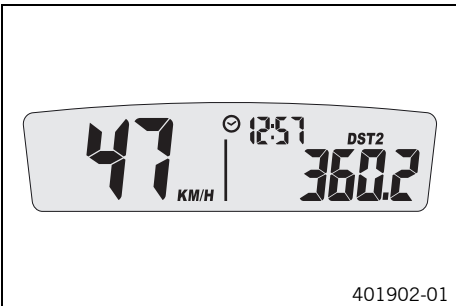
7.8 Speed, time, and DST distance 1



- Press one of the buttons until **DST** appears on the speedometer.
- KM/H** or **M/H** shows the speed.
 ⌚ shows the time.
DST shows the distance since the last reset, such as between two refueling stops.

| | |
|--|--|
| <p>i Info If the value of 39999.9 is exceeded, DST is automatically reset to 0.0.</p> | |
| Press the left button briefly. | Next display mode |
| Press the left button for 3 – 5 seconds. | DST can be preset to a value between 0.0 and 39999.9 by pressing the buttons. |
| Press the right button briefly. | Next display mode |
| Press the right button for 3 – 5 seconds. | DST is reset to 0.0. |

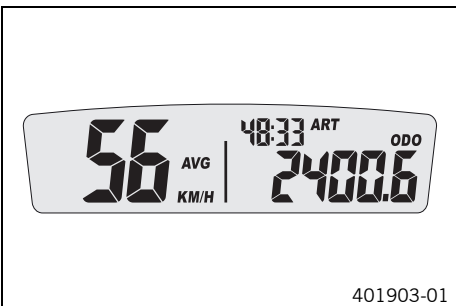
7.9 Speed, time, and DST2 distance 2



- Press one of the buttons until **DST2** appears on the speedometer.
- KM/H** or **M/H** shows the speed.
 ⌚ shows the time.
DST2 shows the distance 2 since the last reset, such as between two refueling stops.

| | |
|---|---|
| <p>i Info If the value of 39999.9 is exceeded, DST2 is automatically reset to 0.0.</p> | |
| Press the left button briefly. | Next display mode |
| Press the left button for 3 – 5 seconds. | DST2 can be preset to a value between 0.0 and 39999.9 by pressing the buttons. |
| Press the right button briefly. | Next display mode |
| Press the right button for 3 – 5 seconds. | DST2 is reset to 0.0. |

7.10 AVG average speed, ART operating hours, and ODO total distance covered



- Press one of the buttons until **AVG**, **ART** and **ODO** appear in the speedometer.
- AVG** shows the average speed since the last reset.
ART shows the operating hours.
ODO shows the total distance covered.

| | |
|---|---|
| Press the left button briefly. | Next display mode |
| Press the left button for 3 – 5 seconds. | The OPEN END WRENCH SYMBOL shows the remaining operating hours until the next service is due. |
| Press the right button briefly. | Next display mode |
| Press the right button for 3 – 5 seconds. | AVG is reset to 0.0. |

8.1 Advice on first use

**Danger****Danger of accidents** Danger arising from the rider's judgement being impaired.

- Do not operate the vehicle while under the influence of alcohol, drugs and certain medications or physically or mentally impaired.

**Warning****Risk of injury** Missing or poor protective clothing presents an increased safety risk.

- Wear protective clothing (helmet, boots, gloves, pants and jacket with protectors) every time you ride the vehicle. Always wear protective clothing that is in good condition and meets the legal requirements.

**Warning****Danger of crashing** Poor vehicle handling due to different tire tread patterns on front and rear wheels.

- The front and rear wheels must be fitted with tires with similar tread patterns to prevent loss of control over the vehicle.

**Warning****Danger of accidents** Critical riding behavior due to inappropriate riding.

- Adapt your riding speed to the road conditions and your riding ability.

**Warning****Danger of accidents** Accident risk caused by presence of a passenger.

- Your vehicle is not designed to carry passengers. Do not ride with a passenger.

**Warning****Danger of accidents** Failure of brake system.

- If the foot brake lever is not released, the brake linings drag continuously. The rear brake may fail due to overheating. Take your foot off the foot brake lever when you are not braking.

**Warning****Danger of accidents** Unstable riding behavior.

- Do not exceed the maximum permissible weight and axle loads.

**Warning****Risk of misappropriation** Usage by unauthorized persons.

- Never leave the vehicle while the engine is running. Secure the vehicle against use by unauthorized persons.

**Info**

When using your motorcycle, remember that others may feel disturbed by excessive noise.

- Make sure that the pre-delivery inspection work has been carried out by an authorized KTM workshop.
 - ✓ You receive a delivery certificate and the service record at vehicle handover.
- Before your first trip, read the entire operating instructions carefully.
- Get to know the controls.
- Adjust the basic position of the clutch lever. (☞ p. 55)
- Adjust the free travel of the handbrake lever. (☞ p. 58)
- Adjust the basic position of the foot brake lever. ☞ (☞ p. 62)
- Adjust the basic position of the shift lever. ☞ (☞ p. 85)
- Get used to handling the motorcycle on a suitable piece of land before making a longer trip.

**Info**

Offroad, you should be accompanied by another person on another machine so that you can help each other.

- Try also to ride as slowly as possible and in a standing position to get a better feeling for the vehicle.
- Do not make any offroad trips that over-stress your ability and experience.
- Hold the handlebar firmly with both hands and keep your feet on the footrests when riding.
- If you carry any baggage, make sure it is fixed firmly as close as possible to the center of the vehicle and ensure even weight distribution between the front and rear wheels.

**Info**

Motorcycles react sensitively to any changes of weight distribution.

- Do not exceed the overall maximum permitted weight and the axle loads.

Guideline

| | |
|-------------------------------------|------------------|
| Maximum permissible overall weight | 280 kg (617 lb.) |
| Maximum permissible front axle load | 135 kg (298 lb.) |
| Maximum permissible rear axle load | 175 kg (386 lb.) |

- Check the spoke tension. (☛ p. 70)

**Info**

The spoke tension must be checked after half an hour of operation.

- Run the engine in. (☛ p. 23)

8.2 Running in the engine

- During the running-in phase, do not exceed the specified engine performance.

Guideline

| | |
|----------------------------------|---------|
| Maximum engine performance | |
| During the first operating hour | < 50 % |
| During the second operating hour | < 70 % |
| During the third operating hour | < 100 % |

- Avoid fully opening the throttle!

9.1 Checks and maintenance work when preparing for use



Info

Before riding the vehicle, always check its condition and operating safety. The vehicle must be in perfect technical condition when used.

- Check the gear oil level. (☞ p. 86)
- Check the electrical system.
- Check the brake fluid level of the front brake. (☞ p. 59)
- Check the rear brake fluid level. (☞ p. 63)
- Check the front brake linings. (☞ p. 60)
- Check the rear brake linings. (☞ p. 64)
- Check that the brake system is functioning properly.
- Check the coolant level. (☞ p. 80)
- Check for chain dirt accumulation. (☞ p. 50)
- Check the chain, rear sprocket, engine sprocket and chain guide. (☞ p. 52)
- Check the chain tension. (☞ p. 51)
- Check the tire condition. (☞ p. 69)
- Check the tire air pressure. (☞ p. 70)
- Check the spoke tension. (☞ p. 70)
- Clean the dust boots of the fork legs. (☞ p. 38)
- Bleed the fork legs. (☞ p. 37)
- Check the air filter.
- Check the settings of all controls and ensure that they can be operated smoothly.
- Check all screws, nuts, and hose clamps regularly for tightness.
- Check the fuel supply.

9.2 Starting



Danger

Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and/or death.

- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.

Note

Engine failure High engine speeds in cold engines have a negative effect on the service life of the engine.

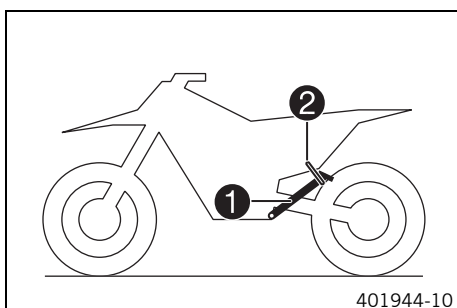
- Always warm up the engine at low engine speeds.



Info

If the motorcycle is unwilling to start, the cause can be old fuel in the float chamber. The flammable elements of the fuel evaporate after a long time of standing.

If the float chamber is filled with fresh fuel, the engine starts immediately.



The motorcycle has been out of use for more than 1 week

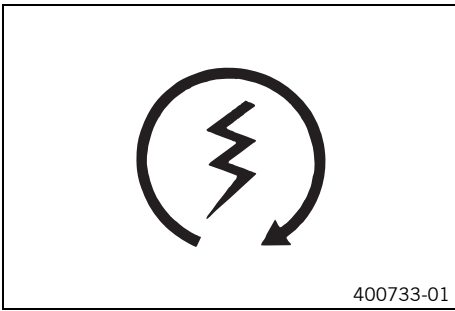
- Empty the carburetor float chamber. ☞ (☞ p. 84)
- Turn handle ❶ of the fuel tap to the **ON** position. (Figure B01660-10☞ p. 15)
- ✓ Fuel can flow from the fuel tank to the carburetor.
- Take the motorcycle off of side stand ❶ and secure the side stand with rubber band ❷.
- Shift gear to neutral.

(AU)

- Press the emergency OFF switch into the position ○.

The engine is cold

- Pull the choke lever out as far as possible.



- Press the electric starter button.



Info

Press the electric starter button for at most 5 seconds. Wait for a least 5 seconds before trying again.
Do not open the throttle to start.

9.3 Starting off



Info

If your bike has lights, switch them on before riding. You will then be seen earlier by other motorists.
When you are riding, the side stand must be folded up and secured with the rubber band.

- Pull the clutch lever, engage 1st gear, release the clutch lever slowly and simultaneously open the throttle carefully.

9.4 Shifting, riding



Warning

Danger of accidents If you change down at high engine speed, the rear wheel can lock up.

- Do not change into a low gear at high engine speed. The engine races and the rear wheel can lock up.



Info

If you hear unusual noises while riding, stop immediately, switch off the engine and contact an authorized KTM workshop.
First gear is used for starting off or for steep inclines.

- When conditions allow (incline, road situation, etc.), you can shift into a higher gear. To do so, release the throttle while simultaneously pulling the clutch lever, shift into the next gear, release the clutch, and open the throttle.
- After reaching maximum speed by fully opening the throttle grip, turn the throttle back so it is ¾ open. This will barely reduce the speed but fuel consumption will be considerably lower.
- Always open the throttle only as much as the engine can handle – abrupt throttle opening increases fuel consumption.
- To shift down, brake and close the throttle at the same time.
- Pull the clutch lever and shift into a lower gear, release the clutch lever slowly, and open the throttle or shift again.
- Switch off the engine if you expect to be standing for a long time.

Guideline

≥ 2 min

- Avoid frequent and longer slipping of the clutch. This heats the engine oil, the engine, and the cooling system.
- Ride with a lower engine speed instead of with a high engine speed and a slipping clutch.

9.5 Applying the brakes



Warning

Danger of accidents If you brake too hard, the wheels can lock.

- Adapt your braking to the traffic situation and the road conditions.



Warning

Danger of accidents Reduced braking efficiency caused by spongy pressure point of front or rear brake.

- Check the brake system and do not continue riding. (Your authorized KTM workshop will be glad to help.)



Warning

Danger of accidents Reduced braking efficiency due to a wet or dirty brake system.

- Clean or dry a dirty or wet brake system by riding and braking gently.

- On sandy, wet or slippery surfaces, use the rear brake.

- Braking should always be completed before you go into a bend. Change down to a lower gear appropriate to your road speed.

9.6 Stopping, parking



Warning

Risk of misappropriation Usage by unauthorized persons.

- Never leave the vehicle while the engine is running. Secure the vehicle against use by unauthorized persons.



Warning

Danger of burns Some vehicle components become very hot when the vehicle is operated.

- Do not touch hot components such as exhaust system, radiator, engine, shock absorber, and the brake system. Allow these components to cool down before starting work on them.

Note

Danger of damage The parked vehicle may roll away or fall over.

- Always place the vehicle on a firm and even surface.

Note

Fire hazard Some vehicle components become very hot when the vehicle is operated.

- Do not park the vehicle near flammable or explosive substances. Do not place objects on the vehicle while it is still warm from being run. Always let the vehicle cool first.

Note

Material damage Damage to or destruction of components due to excessive load.

- The side stand is only designed for the weight of the motorcycle. Do not sit on the motorcycle when it is resting on the side stand. The side stand or the frame may become damaged and the motorcycle may fall over.

- Brake the motorcycle.
- Shift gear to neutral.
- Press and hold the kill switch ☒ while the engine is idling until the engine stops.
- Turn handle ❶ of the fuel tap to the **OFF** position. (Figure B01660-10 p. 15)
- Park the motorcycle on firm ground.

9.7 Transport

Note

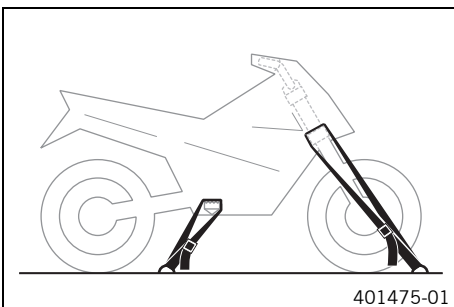
Danger of damage The parked vehicle may roll away or fall over.

- Always place the vehicle on a firm and even surface.

Note

Fire hazard Some vehicle components become very hot when the vehicle is operated.

- Do not park the vehicle near flammable or explosive substances. Do not place objects on the vehicle while it is still warm from being run. Always let the vehicle cool first.



- Switch off the engine.
- Use tension belts or other suitable devices to secure the motorcycle against accidents or falling over.

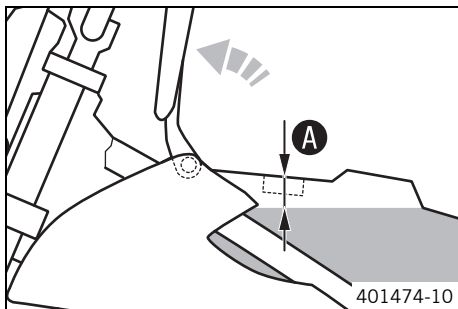
9.8 Refueling

- Danger**
Fire hazard Fuel is highly flammable.
- Never refuel the vehicle near open flames or burning cigarettes, and always switch off the engine first. Be careful that no fuel is spilt, especially on hot vehicle components. Clean up spilt fuel immediately.
 - The fuel in the fuel tank expands when warm and may emerge if overfilled. Follow the instructions on refueling.

- Warning**
Danger of poisoning Fuel is poisonous and a health hazard.
- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that is contaminated with fuel.

- Note**
Material damage Premature clogging of the fuel filter.
- In some countries and regions, the available fuel quality and cleanliness may not be sufficient. This will result in problems with the fuel system. (Your authorized KTM workshop will be glad to help.)
 - Only refuel with clean fuel that meets the specified standards.

- Warning**
Environmental hazard Improper handling of fuel is a danger to the environment.
- Do not allow fuel to get into the ground water, the ground, or the sewage system.



- Preparatory work**
- Switch off the engine.
 - Fold the seat up. (☛ p. 45)
 - Open the filler cap. (☛ p. 14)

- Main work**
- Fill the fuel tank with fuel up to measurement **A**.

Guideline

| | | |
|-----------------------------------|------------------------|--|
| Measurement of A | 30 mm (1.18 in) | |
| Total fuel tank capacity, approx. | 7.0 l (1.85 US gal) | Super unleaded (95 octane) mixed with 2-stroke engine oil (1:80) (☛ p. 102) |

- Finishing work**
- Close the filler cap. (☛ p. 15)
 - Lock the seat. (☛ p. 45)

10.1 Service schedule

| | Every 50 operating hours |
|--|--------------------------|
| Check that the electrical equipment is functioning properly. | • |
| Check and charge the battery. 🛠️ | • |
| Check the front brake linings. (🔧 p. 60) | • |
| Check the rear brake linings. (🔧 p. 64) | • |
| Check the brake discs. (🔧 p. 58) | • |
| Check the brake lines for damage and leakage. | • |
| Check the rear brake fluid level. (🔧 p. 63) | • |
| Check the free travel of the foot brake lever. (🔧 p. 62) | • |
| Check the frame and swingarm. 🛠️ | • |
| Check the swingarm bearing. 🛠️ | • |
| Check the heim joints at the top and bottom of the shock absorber. 🛠️ | • |
| Check the tire condition. (🔧 p. 69) | • |
| Check the tire air pressure. (🔧 p. 70) | • |
| Check the wheel bearing for play. 🛠️ | • |
| Check the wheel hubs. 🛠️ | • |
| Check the rim run-out. 🛠️ | • |
| Check the spoke tension. (🔧 p. 70) | • |
| Check the chain, rear sprocket, engine sprocket and chain guide. (🔧 p. 52) | • |
| Check the chain tension. (🔧 p. 51) | • |
| Grease all moving parts (e.g., side stand, hand lever, chain, ...) and check for smooth operation. 🛠️ | • |
| Check the fluid level of the hydraulic clutch. (🔧 p. 55) | • |
| Check the brake fluid level of the front brake. (🔧 p. 59) | • |
| Check the free travel of the hand brake lever. (🔧 p. 58) | • |
| Check the steering head bearing play. (🔧 p. 42) | • |
| Check the inlet membrane. 🛠️ | • |
| Check the clutch. 🛠️ | • |
| Change the gear oil. 🛠️ (🔧 p. 87) | • |
| Check all hoses (e.g. fuel, cooling, bleeder, drainage, etc.) and sleeves for cracking, leaks, and incorrect routing. 🛠️ | • |
| Check the antifreeze and coolant level. (🔧 p. 79) | • |
| Check the cables for damage and routing without sharp bends. 🛠️ | • |
| Check that the cables are undamaged, routed without sharp bends and set correctly. | • |
| Clean the air filter and air filter box. 🛠️ | • |
| Check the screws and nuts for tightness. 🛠️ | • |
| Check the headlight setting. (🔧 p. 77) | • |
| Check idle. 🛠️ | • |
| Check that the radiator fan is functioning properly. 🛠️ | • |
| Final check: Check the vehicle for roadworthiness and take a test ride. | • |
| Make the service entry in KTM DEALER.NET and in the service record. 🛠️ | • |

- Periodic interval

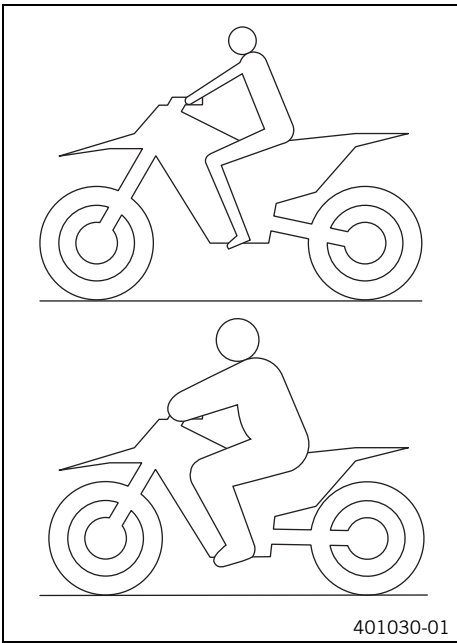
10.2 Service work (as additional order)

| | Once after 10 operating hours | Every 50 operating hours | Every 100 operating hours | Annually |
|--|-------------------------------|--------------------------|---------------------------|----------|
| Change the front brake fluid. 🛠️ | | | | • |
| Change the rear brake fluid. 🛠️ | | | | • |
| Change the hydraulic clutch fluid. 🛠️ (📖 p. 56) | | | | • |
| Grease the steering head bearing. 🛠️ (📖 p. 43) | | | | • |
| Change the glass fiber yarn filling of the main silencer. 🛠️ (📖 p. 48) | | | | • |
| Check/adjust the carburetor components. 🛠️ | | | | • • |
| Perform a fork service. 🛠️ | ○ | • | • | |
| Service the shock absorber. 🛠️ | | • | • | |
| Checking, cleaning, and lubricating the starter drive 🛠️ | | • | • | |
| Change the spark plug and spark plug connector. 🛠️ | | • | • | |
| Change the piston and check the cylinder. 🛠️ | | | • | |
| Change the connecting rod, conrod bearing and crank pin. 🛠️ | | | • | |
| Check the transmission and shift mechanism. 🛠️ | | | • | |
| Change all engine bearings. 🛠️ | | | • | |

- One-time interval
- Periodic interval

11.1 Checking the basic chassis setting with the rider's weight

i Info
When adjusting the basic chassis setting, first adjust the shock absorber and then the fork.



- For optimal motorcycle riding characteristics and to avoid damage to forks, shock absorbers, swingarm and frame, the basic settings of the suspension components must match the rider's weight.
- As delivered, KTM offroad motorcycles are adjusted for an average rider's weight (with full protective clothing).

Guideline

| | |
|-----------------------|------------------------------|
| Standard rider weight | 75... 85 kg (165... 187 lb.) |
|-----------------------|------------------------------|

- If the rider's weight is above or below this range, the basic setting of the suspension components must be adjusted accordingly.
- Small weight differences can be compensated by adjusting the spring preload, but in the case of large weight differences, the springs must be replaced.

11.2 Compression damping of the shock absorber

The compression damping of the shock absorber is divided into two ranges: high-speed and low-speed. High-speed and low-speed refer to the compression speed of the rear wheel suspension and not to the vehicle speed. The high-speed setting, for example, has an effect on the landing after a jump: the rear wheel suspension compresses more quickly. The low-speed setting, for example, has an effect when riding over long ground swells: the rear wheel suspension compresses more slowly. These two ranges can be adjusted separately, although the transition between high-speed and low-speed is gradual. Thus, changes in the high-speed range affect the compression damping in the low-speed range and vice versa.

11.3 Adjusting the low-speed compression damping of the shock absorber

⚠ Caution
Danger of accidents Disassembly of pressurized parts can lead to injury.

- The shock absorber is filled with high density nitrogen. Adhere to the description provided. (Your authorized KTM workshop will be glad to help.)

i Info
The low-speed setting can be seen during the slow to normal compression of the shock absorber.



- Turn adjusting screw **1** clockwise with a screwdriver up to the last perceptible click.

i Info
Do not loosen fitting **2**.

- Turn counterclockwise by the number of clicks corresponding to the shock absorber type.

Guideline

| Compression damping, low-speed | |
|--------------------------------|-----------|
| Comfort | 20 clicks |
| Standard | 15 clicks |
| Sport | 10 clicks |

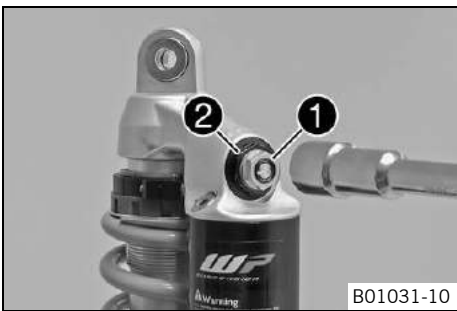
i Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.

11.4 Adjusting the high-speed compression damping of the shock absorber

! Caution
Danger of accidents Disassembly of pressurized parts can lead to injury.

- The shock absorber is filled with high density nitrogen. Adhere to the description provided. (Your authorized KTM workshop will be glad to help.)

i Info
The high-speed setting can be seen during the fast compression of the shock absorber.



Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 37)
- Fold the seat up. (☞ p. 45)
- Remove the shock absorber. ☞ (☞ p. 44)

Main work

- Turn adjusting screw ① all the way clockwise with a socket wrench.

i Info
Do not loosen fitting ②.

- Turn counterclockwise by the number of turns corresponding to the shock absorber type.

Guideline

| Compression damping, high-speed | |
|---------------------------------|-----------|
| Comfort | 2.5 turns |
| Standard | 2 turns |
| Sport | 1 turn |

i Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.

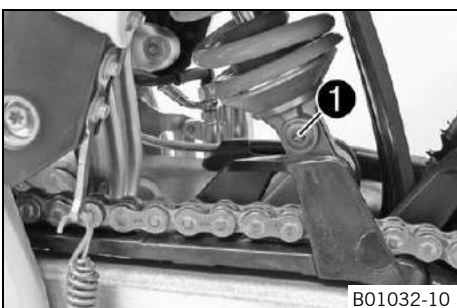
Finishing work

- Install the shock absorber. ☞ (☞ p. 44)
- Lock the seat. (☞ p. 45)
- Remove the motorcycle from the lift stand. (☞ p. 37)

11.5 Adjusting the rebound damping of the shock absorber

! Caution
Danger of accidents Disassembly of pressurized parts can lead to injury.

- The shock absorber is filled with high density nitrogen. Adhere to the description provided. (Your authorized KTM workshop will be glad to help.)



- Turn adjusting screw ① clockwise up to the last perceptible click.
- Turn counterclockwise by the number of clicks corresponding to the shock absorber type.

Guideline

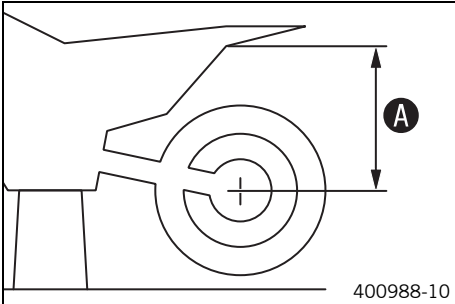
| Rebound damping | |
|-----------------|-----------|
| Comfort | 20 clicks |
| Standard | 15 clicks |
| Sport | 10 clicks |



Info

Turn clockwise to increase damping; turn counterclockwise to reduce damping.

11.6 Measuring rear wheel sag unloaded



Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 37)

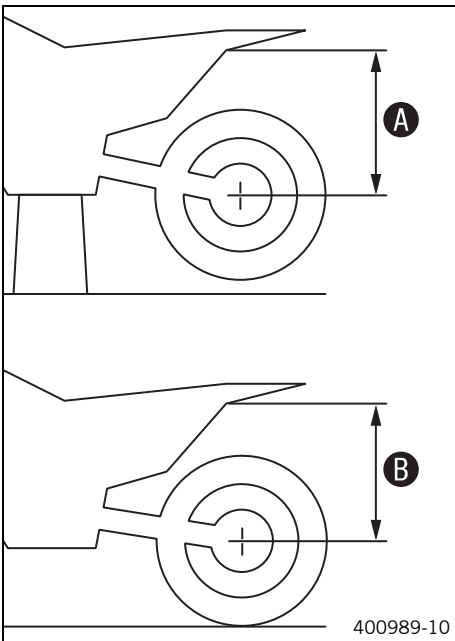
Main work

- Measure the distance – as vertical as possible – between the rear axle and a fixed point, for example, a mark on the side cover.
- Note down the value as dimension **A**.

Finishing work

- Remove the motorcycle from the lift stand. (☞ p. 37)

11.7 Checking the static sag of the shock absorber



- Measure distance **A** of rear wheel unloaded. (☞ p. 32)
- Hold the motorcycle upright with the aid of an assistant.
- Measure the distance between the rear axle and the fixed point again.
- Note down the value as dimension **B**.



Info

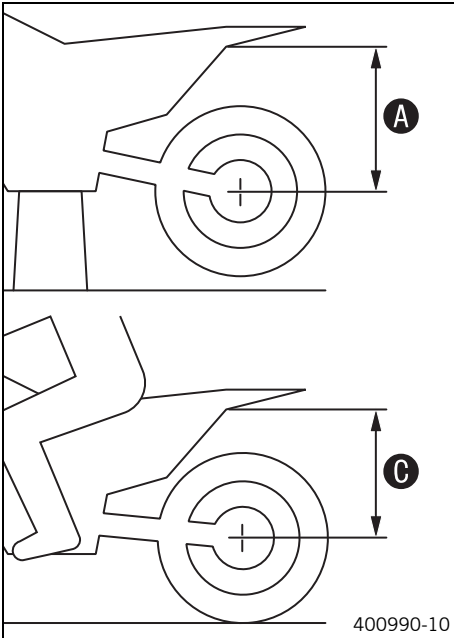
The static sag is the difference between measurements **A** and **B**.

- Check the static sag.

| | |
|------------|-----------------|
| Static sag | 15 mm (0.59 in) |
|------------|-----------------|

- » If the static sag is less or more than the specified value:
 - Adjust the spring preload of the shock absorber. ☞ (☞ p. 33)

11.8 Checking the riding sag of the shock absorber



- Measure distance **A** of rear wheel unloaded. (☞ p. 32)
- With another person holding the motorcycle, the rider, wearing full protective clothing, sits on the seat in a normal sitting position (feet on footrests) and bounces up and down a few times.
 - ✓ The rear wheel suspension levels out.
- Another person now measures the distance between the rear axle and a fixed point.
- Note down the value as dimension **C**.

i Info

The riding sag is the difference between measurements **A** and **C**.

- Check the riding sag.

| | |
|------------|-----------------|
| Riding sag | 80 mm (3.15 in) |
|------------|-----------------|

- » If the riding sag differs from the specified measurement:
 - Adjust the riding sag. ☞ (☞ p. 34)

11.9 Adjusting the spring preload of the shock absorber ☞

⚠ Caution

Danger of accidents Disassembly of pressurized parts can lead to injury.

- The shock absorber is filled with high density nitrogen. Adhere to the description provided. (Your authorized KTM workshop will be glad to help.)

i Info

Before changing the spring preload, make a note of the present setting, e.g., by measuring the length of the spring.

Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 37)
- Fold the seat up. (☞ p. 45)
- Remove the shock absorber. ☞ (☞ p. 44)
- After removing the shock absorber, clean it thoroughly.

Main work

- Loosen screw **1**.
- Turn adjusting ring **2** until the spring is no longer under tension.

| |
|---------------------|
| Hook wrench (T106S) |
|---------------------|

- Measure the overall spring length while the spring is not under tension.
- Tighten the spring by turning adjusting ring **2** to measurement **A**.

Guideline

| Spring preload | |
|----------------|----------------|
| Comfort | 8 mm (0.31 in) |
| Standard | 8 mm (0.31 in) |
| Sport | 8 mm (0.31 in) |

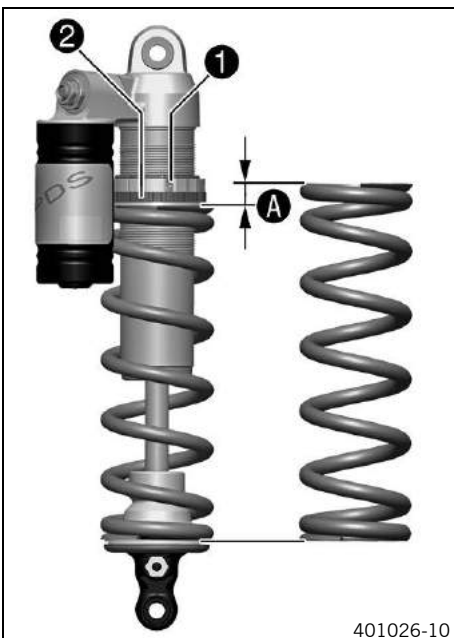
i Info

Depending on the static sag and/or the riding sag, it may be necessary to increase or decrease the spring preload.

- Tighten screw **1**.

Guideline

| | | |
|--------------------------------------|----|-------------------|
| Screw, shock absorber adjusting ring | M5 | 5 Nm (3.7 lbf ft) |
|--------------------------------------|----|-------------------|



Finishing work

- Install the shock absorber. ↘ (☞ p. 44)
- Lock the seat. (☞ p. 45)
- Remove the motorcycle from the lift stand. (☞ p. 37)

11.10 Adjusting the riding sag ↘

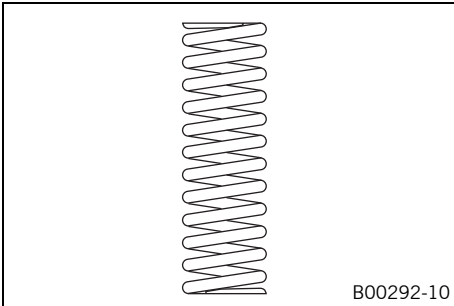
Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 37)
- Fold the seat up. (☞ p. 45)
- Remove the shock absorber. ↘ (☞ p. 44)
- After removing the shock absorber, clean it thoroughly.

Main work

- Choose and mount a suitable spring.

Guideline



| Spring designation | |
|---|----------------------|
| Weight of rider: 65... 75 kg (143... 165 lb.) | (61/59) 55-215 |
| Weight of rider: 75... 85 kg (165... 187 lb.) | (61/59) 55/63/71-215 |
| Weight of rider: 85... 95 kg (187... 209 lb.) | (61/59) 58/62/74-215 |



Info

The spring rate is shown on the outside of the spring. Smaller weight differences can be compensated by changing the spring preload.

Finishing work

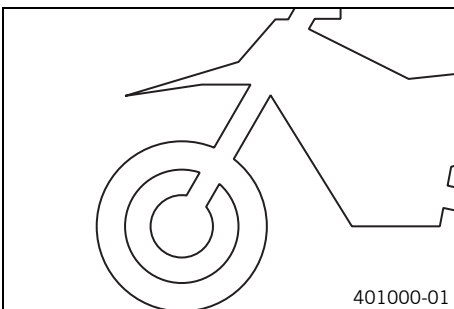
- Install the shock absorber. ↘ (☞ p. 44)
- Lock the seat. (☞ p. 45)
- Remove the motorcycle from the lift stand. (☞ p. 37)
- Check the static sag of the shock absorber. (☞ p. 32)
- Check the riding sag of the shock absorber. (☞ p. 33)
- Adjust the rebound damping of the shock absorber. (☞ p. 31)

11.11 Checking the basic setting of the fork



Info

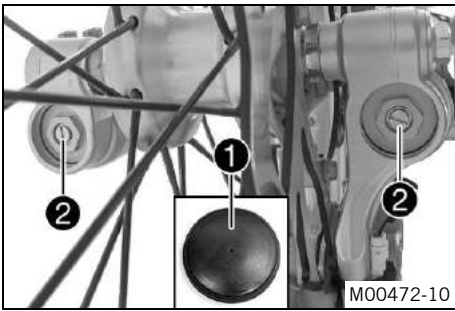
For various reasons, no exact riding sag can be determined for the forks.



- As with the shock absorber, smaller differences in the rider's weight can be compensated by the spring preload.
- However, if the fork is often overloaded (hard end stop on compression), harder springs must be fit to avoid damage to the fork and frame.

11.12 Adjusting the compression damping of the fork

i Info
The hydraulic compression damping determines the fork suspension behavior.



- Remove protection caps ①.
- Turn adjusting screws ② clockwise all the way.

i Info
Adjusting screws ② are located at the bottom end of the fork legs. Make the same adjustment on both fork legs.

- Turn counterclockwise by the number of clicks corresponding to the fork type.
Guideline

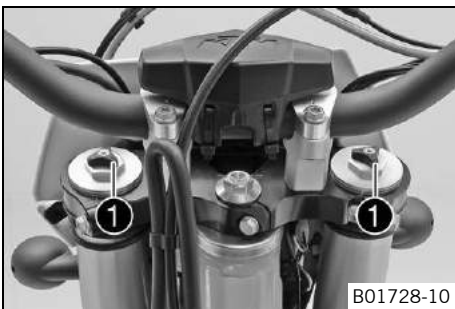
| Compression damping | |
|---------------------|-----------|
| Comfort | 25 clicks |
| Standard | 20 clicks |
| Sport | 15 clicks |

i Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.

- Mount protection caps ①.

11.13 Adjusting the rebound damping of the fork

i Info
The hydraulic rebound damping determines the fork suspension behavior.



- Turn adjusting screws ① clockwise all the way.

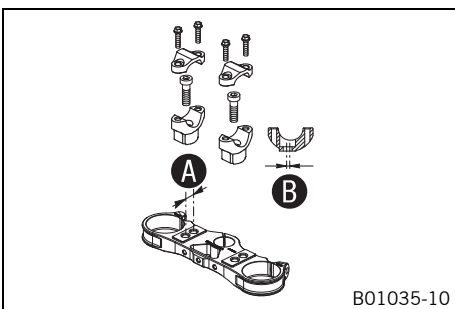
i Info
Adjusting screws ① are located at the top end of the fork legs. Make the same adjustment on both fork legs.

- Turn counterclockwise by the number of clicks corresponding to the fork type.
Guideline

| Rebound damping | |
|-----------------|-----------|
| Comfort | 25 clicks |
| Standard | 20 clicks |
| Sport | 15 clicks |

i Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.

11.14 Handlebar position



On the upper triple clamp, there are two holes at a distance of **A** to each other.

| | |
|------------------------|-----------------|
| Hole distance A | 15 mm (0.59 in) |
|------------------------|-----------------|

The holes on the handlebar supports are placed at a distance of **B** from the center.

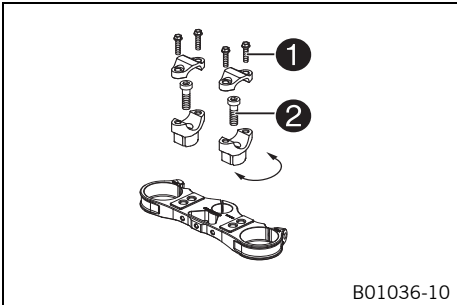
| | |
|------------------------|-------------------|
| Hole distance B | 3.5 mm (0.138 in) |
|------------------------|-------------------|

The handlebar supports can be mounted in four different positions.

11.15 Adjusting the handlebar position ↩

Warning
Danger of accidents Handlebar breakage.

- If the handlebar is bent or straightened it will cause material fatigue, and the handlebar can break. Always replace handlebar.



- Remove screws ❶. Remove the handlebar clamps. Take off the handlebar and lay it to one side.

i Info
 Cover the components to protect them against damage.
 Do not bend the cables and lines.

- Remove screws ❷. Take off the handlebar supports.
- Move the handlebar supports into the desired position. Mount and tighten screws ❷.

Guideline

| | | | |
|--------------------------|-----|------------------------|---------------|
| Screw, handlebar support | M10 | 40 Nm (29.5 lbf ft) | Loctite® 243™ |
|--------------------------|-----|------------------------|---------------|

i Info
 Position the left and right handlebar supports evenly.

- Position the handlebar.

i Info
 Make sure cables and wiring are positioned correctly.

- Position the handlebar clamps. Mount screws ❶ and tighten evenly.

Guideline

| | | |
|------------------------|----|------------------------|
| Screw, handlebar clamp | M8 | 20 Nm (14.8 lbf ft) |
|------------------------|----|------------------------|

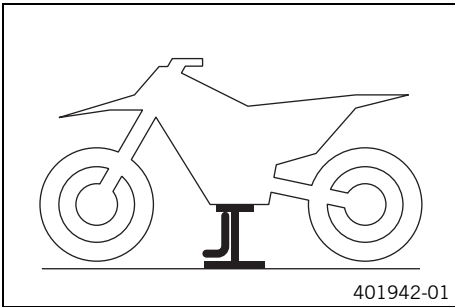
i Info
 Make sure the gap width is even.

12.1 Raising the motorcycle with the lift stand

Note

Danger of damage The parked vehicle may roll away or fall over.

- Always place the vehicle on a firm and even surface.



- Raise the motorcycle at the frame underneath the engine.

Lift stand (54829055000)

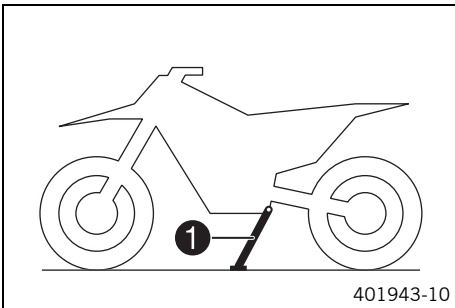
- ✓ Neither wheel is in contact with the ground.
- Secure the motorcycle against falling over.

12.2 Removing the motorcycle from the lift stand

Note

Danger of damage The parked vehicle may roll away or fall over.

- Always place the vehicle on a firm and even surface.



- Remove the motorcycle from the lift stand.
- Remove the lift stand.
- To park the motorcycle, press side stand ① to the ground with your foot and lean the motorcycle on it.

Info

When you are riding, the side stand must be folded up and secured with the rubber band.

12.3 Bleeding the fork legs



Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 37)

Main work

- Release bleeder screws ①.
 - ✓ Any excess pressure escapes from the interior of the fork.
- Tighten the bleeder screws.

Finishing work

- Remove the motorcycle from the lift stand. (☛ p. 37)

12.4 Cleaning the dust boots of the fork legs



Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 37)
- Remove the fork protector. ☞ (☞ p. 39)

Main work

- Push dust boots ❶ of both fork legs downward.



Info

The dust boots remove dust and coarse dirt particles from the inside fork tubes. Over time, dirt can penetrate behind the dust boots. If this dirt is not removed, the shaft seal rings behind can start to leak.



Warning

Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

- Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.

- Clean and oil the dust boots and inner fork tube of both fork legs.

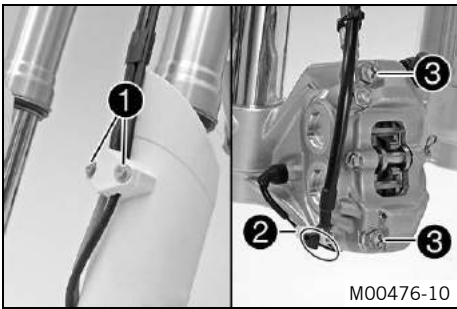
Universal oil spray (☞ p. 104)

- Press the dust boots back into their normal position.
- Remove excess oil.

Finishing work

- Install the fork protector. ☞ (☞ p. 40)
- Remove the motorcycle from the lift stand. (☞ p. 37)

12.5 Removing the fork legs ☞

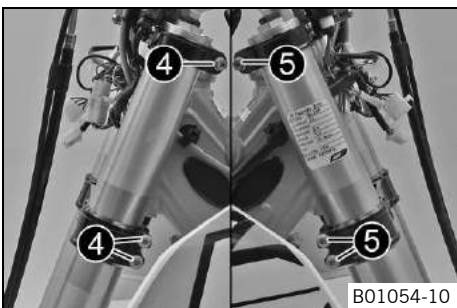


Preparatory work

- Remove the headlight mask with the headlight. (☞ p. 75)
- Raise the motorcycle with the lift stand. (☞ p. 37)
- Remove the front wheel. ☞ (☞ p. 67)

Main work

- Remove screws ❶ and take off the clamp.
- Remove the cable tie(s) and detach plug-in connector ❷.
- Remove screws ❸ and the spacers and take off the brake caliper.
- Allow the brake caliper and brake line to hang tension-free to the side.



- Release screws ❹. Take out the left fork leg.
- Release screws ❺. Take out the right fork leg.

12.6 Installing the fork legs



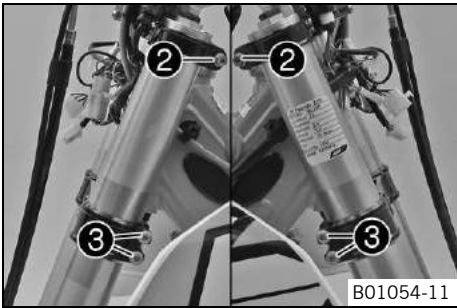
Main work

- Position the fork legs.

Info

The upper milled groove in the fork leg must be flush with the upper edge of the upper triple clamp.

Position bleeder screws **1** toward the front.



- Tighten screws **2**.

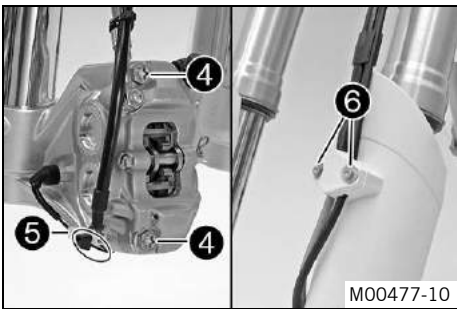
Guideline

| | | |
|-------------------------|----|------------------------|
| Screw, top triple clamp | M8 | 22 Nm (16.2 lbf ft) |
|-------------------------|----|------------------------|

- Tighten screws **3**.

Guideline

| | | |
|----------------------------|----|------------------------|
| Screw, bottom triple clamp | M8 | 18 Nm (13.3 lbf ft) |
|----------------------------|----|------------------------|



- Position the brake caliper. Mount and tighten screws **4** with the spacers.

Guideline

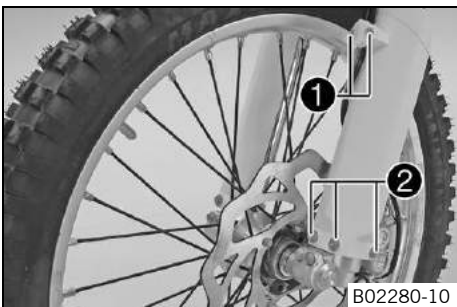
| | | | |
|----------------------------|----|------------------------|---------------|
| Screw, front brake caliper | M8 | 25 Nm (18.4 lbf ft) | Loctite® 243™ |
|----------------------------|----|------------------------|---------------|

- Connect the plug-in connector **5** and mount the cable tie(s).
- Position the brake line, wiring harness, and clamp. Mount and tighten screws **6**.

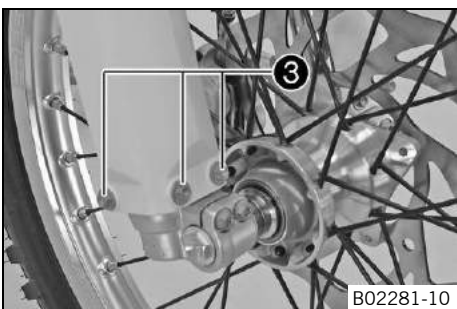
Finishing work

- Install the front wheel. (☞ p. 67)
- Refit the headlight mask with the headlight. (☞ p. 75)
- Check the headlight setting. (☞ p. 77)

12.7 Removing the fork protector

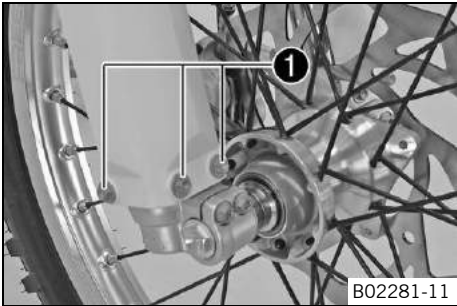


- Remove screws **1**. Take off the clamp.
- Remove screws **2** on the left fork leg. Take off the fork protector.



- Remove screws **3** on the right fork leg. Take off the fork protector.

12.8 Installing the fork protector

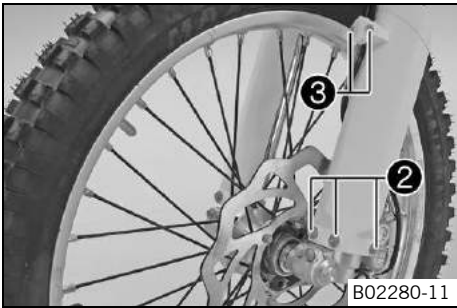


B02281-11

- Position the fork protection on the right fork leg. Mount and tighten screws ❶.

Guideline

| | | |
|---------------------------|----|--------------------|
| Remaining screws, chassis | M6 | 10 Nm (7.4 lbf ft) |
|---------------------------|----|--------------------|



B02280-11

- Position the fork protection on the left fork leg. Mount and tighten screws ❷.

Guideline

| | | |
|---------------------------|----|--------------------|
| Remaining screws, chassis | M6 | 10 Nm (7.4 lbf ft) |
|---------------------------|----|--------------------|

- Position the brake line, wiring harness, and clamp. Mount and tighten screws ❸.

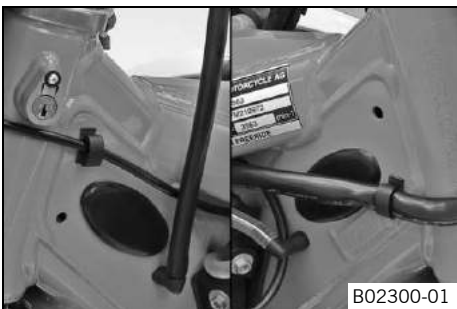
12.9 Removing the lower triple clamp

Preparatory work

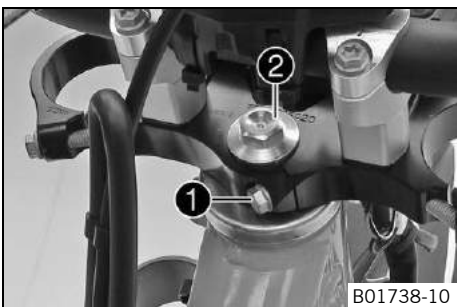
- Remove the headlight mask with the headlight. (☞ p. 75)
- Raise the motorcycle with the lift stand. (☞ p. 37)
- Remove the front wheel. ☞ (☞ p. 67)
- Remove the fork legs. ☞ (☞ p. 38)
- Remove the front fender. (☞ p. 44)

Main work

- Remove the cable holder on both sides in front of the radiator.



B02300-01



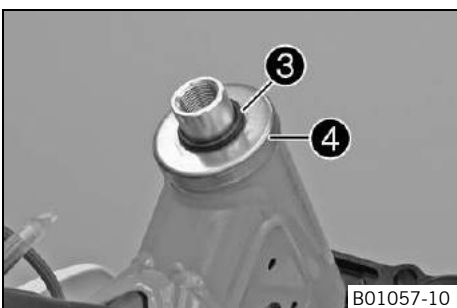
B01738-10

- Remove screw ❶.
- Remove screw ❷, take off the upper triple clamp with the handlebar and set it aside.



Info

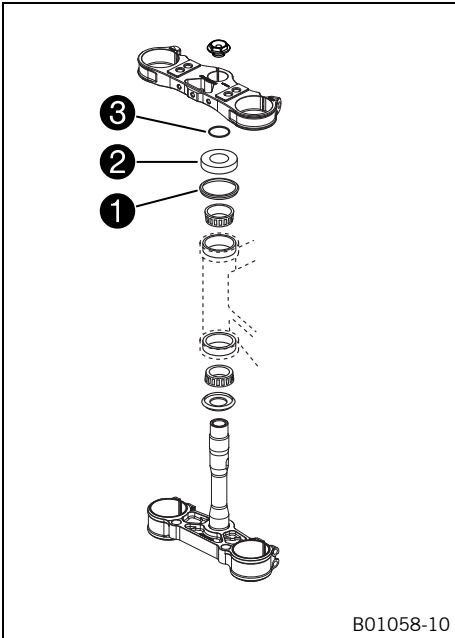
Cover the components to protect them against damage.
Do not bend the cables and lines.



B01057-10

- Remove O-ring ❸. Remove protective ring ❹.
- Take out the lower triple clamp with the steering stem.
- Take out the upper steering head bearing.

12.10 Installing the lower triple clamp



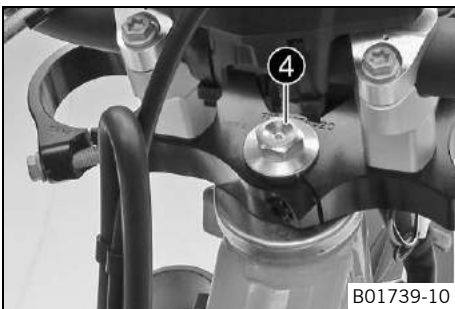
B01058-10

Main work

- Clean the bearing and sealing elements, check for damage, and grease.

High viscosity grease (☛ p. 103)

- Insert the lower triple clamp with the steering stem. Mount the upper steering head bearing.
- Check whether the upper steering head seal ① is correctly positioned.
- Slide on protective ring ② and O-ring ③.



B01739-10

- Position the upper triple clamp with the handlebar.
- Mount screw ④ but do not tighten yet.
- Position the clutch line and wiring harness.



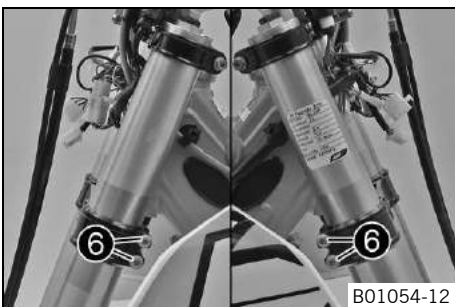
B02279-10

- Position the fork legs.

Info

The upper milled groove in the fork leg must be flush with the upper edge of the upper triple clamp.

Position bleeder screws ⑤ toward the front.



B01054-12

- Fully tighten screws ⑥.

Guideline

| | | |
|----------------------------|----|------------------------|
| Screw, bottom triple clamp | M8 | 18 Nm (13.3 lbf ft) |
|----------------------------|----|------------------------|

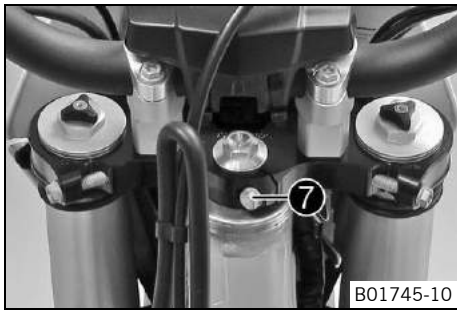


B01744-10

- Tighten screw ④.

Guideline

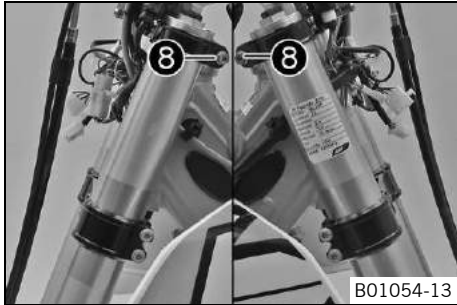
| | | |
|--------------------------|---------|--------------------|
| Screw, top steering head | M20x1.5 | 12 Nm (8.9 lbf ft) |
|--------------------------|---------|--------------------|



- Mount and tighten screw 7.

Guideline

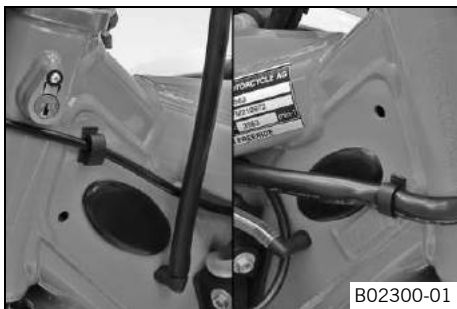
| | | | |
|--------------------------|----|------------------------|---------------|
| Screw, top steering stem | M8 | 17 Nm (12.5 lbf ft) | Loctite® 243™ |
|--------------------------|----|------------------------|---------------|



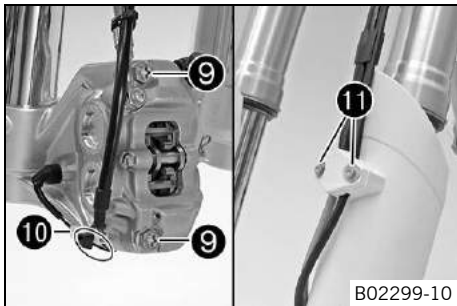
- Tighten screws 8.

Guideline

| | | | |
|-------------------------|----|------------------------|--|
| Screw, top triple clamp | M8 | 22 Nm (16.2 lbf ft) | |
|-------------------------|----|------------------------|--|



- Secure the cable holder on both sides.



- Position the brake caliper. Mount and tighten screws 9 with the spacers.

Guideline

| | | | |
|----------------------------|----|------------------------|---------------|
| Screw, front brake caliper | M8 | 25 Nm (18.4 lbf ft) | Loctite® 243™ |
|----------------------------|----|------------------------|---------------|

- Connect the plug-in connector 10 and mount the cable ties(s).
- Position the brake line, wiring harness, and clamp. Mount and tighten screws 11.

Finishing work

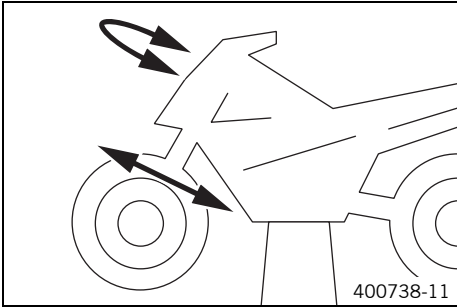
- Install the front fender. (☛ p. 45)
- Install the front wheel. ☛ (☛ p. 67)
- Refit the headlight mask with the headlight. (☛ p. 75)
- Check that the wiring harness, throttle cables, and brake and clutch lines can move freely and are routed correctly.
- Check the steering head bearing play. (☛ p. 42)
- Remove the motorcycle from the lift stand. (☛ p. 37)
- Check the headlight setting. (☛ p. 77)

12.11 Checking the steering head bearing play

Warning
Danger of accidents Unstable vehicle handling from incorrect steering head bearing play.

- Adjust the steering head bearing play without delay. (Your authorized KTM workshop will be glad to help.)

Info
 If the bike is ridden with play in the steering head bearing, the bearing and the bearing seats in the frame can become damaged over time.



Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 37)

Main work

- Move the handlebar to the straight-ahead position. Move the fork legs to and fro in the direction of travel.

No play should be noticeable in the steering head bearing.

- » If there is noticeable play present:
 - Adjust the play of the steering head bearing. ☛ (☛ p. 43)
- Move the handlebar to and fro over the entire steering range.

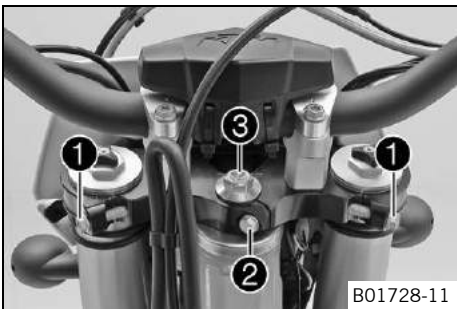
The handlebar must be able to move easily over the entire steering range. No resting locations should be noticeable.

- » If click positions are noticeable:
 - Adjust the play of the steering head bearing. ☛ (☛ p. 43)
 - Check the steering head bearing and replace if required.

Finishing work

- Remove the motorcycle from the lift stand. (☛ p. 37)

12.12 Adjusting the play of the steering head bearing ☛



Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 37)

Main work

- Loosen screws ❶. Remove screw ❷.
- Loosen and retighten screw ❸.

Guideline

| | | |
|--------------------------|---------|--------------------|
| Screw, top steering head | M20x1.5 | 12 Nm (8.9 lbf ft) |
|--------------------------|---------|--------------------|

- Using a plastic hammer, tap lightly on the upper triple clamp to avoid strains.
- Tighten screws ❶.

Guideline

| | | |
|-------------------------|----|---------------------|
| Screw, top triple clamp | M8 | 22 Nm (16.2 lbf ft) |
|-------------------------|----|---------------------|

- Mount and tighten screw ❷.

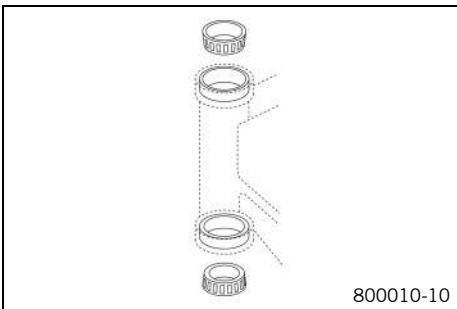
Guideline

| | | | |
|--------------------------|----|---------------------|---------------|
| Screw, top steering stem | M8 | 17 Nm (12.5 lbf ft) | Loctite® 243™ |
|--------------------------|----|---------------------|---------------|

Finishing work

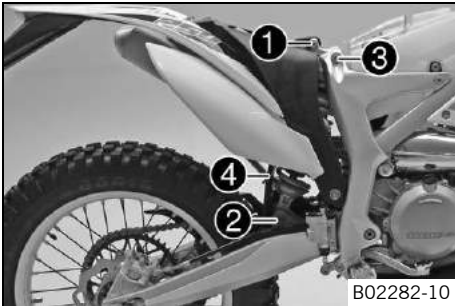
- Check the steering head bearing play. (☛ p. 42)
- Remove the motorcycle from the lift stand. (☛ p. 37)

12.13 Greasing the steering head bearing ☛



- Remove the lower triple clamp. ☛ (☛ p. 40)
- Install the lower triple clamp. ☛ (☛ p. 41)

12.14 Removing the shock absorber



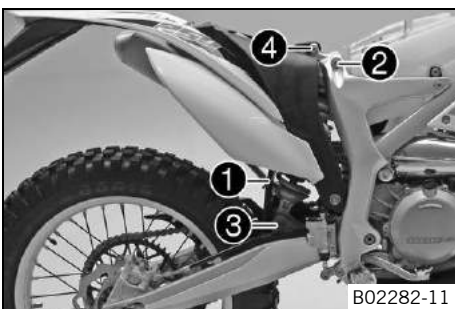
Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 37)
- Fold the seat up. (☛ p. 45)

Main work

- Remove screw ①.
- Remove screw ② and lower the rear wheel with the swing arm as far as possible without blocking the rear wheel. Fix the rear wheel in this position.
- Remove screw ③.
- Push splash protector ④ to the side and remove the shock absorber.

12.15 Installing the shock absorber



Main work

- Push splash protector ① to the side and position the shock absorber. Mount and tighten screw ②.

Guideline

| | | | |
|---------------------------|-----|----------------------|----------------|
| Screw, top shock absorber | M12 | 80 Nm (59 lbf ft) | Loctite® 2701™ |
|---------------------------|-----|----------------------|----------------|

- Mount and tighten screw ③.

Guideline

| | | | |
|------------------------------|-----|----------------------|----------------|
| Screw, bottom shock absorber | M12 | 80 Nm (59 lbf ft) | Loctite® 2701™ |
|------------------------------|-----|----------------------|----------------|



Info

The heim joint for the shock absorber at the swing arm is Teflon coated. It must not be greased with grease or with other lubricants. Lubricants dissolve the Teflon coating, thereby drastically reducing the service life.

- Mount and tighten screw ④.

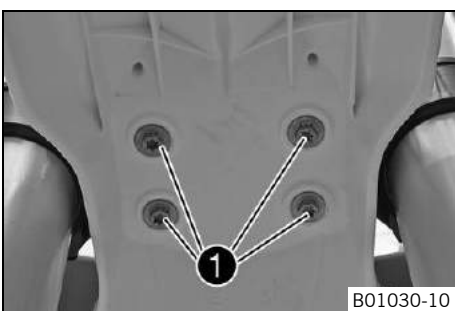
Guideline

| | | | |
|-----------------------|-----|------------------------|---------------|
| Screw, upper subframe | M10 | 45 Nm (33.2 lbf ft) | Loctite® 243™ |
|-----------------------|-----|------------------------|---------------|

Finishing work

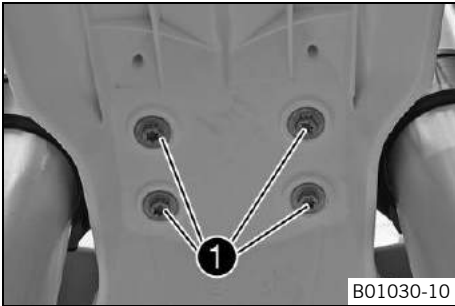
- Lock the seat. (☛ p. 45)
- Remove the motorcycle from the lift stand. (☛ p. 37)

12.16 Removing the front fender



- Remove screws ①. Remove the front fender.
- Ensure that the spacers remain in place.

12.17 Installing the front fender



- Ensure that the spacers are mounted in the fender.
- Position the front fender. Mount and tighten screws ①.

Guideline

| | | |
|---------------------------|----|--------------------|
| Remaining screws, chassis | M6 | 10 Nm (7.4 lbf ft) |
|---------------------------|----|--------------------|



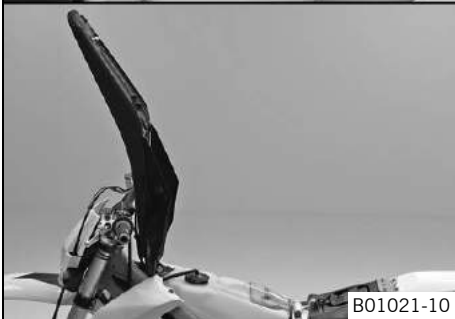
Info

Make sure the holding lugs engage in the headlight mask.

12.18 Folding the seat up



- Press release lever ①.
- Lift the seat and fold it up.



12.19 Locking the seat



- Fold down the seat and push it down.
 - ✓ The seat engages with an audible click.
- Finally, check that the seat is correctly locked.

12.20 Removing the air filter housing 🛠️

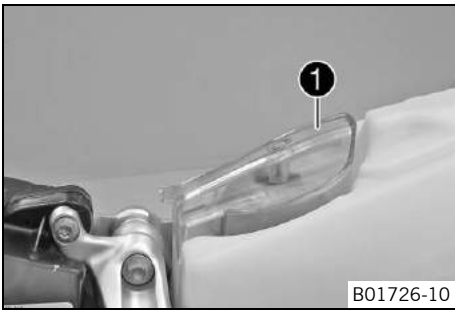
Note

Engine failure Unfiltered intake air has a negative effect on the service life of the engine.

- Never operate the vehicle without an air filter as dust and dirt will enter the engine and lead to increased wear.

Preparatory work

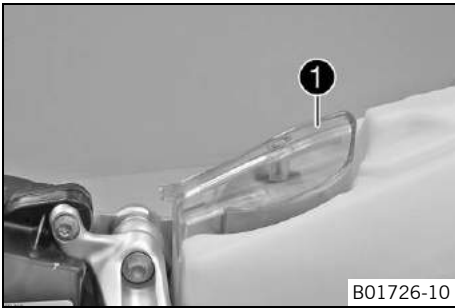
- Fold the seat up. (👉 p. 45)



Main work

- Pull air filter housing ① up and off.

12.21 Installing the air filter housing ↘



Main work

- Mount air filter housing ① on the intake flange.



Info

If the air filter housing is not mounted correctly, dust and dirt may enter the engine and cause damage.

Finishing work

- Lock the seat. (☞ p. 45)

12.22 Removing the air filter ↘

Note

Engine failure Unfiltered intake air has a negative effect on the service life of the engine.

- Never operate the vehicle without an air filter as dust and dirt will enter the engine and lead to increased wear.



Warning

Environmental hazard Hazardous substances cause environmental damage.

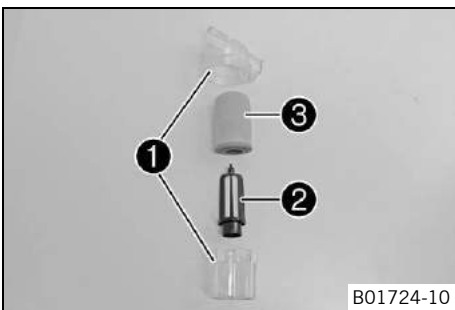
- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

Preparatory work

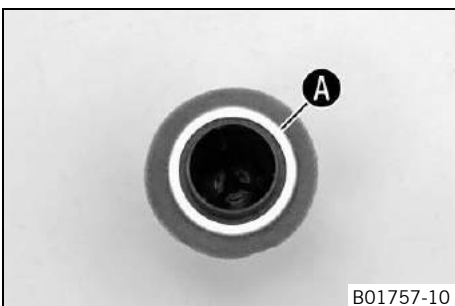
- Fold the seat up. (☞ p. 45)
- Remove the air filter housing. ↘ (☞ p. 45)

Main work

- Open air filter housing ① by turning counterclockwise and take out air filter ③ with air filter support ②.
- Take off air filter ③ from air filter support ②.



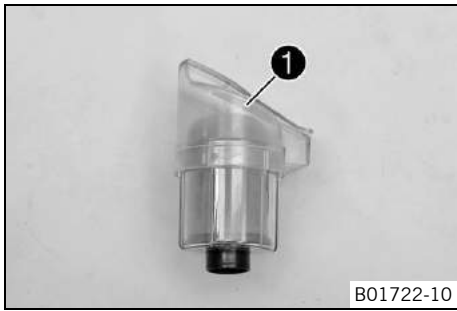
12.23 Installing the air filter ↘



Main work

- Mount the clean air filter onto the air filter support.
- Apply grease to the air filter around area A.

Long-life grease (☞ p. 103)



- Insert both parts together and close air filter housing **1** by turning clockwise.



Info

If the air filter is not mounted correctly, dust and dirt may enter the engine and cause damage.

Finishing work

- Install the air filter housing. ↘ (☞ p. 46)
- Lock the seat. (☞ p. 45)

12.24 Cleaning the air filter and air filter housing ↘



Warning

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.



Info

Do not clean the air filter with fuel or petroleum since these substances attack the foam.

Preparatory work

- Fold the seat up. (☞ p. 45)
- Remove the air filter housing. ↘ (☞ p. 45)
- Remove the air filter. ↘ (☞ p. 46)

Main work

- Wash the air filter thoroughly in special cleaning liquid and allow it to dry properly.

Air filter cleaner (☞ p. 103)



Info

Only press the air filter to dry it, never wring it out.

- Oil the dry air filter with a high quality filter oil.

Oil for foam air filter (☞ p. 103)

- Clean the air filter housing.
- Check the intake flange for damage and ensure it is firmly seated.

Finishing work

- Install the air filter. ↘ (☞ p. 46)
- Install the air filter housing. ↘ (☞ p. 46)
- Lock the seat. (☞ p. 45)



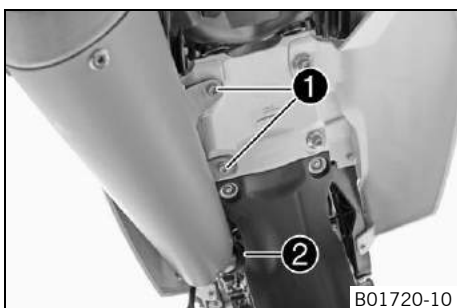
12.25 Removing the main silencer



Warning

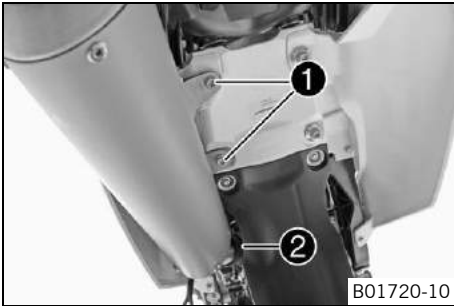
Danger of burns The exhaust system gets very hot when the vehicle is driven.

- Allow the exhaust system to cool down. Do not touch hot components.



- Remove screws **1**.
- Pull off the main silencer from the manifold at rubber sleeve **2**.

12.26 Installing the main silencer



- Mount the main silencer with rubber sleeve ②.
- Mount and tighten screws ①.

Guideline

| | | |
|---------------------------|----|------------------------|
| Remaining screws, chassis | M8 | 25 Nm (18.4 lbf ft) |
|---------------------------|----|------------------------|

12.27 Changing the glass fiber yarn filling of the main silencer



Warning

Danger of burns The exhaust system gets very hot when the vehicle is driven.

- Allow the exhaust system to cool down. Do not touch hot components.



Info

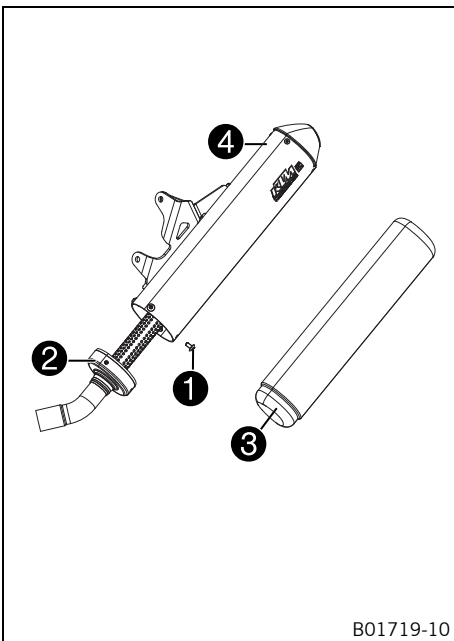
Over a period, the fibers of the glass fiber yarn vanish into the air, and the silencer "burns out". Not only is the noise level higher, the performance characteristic changes.

Preparatory work

- Remove the main silencer. (☛ p. 47)

Main work

- Remove screws ①. Pull out connecting cap ②.
- Pull glass fiber yarn filling ③ from the connecting cap.
- Clean the parts that are to be reinstalled.
- Mount the new glass fiber yarn filling ③ on the connecting cap.
- Slide main silencer sleeve ④ over the connecting cap with the new glass fiber yarn filling.
- Mount and tighten all screws ①.



Finishing work

- Install the main silencer. (☛ p. 48)

12.28 Removing the fuel tank



Danger

Fire hazard Fuel is highly flammable.

- Never refuel the vehicle near open flames or burning cigarettes, and always switch off the engine first. Be careful that no fuel is spilt, especially on hot vehicle components. Clean up spilt fuel immediately.
- The fuel in the fuel tank expands when warm and may emerge if overfilled. Follow the instructions on refueling.



Warning

Danger of poisoning Fuel is poisonous and a health hazard.

- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that is contaminated with fuel. Store fuel properly in a suitable canister and keep away from children.

Preparatory work

- Fold the seat up. (☛ p. 45)

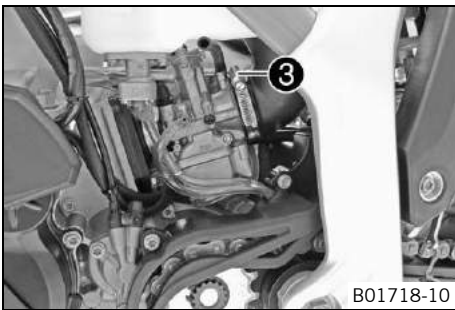
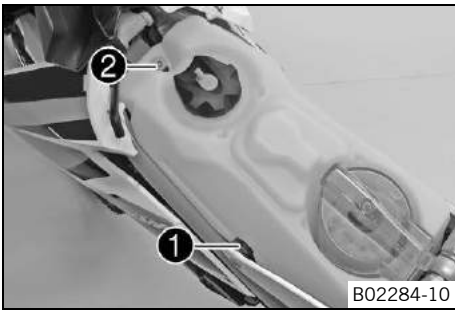
Main work

- Turn handle ❶ of the fuel tap to the **OFF** position. (Figure B01660-10☛ p. 15)
- Pull off the fuel hose.



Info

Remaining fuel may flow out of the fuel hose.



- Remove the tube from the fuel tank breather.
- Remove screws ❶ on both sides.
- Remove screw ❷.
- Release hose clamp ❸.
- Detach the intake flange from the carburetor.
- Remove the fuel tank from above.

12.29 Installing the fuel tank ☛



Danger

Fire hazard Fuel is highly flammable.

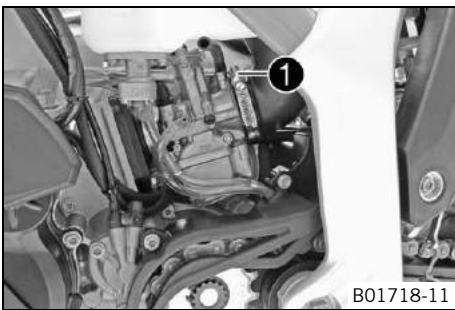
- Never refuel the vehicle near open flames or burning cigarettes, and always switch off the engine first. Be careful that no fuel is spilt, especially on hot vehicle components. Clean up spilt fuel immediately.
- The fuel in the fuel tank expands when warm and may emerge if overfilled. Follow the instructions on refueling.



Warning

Danger of poisoning Fuel is poisonous and a health hazard.

- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that is contaminated with fuel.



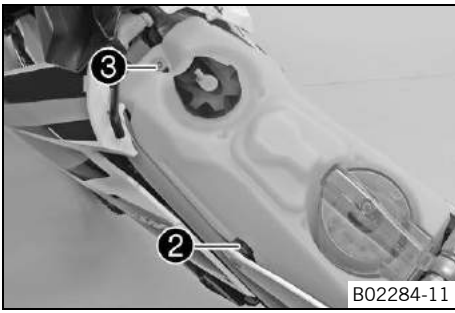
Main work

- Check the throttle cable routing. (☛ p. 54)
- Make sure that no cables are trapped or damaged.
- Position the fuel tank.
- Position the intake flange on the carburetor.
- Tighten hose clamp ❶.
- Connect the fuel hose.



Info

Route the cable and fuel line at a safe distance from the exhaust system.



- Mount and tighten screws ② on both sides.

Guideline

| | | | |
|------------------|----|------------------------|---------------|
| Screw, fuel tank | M8 | 15 Nm (11.1 lbf ft) | Loctite® 243™ |
|------------------|----|------------------------|---------------|

- Mount and tighten screw ③.

Guideline

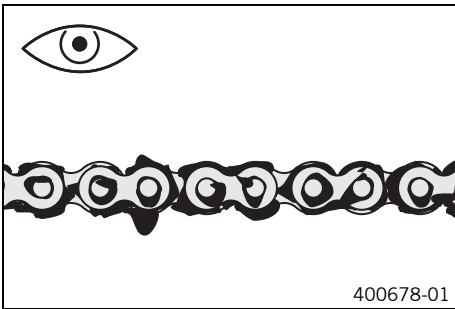
| | | | |
|---------------------------|----|--------------------|--|
| Remaining screws, chassis | M6 | 10 Nm (7.4 lbf ft) | |
|---------------------------|----|--------------------|--|

- Mount the fuel tank breather.

Finishing work

- Lock the seat. (☛ p. 45)

12.30 Checking for chain dirt accumulation

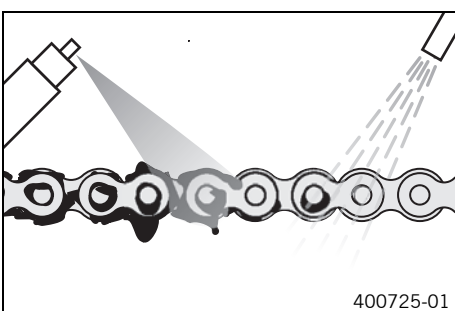


- Check the chain for coarse dirt accumulation.
 - » If the chain is very dirty:
 - Clean the chain. (☛ p. 50)

12.31 Cleaning the chain

- Warning**
Danger of accidents Oil or grease on the tires reduces their grip.
 - Remove oil and grease with a suitable cleaning material.
- Warning**
Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.
 - Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.
- Warning**
Environmental hazard Hazardous substances cause environmental damage.
 - Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

i Info
The service life of the chain depends largely on its maintenance.



Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 37)

Main work

- Clean the chain regularly and then treat with chain spray.

| |
|---------------------------------|
| Chain cleaner (☛ p. 103) |
| Off-road chain spray (☛ p. 103) |

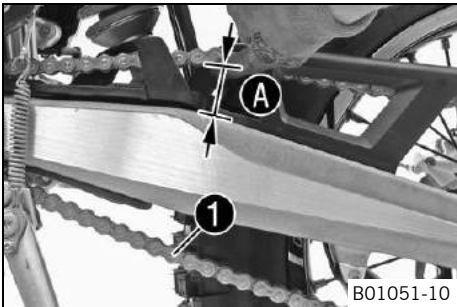
Finishing work

- Remove the motorcycle from the lift stand. (☛ p. 37)

12.32 Checking the chain tension

Warning
Danger of accidents Danger caused by incorrect chain tension.

- If the chain is too taut, the components of the secondary power transmission (chain, engine sprocket, rear sprocket, bearings in the transmission and in the rear wheel) will be under additional load. In addition to premature wear, this can cause the chain or the countershaft of the transmission to break in extreme cases. If the chain is too loose, however, it may fall off the engine sprocket or rear sprocket and block the rear wheel or damage the engine. Ensure that the chain tension is correct and adjust it if necessary.



B01051-10

Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 37)

Main work

- Push the chain at the end of the chain sliding component upwards to measure the chain tension **A**.

Info

The lower chain section **1** must be taut.
 Chain wear is not always even, so you should repeat this measurement at different chain positions.

| | |
|---------------|-------------------------------|
| Chain tension | 36... 40 mm (1.42... 1.57 in) |
|---------------|-------------------------------|

- » If the chain tension does not meet specifications:
 - Adjust the chain tension. (☛ p. 51)

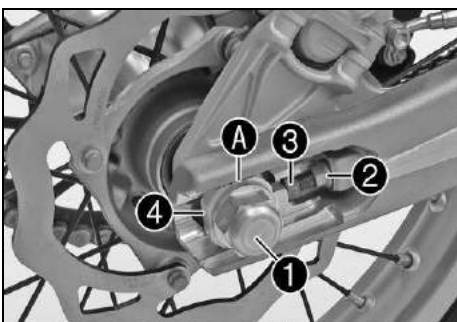
Finishing work

- Remove the motorcycle from the lift stand. (☛ p. 37)

12.33 Adjusting the chain tension

Warning
Danger of accidents Danger caused by incorrect chain tension.

- If the chain is too taut, the components of the secondary power transmission (chain, engine sprocket, rear sprocket, bearings in the transmission and in the rear wheel) will be under additional load. In addition to premature wear, this can cause the chain or the countershaft of the transmission to break in extreme cases. If the chain is too loose, however, it may fall off the engine sprocket or rear sprocket and block the rear wheel or damage the engine. Ensure that the chain tension is correct and adjust it if necessary.



B02285-10

Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 37)
- Check the chain tension. (☛ p. 51)

Main work

- Loosen nut **1**.
- Loosen nuts **2**.
- Adjust the chain tension by turning adjusting screws **3** on the left and right.

Guideline

| | |
|---|-------------------------------|
| Chain tension | 36... 40 mm (1.42... 1.57 in) |
| Turn adjusting screws 3 on the left and right so that the markings on the left and right chain adjusters are in the same position relative to reference marks A . The rear wheel is then correctly aligned. | |

- Tighten nuts **2**.
- Make sure that chain adjusters **4** are fitted correctly on adjusting screws **3**.
- Tighten nut **1**.

Guideline

| | | |
|-------------------------|---------|-------------------|
| Nut, rear wheel spindle | M20x1.5 | 80 Nm (59 lbf ft) |
|-------------------------|---------|-------------------|



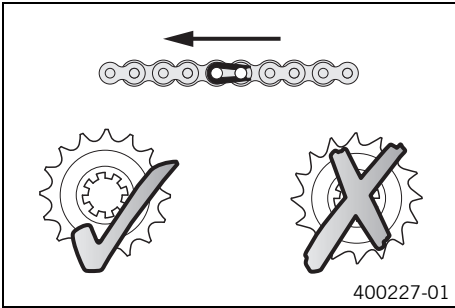
Info

The wide adjustment range of the chain adjusters enables different secondary ratios with the same chain length.
Chain adjusters ④ can be turned by 180°.

Finishing work

- Remove the motorcycle from the lift stand. (☛ p. 37)

12.34 Checking the chain, rear sprocket, engine sprocket and chain guide



Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 37)

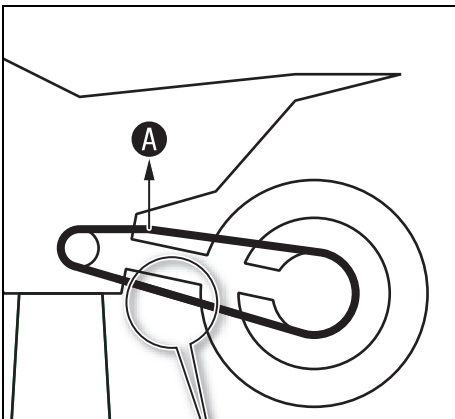
Main work

- Shift gear to neutral.
- Check the rear sprocket and engine sprocket for wear.
 - » If the rear sprocket and engine sprocket are worn:
 - Change the drivetrain kit. ☛



Info

The engine sprocket, rear sprocket and chain should always be replaced together.



- Pull on the upper part of the chain with the specified weight ①.

Guideline

| | |
|--------------------------------|----------------------------|
| Weight, chain wear measurement | 10... 15 kg (22... 33 lb.) |
|--------------------------------|----------------------------|

- Measure the distance ② of 18 chain links in the lower chain section.



Info

Chain wear is not always even, so you should repeat this measurement at different chain positions.

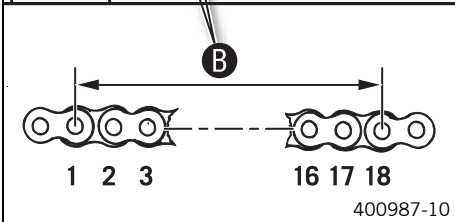
| | |
|---|-------------------|
| Maximum distance ② at the longest chain section | 272 mm (10.71 in) |
|---|-------------------|

- » If the distance ② is greater than the specified measurement:
 - Change the power set. ☛



Info

When the chain is replaced, the rear sprocket and engine sprocket should also be changed.
New chains wear out faster on old, worn sprockets.



- Check the chain sliding guard for wear.
 - » If the bottom edge of the chain bolt is in line with or below the chain sliding guard:
 - Change the chain sliding guard. ☛
- Check that the chain sliding guard is firmly seated.
 - » If the chain sliding guard is loose:
 - Tighten the chain sliding guard.

Guideline

| | | |
|---------------------------|----|-----------------------|
| Remaining screws, chassis | M6 | 10 Nm (7.4 lbf ft) |
|---------------------------|----|-----------------------|



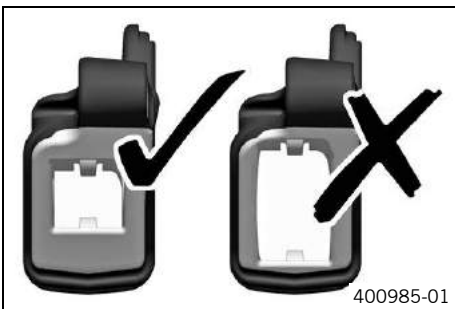


B01715-10

- Check the chain sliding piece for wear.
 - » If the bottom edge of the chain bolt is in line with or below the chain sliding piece:
 - Change the chain sliding piece. 🛠️
- Check that the chain sliding piece is firmly seated.
 - » If the chain sliding piece is loose:
 - Tighten the chain sliding piece.

Guideline

| | | |
|----------------------------|----|------------------------|
| Screw, chain sliding piece | M8 | 15 Nm (11.1 lbf ft) |
|----------------------------|----|------------------------|



400985-01

- Check the chain guide for wear.



Info

Wear can be seen on the front of the chain guide.

- » If the light part of the chain guide is worn:
 - Change the chain guide. 🛠️



B01713-01

- Check that the chain guide is firmly seated.
 - » If the chain guide is loose:
 - Tighten the chain guide.

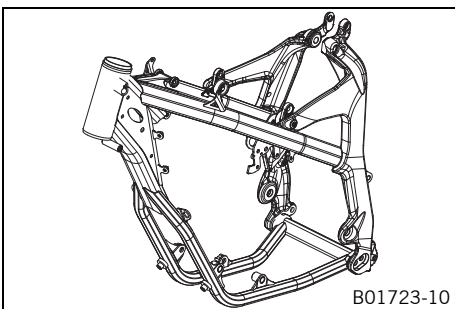
Guideline

| | | |
|---------------------------|----|-----------------------|
| Remaining screws, chassis | M6 | 10 Nm (7.4 lbf ft) |
| Remaining nuts, chassis | M6 | 10 Nm (7.4 lbf ft) |

Finishing work

- Remove the motorcycle from the lift stand. (👉 p. 37)

12.35 Checking the frame 🛠️



B01723-10

- Check the frame for cracking and deformation.
 - » If the frame exhibits cracking or deformation due to a mechanical impact:
 - Change the frame. 🛠️



Info

A frame that has been damaged due to a mechanical impact must always be changed. Repair of the frame is not authorized by KTM.

12.36 Checking the swingarm ↩



- Check the swingarm for damage, cracking, and deformation.
 - » If the swingarm shows signs of damage, cracking, or deformation:
 - Change the swingarm. ↩



Info

A damaged swingarm must always be changed. Repair of the swingarm is not authorized by KTM.

12.37 Checking the throttle cable routing



Preparatory work

- Fold the seat up. (↩ p. 45)
- Remove the fuel tank. ↩ (↩ p. 48)

Main work

- Check the throttle cable routing.

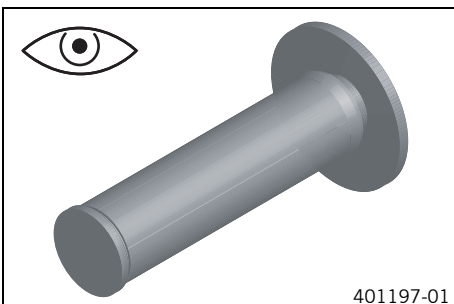
The throttle cable must be routed to the carburetor along the back of the handlebar, below the seat fixing.

- » If the throttle cable is not routed as specified:
 - Correct the throttle cable routing.

Finishing work

- Install the fuel tank. ↩ (↩ p. 49)
- Lock the seat. (↩ p. 45)

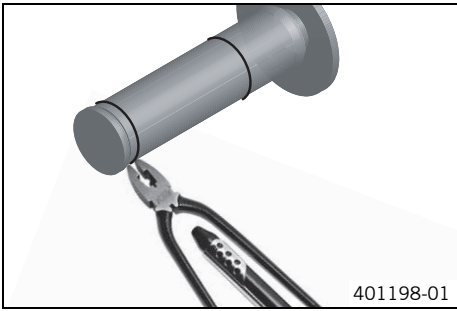
12.38 Checking the rubber grip



- Check the rubber grips on the handlebar for damage and wear and to ensure they are firmly seated.
 - » If a rubber grip is damaged, worn, or loose:
 - Change and secure the rubber grip.

Rubber grip adhesive (00062030051) (↩ p. 103)

12.39 Additionally securing the rubber grip



Preparatory work

- Check the rubber grip. (☛ p. 54)

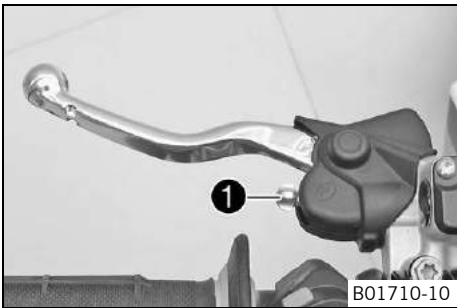
Main work

- Secure the rubber grip at two points using the securing wire.

| |
|---------------------------------|
| Securing wire (54812016000) |
| Wire twister forceps (U6907854) |

- ✓ The twisted wire ends face away from the hands and are bent toward the rubber grip.

12.40 Adjusting the basic position of the clutch lever



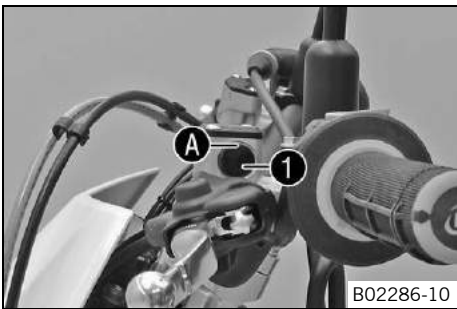
- Adjust the basic position of the clutch lever to your hand size by turning adjusting screw 1.

Info

When the adjusting screw is turned clockwise, the clutch lever moves away from the handlebar.
 When the adjusting screw is turned counterclockwise, the clutch lever moves closer to the handlebar.
 The range of adjustment is limited.
 Turn the adjusting screw by hand only, and do not apply force.
 Do not make any adjustments while riding!

12.41 Checking fluid level of the hydraulic clutch

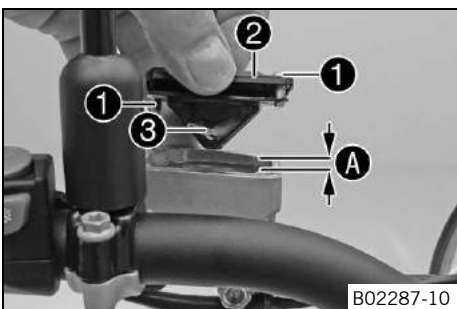
Info
 The fluid level rises with increasing wear of the clutch facing discs.



- Move the clutch fluid reservoir mounted on the handlebar to a horizontal position.
- Check the fluid level in viewer 1.
 - » If the fluid has dropped below marking A in the level viewer:
 - Correct the fluid level of the hydraulic clutch. (☛ p. 55)

12.42 Correcting the fluid level of the hydraulic clutch

Info
 The fluid level rises with increasing wear of the clutch facing discs.



- Move the clutch fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws 1.
- Remove cover 2 with membrane 3.
- Add fluid to level A.

Guideline

| | |
|---|----------------|
| Level A (fluid level below container rim) | 4 mm (0.16 in) |
|---|----------------|

| |
|--|
| Brake fluid DOT 4 / DOT 5.1 (☛ p. 101) |
|--|

- Position the cover with the membrane. Mount and tighten the screws.



Info

Clean up overflowed or spilt brake fluid immediately with water.

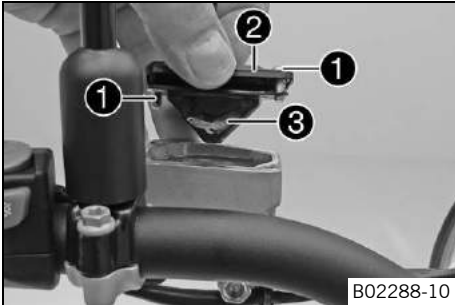
12.43 Changing the hydraulic clutch fluid



Warning

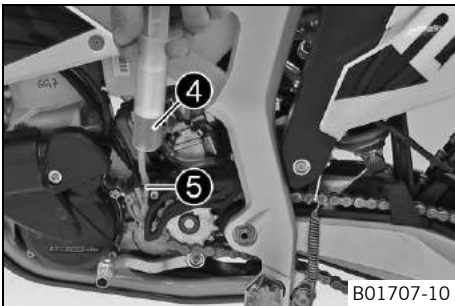
Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.



B02288-10

- Move the clutch fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws ①.
- Remove cover ② with membrane ③.



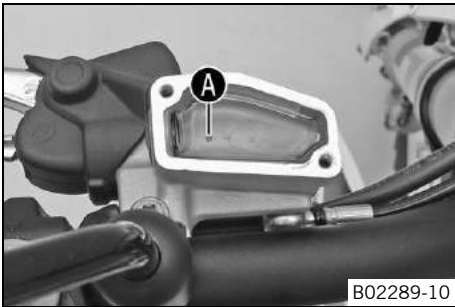
B01707-10

- Fill bleeding syringe ④ with the appropriate hydraulic fluid.

| |
|-----------------------------|
| Bleed syringe (50329050000) |
|-----------------------------|

| |
|--|
| Brake fluid DOT 4 / DOT 5.1 (☞ p. 101) |
|--|

- On the clutch slave cylinder, remove bleeder screw ⑤ and mount bleeding syringe ④.



B02289-10

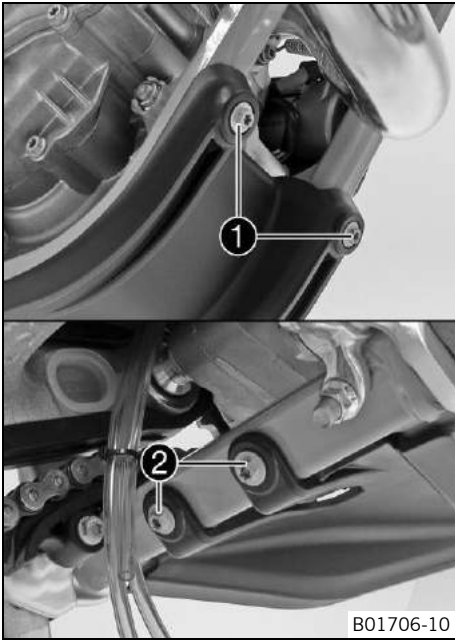
- Inject the liquid into the system until it escapes from opening A of the master cylinder without bubbles.
- To prevent overflow, drain fluid occasionally from the master cylinder reservoir.
- Remove the bleeding syringe. Mount and tighten screws bleeder screw.
- Correct the fluid level of the hydraulic clutch.

Guideline

| | |
|---------------------------------|----------------|
| Fluid level below container rim | 4 mm (0.16 in) |
|---------------------------------|----------------|

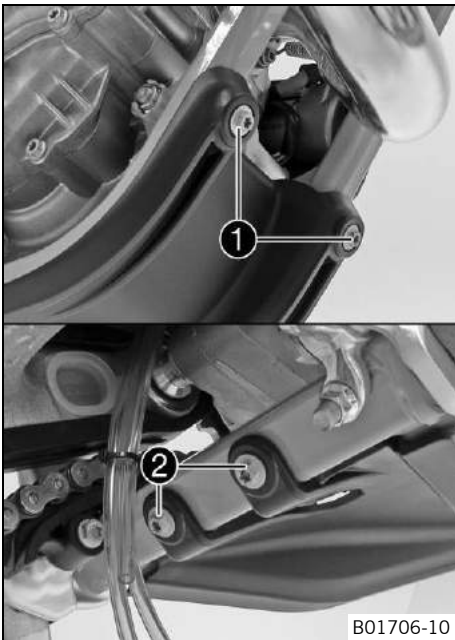
- Position the cover with the membrane. Mount and tighten the screws.

12.44 Removing the engine guard



- Remove screws ❶ and ❷.
- Lower the engine guard at the rear and remove it toward the front.

12.45 Installing the engine guard



- Position the engine guard on the frame at the front and mount screws ❶ but do not tighten yet.
- Position the engine guard on the frame at the rear and mount and tighten screws ❷.

Guideline

| | | |
|---------------------------|----|--------------------|
| Remaining screws, chassis | M6 | 10 Nm (7.4 lbf ft) |
|---------------------------|----|--------------------|

- Tighten screws ❶.

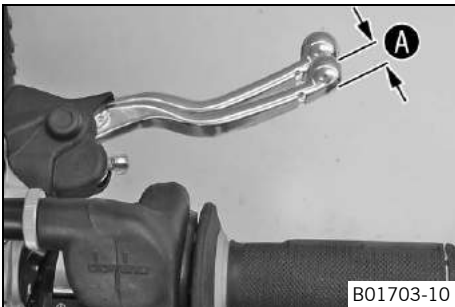
Guideline

| | | |
|---------------------------|----|--------------------|
| Remaining screws, chassis | M6 | 10 Nm (7.4 lbf ft) |
|---------------------------|----|--------------------|

13.1 Checking the free travel of the hand brake lever

Warning
Danger of accidents Brake system failure.

- If there is no free travel on the hand brake lever, pressure builds up on the front brake circuit. The front brake can fail due to overheating. Adjust the free travel on hand brake lever according to specifications.

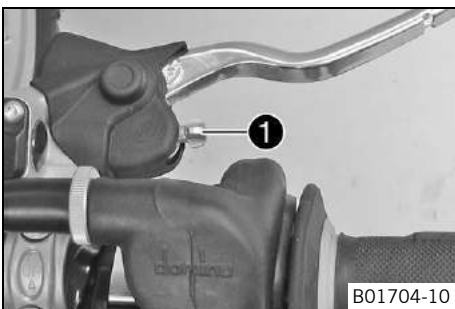


- Push the hand brake to the handlebar and check free travel **A**.

| | |
|---------------------------------|---|
| Free travel of hand brake lever | $\geq 3 \text{ mm } (\geq 0.12 \text{ in})$ |
|---------------------------------|---|

- » If the free travel does not meet specifications:
 - Adjust the free travel of the handbrake lever. (☛ p. 58)

13.2 Adjusting the free travel of the handbrake lever



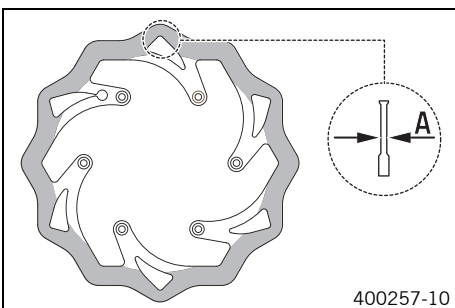
- Check the free travel of the hand brake lever. (☛ p. 58)
- Adjust the free travel of the handbrake lever with adjustment screw **1**.

i Info
 When the adjusting screw is turned clockwise, the free travel decreases. The pressure point moves away from the handlebar.
 When the adjusting screw is turned counterclockwise, the free travel increases. The pressure point moves towards the handlebar.
 The range of adjustment is limited.
 Turn the adjusting screw by hand only, and do not apply force.
 Do not make any adjustments while riding!

13.3 Checking the brake discs

Warning
Danger of accidents Reduced braking efficiency due to worn brake disc(s).

- Change the worn brake disc(s) without delay. (Your authorized KTM workshop will be glad to help.)



- Check the thickness of the front and rear brake discs at several places on the disk to see if it conforms to measurement **A**.

i Info
 Wear reduces the thickness of the brake disc around the area used by the brake linings.

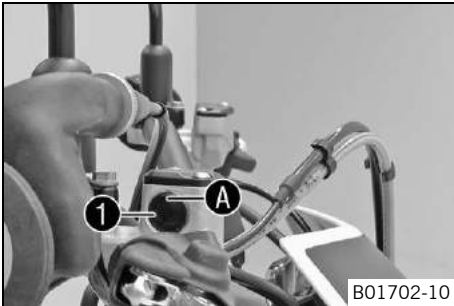
| Brake discs - wear limit | |
|--------------------------|-------------------|
| Front | 2.5 mm (0.098 in) |
| Rear | 3.5 mm (0.138 in) |

- » If the brake disc thickness is less than the specified value:
 - Change the brake disc.
- Check the front and rear brake discs for damage, cracking and deformation.
 - » If the brake disc shows signs of damage, cracking, or deformation:
 - Change the brake disc.

13.4 Checking the brake fluid level of the front brake

- Warning**
Danger of accidents Brake system failure.
- If the brake fluid level drops below the specified marking or the specified value, this is an indication that the brake system is leaking or that the brake linings are completely worn down. Check the brake system and do not continue riding. (Your authorized KTM workshop will be glad to help.)

- Warning**
Danger of accidents Reduced braking efficiency due to old brake fluid.
- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized KTM workshop will be glad to help.)



- Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
- Check the brake fluid level in the viewer **1**.
 - » If the brake fluid has dropped below marking **A**:
 - Add front brake fluid. ↗ (↖ p. 59)

13.5 Adding front brake fluid ↗

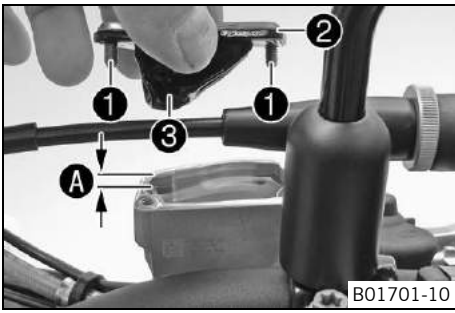
- Warning**
Danger of accidents Brake system failure.
- If the brake fluid level drops below the specified marking or the specified value, this is an indication that the brake system is leaking or that the brake linings are completely worn down. Check the brake system and do not continue riding. (Your authorized KTM workshop will be glad to help.)

- Warning**
Skin irritation Brake fluid can cause skin irritation on contact.
- Avoid contact with skin and eyes, and keep out of the reach of children.
 - Wear suitable protective clothing and goggles.
 - If brake fluid comes into contact with the eyes, flush the eyes thoroughly with water and consult a physician immediately.

- Warning**
Danger of accidents Reduced braking efficiency due to old brake fluid.
- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized KTM workshop will be glad to help.)

- Warning**
Environmental hazard Hazardous substances cause environmental damage.
- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

- Info**
- Never use DOT 5 brake fluid! It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.
 - Avoid contact between brake fluid and painted parts. Brake fluid attacks paint!
 - Use only clean brake fluid from a sealed container.



- Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws ①.
- Remove cover ② with membrane ③.
- Add brake fluid to level A.

Guideline

| | |
|---|---------------|
| Level A (brake fluid level below container rim) | 5 mm (0.2 in) |
|---|---------------|

| |
|--|
| Brake fluid DOT 4 / DOT 5.1 (☞ p. 101) |
|--|

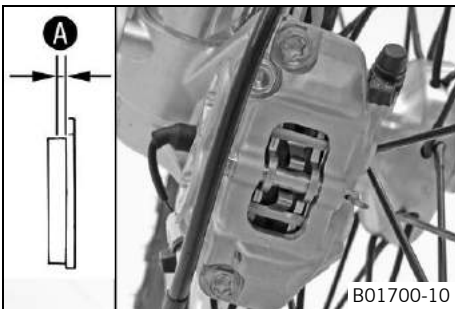
- Position the cover with the membrane. Mount and tighten the screws.

i Info
Clean up overflowed or spilled brake fluid immediately with water.

13.6 Checking the front brake linings

Warning
Danger of accidents Reduced braking efficiency caused by worn brake linings.

- Change worn brake linings immediately. (Your authorized KTM workshop will be glad to help.)



- Check the brake linings for minimum thickness A.

| | |
|---------------------|--------------------|
| Minimum thickness A | ≥ 1 mm (≥ 0.04 in) |
|---------------------|--------------------|

- » If the minimum thickness is less than specified:
 - Change the front brake linings. ☞ (☞ p. 60)
- Check the brake linings for damage and cracking.
 - » If damage or cracking is visible:
 - Change the front brake linings. ☞ (☞ p. 60)

13.7 Changing the front brake linings ☞

Warning
Danger of accident Brake system failure.

- Maintenance work and repairs must be carried out professionally. (Your authorized KTM workshop will be glad to help.)

Warning
Skin irritation Brake fluid can cause skin irritation on contact.

- Avoid contact with skin and eyes, and keep out of the reach of children.
- Wear suitable protective clothing and goggles.
- If brake fluid comes into contact with the eyes, flush the eyes thoroughly with water and consult a physician immediately.

Warning
Danger of accidents Reduced braking efficiency due to old brake fluid.

- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized KTM workshop will be glad to help.)

Warning
Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

- Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.

Warning
Danger of accidents Reduced braking efficiency due to use of non-approved brake linings.

- Brake linings available from accessory suppliers are often not tested and approved for use on KTM vehicles. The construction and friction factor of the brake linings and therefore the brake power can differ considerably from the original KTM brake linings. If brake linings are used that differ from the originals, there is no guarantee that they comply with the original license. The vehicle no longer corresponds to the condition at delivery, and the warranty is no longer valid.



Warning

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

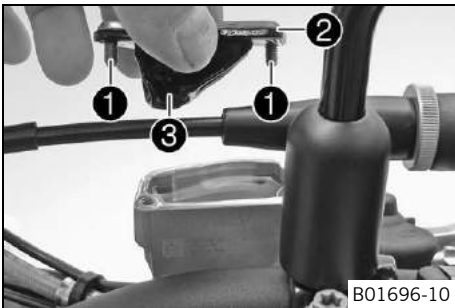


Info

Never use DOT 5 brake fluid! It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.

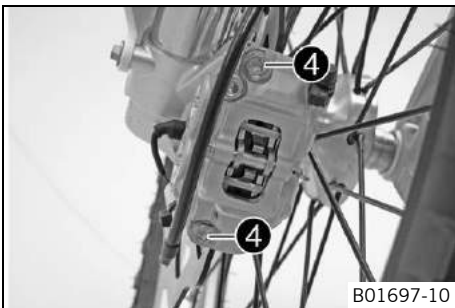
Avoid contact between brake fluid and painted parts. Brake fluid attacks paint!

Use only clean brake fluid from a sealed container.



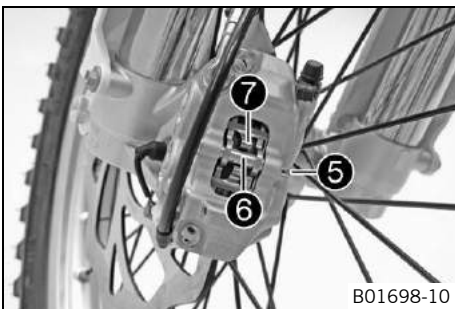
B01696-10

- Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws ①.
- Remove cover ② with membrane ③.



B01697-10

- Remove screws ④ and spacers.
- Press back the brake linings with a light lateral tilting of the brake caliper on the brake disc. Carefully pull the brake caliper backwards from the brake disc..
- Press the brake piston back to its basic position and make sure that no brake fluid overflows from the brake fluid reservoir.



B01698-10

- Remove cotter pin ⑤.
- Remove pin ⑥.
- Take off retaining spring ⑦ and remove the brake linings.
- Clean the brake caliper.
- Position the new brake linings.



Info

Always change the full set of brake linings.

- Position retaining spring ⑦.
- Mount bolt ⑥.



Info

To make it easier to mount the pin, push the retainer spring down. Make sure the retaining spring is seated correctly.

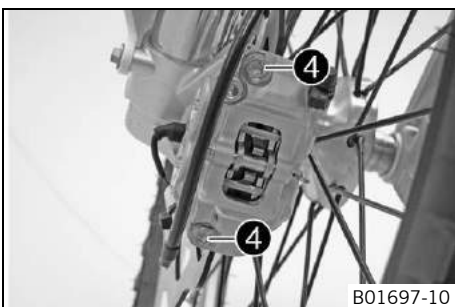
- Mount cotter pin ⑤.
- Position the brake caliper. Mount screws ④ with the spacers but do not tighten yet.
- Operate the hand brake lever repeatedly until the brake linings are in contact with the brake disc and there is a pressure point. Fix the hand brake lever in the activated position.

✓ The brake caliper straightens.

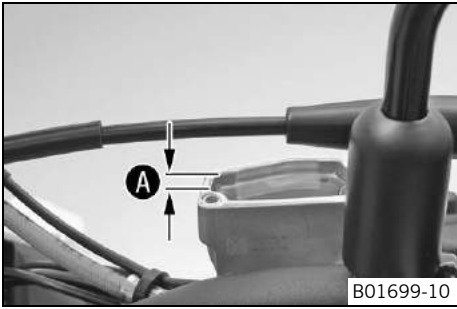
- Tighten screws ④.

Guideline

| | | | |
|----------------------------|----|------------------------|---------------|
| Screw, front brake caliper | M8 | 25 Nm (18.4 lbf ft) | Loctite® 243™ |
|----------------------------|----|------------------------|---------------|



B01697-10



- Remove the fixation of the hand brake lever.
- Add brake fluid to level **A**.

Guideline

| | |
|--|---------------|
| Level A (brake fluid level below container rim) | 5 mm (0.2 in) |
|--|---------------|

| |
|--|
| Brake fluid DOT 4 / DOT 5.1 (☞ p. 101) |
|--|

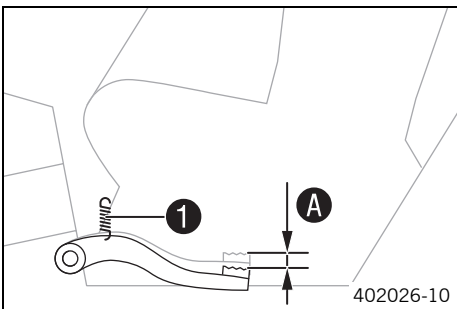
- Position the cover with the membrane. Mount and tighten the screws.

i Info
Clean up overflowed or spilt brake fluid immediately with water.

13.8 Checking the free travel of foot brake lever

Warning
Danger of accidents Brake system failure.

- If there is no free travel on the foot brake lever, pressure builds up on the rear brake circuit. The rear brake can fail due to overheating. Adjust the free travel on foot brake lever according to specifications.



- Disconnect spring **1**.
- Move the foot brake lever back and forth between the end stop and the contact to the foot brake cylinder piston and check free travel **A**.

Guideline

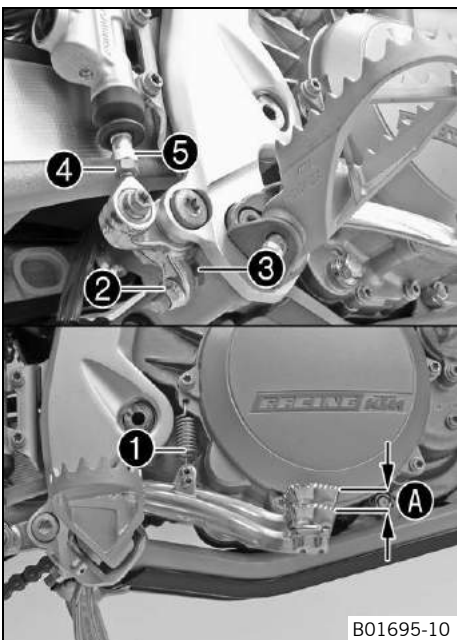
| | |
|---------------------------------|----------------------------|
| Free travel at foot brake lever | 3... 5 mm (0.12... 0.2 in) |
|---------------------------------|----------------------------|

- » If the free travel does not meet specifications:
 - Adjust the basic position of the foot brake lever. ☞ (☞ p. 62)
- Reconnect spring **1**.

13.9 Adjusting the basic position of the foot brake lever ☞

Warning
Danger of accidents Brake system failure.

- If there is no free travel on the foot brake lever, pressure builds up on the rear brake circuit. The rear brake can fail due to overheating. Adjust the free travel on foot brake lever according to specifications.



- Disconnect spring **1**.
- Loosen nut **4** and, with push rod **5**, turn it back until you have maximum free travel.
- To adjust the basic position of the foot brake lever individually, loosen nut **2** and turn screw **3** accordingly.

i Info
The range of adjustment is limited.

- Turn push rod **5** accordingly until you have free travel **A**. If necessary, adjust the basic position of the foot brake lever.

Guideline

| | |
|---------------------------------|----------------------------|
| Free travel at foot brake lever | 3... 5 mm (0.12... 0.2 in) |
|---------------------------------|----------------------------|

- Hold screw **3** and tighten nut **2**.

Guideline

| | | |
|----------------------------|----|---------------------|
| Nut, foot brake lever stop | M8 | 20 Nm (14.8 lbf ft) |
|----------------------------|----|---------------------|

- Hold push rod **5** and tighten nut **4**.

Guideline

| | | |
|-------------------------|----|--------------------|
| Remaining nuts, chassis | M6 | 10 Nm (7.4 lbf ft) |
|-------------------------|----|--------------------|

- Reconnect spring ①.

13.10 Checking the rear brake fluid level



Warning

Danger of accidents Brake system failure.

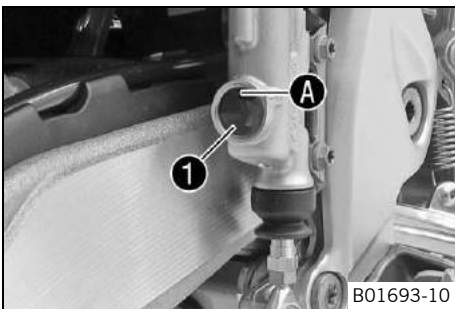
- If the brake fluid level drops below the specified marking or the specified value, this is an indication that the brake system is leaking or that the brake linings are completely worn down. Check the brake system and do not continue riding. (Your authorized KTM workshop will be glad to help.)



Warning

Danger of accidents Reduced braking efficiency due to old brake fluid.

- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized KTM workshop will be glad to help.)



- Stand the vehicle upright.
- Check the brake fluid level in the viewer ①.
 - » If the brake fluid level drops below marking A:
 - Add rear brake fluid. ↗ (↖ p. 63)

13.11 Adding rear brake fluid ↗



Warning

Danger of accidents Brake system failure.

- If the brake fluid level drops below the specified marking or the specified value, this is an indication that the brake system is leaking or that the brake linings are completely worn down. Check the brake system and do not continue riding. (Your authorized KTM workshop will be glad to help.)



Warning

Skin irritation Brake fluid can cause skin irritation on contact.

- Avoid contact with skin and eyes, and keep out of the reach of children.
- Wear suitable protective clothing and goggles.
- If brake fluid comes into contact with the eyes, flush the eyes thoroughly with water and consult a physician immediately.



Warning

Danger of accidents Reduced braking efficiency due to old brake fluid.

- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized KTM workshop will be glad to help.)



Warning

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.



Info

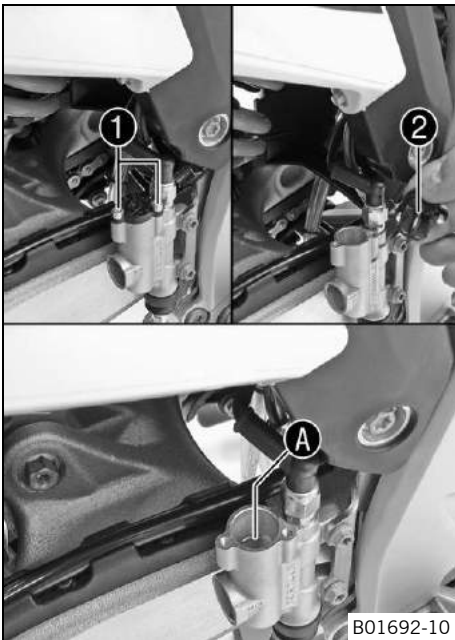
Never use DOT 5 brake fluid! It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.

Avoid contact between brake fluid and painted parts. Brake fluid attacks paint!

Use only clean brake fluid from a sealed container.

Preparatory work

- Check the rear brake linings. (↖ p. 64)



Main work

- Stand the vehicle upright.
- Remove screws ①.
- Remove cover with membrane ②.
- Add brake fluid to level A.

| |
|--|
| Brake fluid DOT 4 / DOT 5.1 (☞ p. 101) |
|--|

- Mount the cover with the membrane.
- Mount and tighten the screws.

i Info

Clean up overflowed or spilt brake fluid immediately with water.

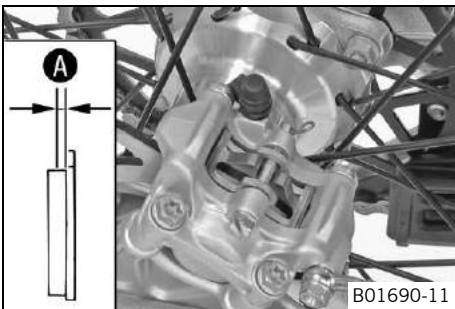
13.12 Checking the rear brake linings



Warning

Danger of accidents Reduced braking efficiency caused by worn brake linings.

- Change worn brake linings immediately. (Your authorized KTM workshop will be glad to help.)



- Check the brake linings for minimum thickness A.

| | |
|---------------------|--------------------|
| Minimum thickness A | ≥ 1 mm (≥ 0.04 in) |
|---------------------|--------------------|

- » If the minimum thickness is less than specified:
 - Change the rear brake linings. ☞ (☞ p. 64)
- Check the brake linings for damage and cracking.
 - » If damage or cracking is visible:
 - Change the rear brake linings. ☞ (☞ p. 64)

13.13 Changing the rear brake linings ☞



Warning

Danger of accident Brake system failure.

- Maintenance work and repairs must be carried out professionally. (Your authorized KTM workshop will be glad to help.)



Warning

Skin irritation Brake fluid can cause skin irritation on contact.

- Avoid contact with skin and eyes, and keep out of the reach of children.
- Wear suitable protective clothing and goggles.
- If brake fluid comes into contact with the eyes, flush the eyes thoroughly with water and consult a physician immediately.



Warning

Danger of accidents Reduced braking efficiency due to old brake fluid.

- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized KTM workshop will be glad to help.)



Warning

Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

- Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.



Warning

Danger of accidents Reduced braking efficiency due to use of non-approved brake linings.

- Brake linings available from accessory suppliers are often not tested and approved for use on KTM vehicles. The construction and friction factor of the brake linings and therefore the brake power can differ considerably from the original KTM brake linings. If brake linings are used that differ from the originals, there is no guarantee that they comply with the original license. The vehicle no longer corresponds to the condition at delivery, and the warranty is no longer valid.



Warning

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

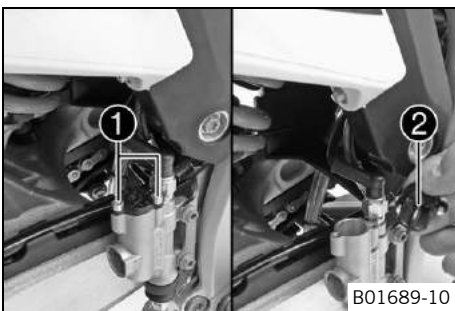


Info

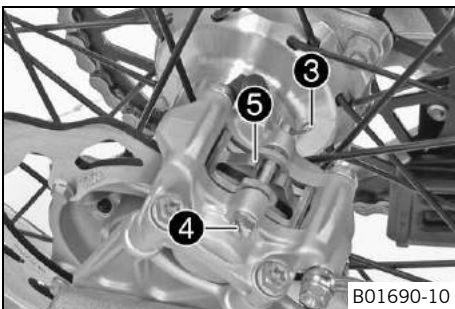
Never use DOT 5 brake fluid! It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.

Avoid contact between brake fluid and painted parts. Brake fluid attacks paint!

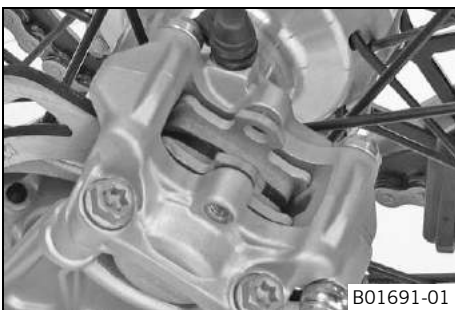
Use only clean brake fluid from a sealed container.



- Stand the vehicle upright.
- Remove screws **1**.
- Remove cover with membrane **2**.
- Press the brake piston back to its basic position and make sure that no brake fluid overflows from the brake fluid reservoir.



- Take off cotter pin **3** and remove bolt **4**.
- Take off retaining spring **5** and remove the brake linings.
- Clean the brake caliper.

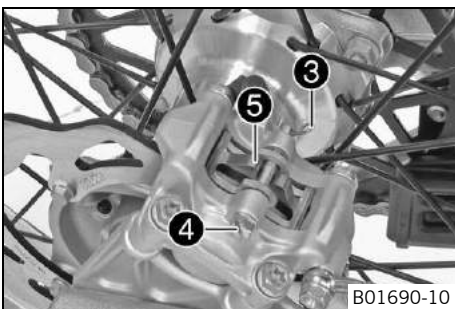


- Position the new brake linings.



Info

Always change the full set of brake linings.



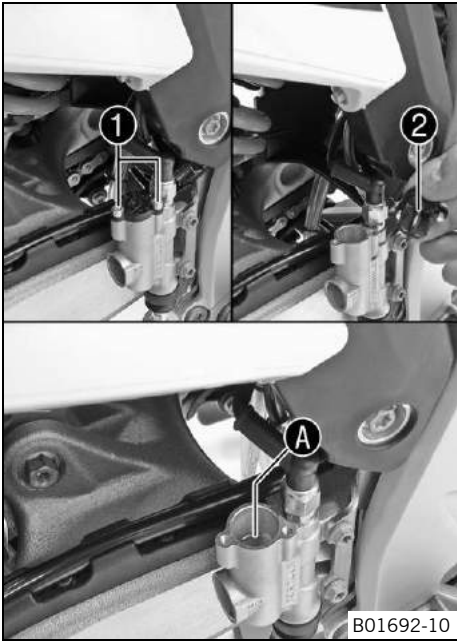
- Position retaining spring **5**.
- Mount bolt **4**.



Info

To make it easier to mount the pin, push the retainer spring down. Make sure the retaining spring is seated correctly.

- Mount cotter pin **3**.
- Operate the foot brake lever repeatedly until the brake linings are in contact with the brake disc and there is a pressure point.



- Add brake fluid to level **A**.

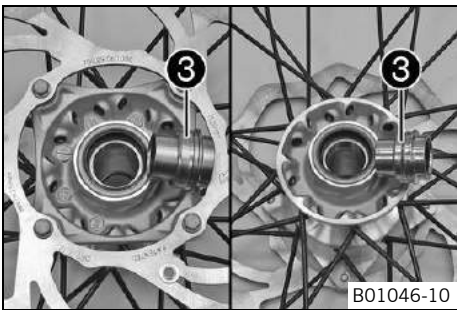
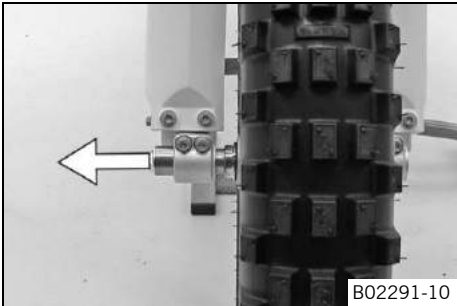
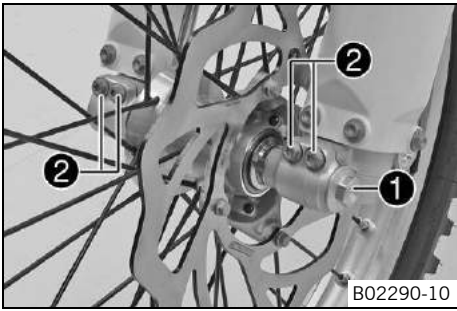
Brake fluid DOT 4 / DOT 5.1 (☞ p. 101)

- Mount the cover with membrane **2**.
- Mount and tighten screws **1**.

i **Info**

Clean up overflowed or spilt brake fluid immediately with water.

14.1 Removing the front wheel



Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 37)

Main work

- Loosen screw ① by several rotations.
- Release screws ②.
- Press on screw ① to push the wheel spindle on the axle clamp.
- Remove screw ①.

- Holding the front wheel, withdraw the wheel spindle. Take the front wheel out of the fork.

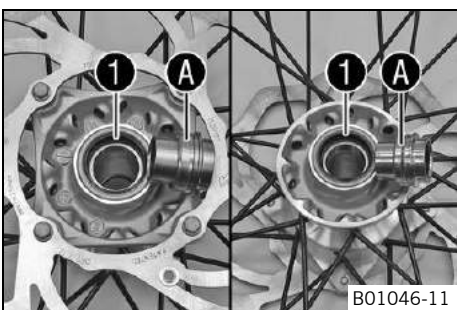
i Info

Do not pull the hand brake lever when the front wheel is removed. Always lay the wheel down in such a way that the brake disc is not damaged.

- Remove spacers ③.

14.2 Installing the front wheel

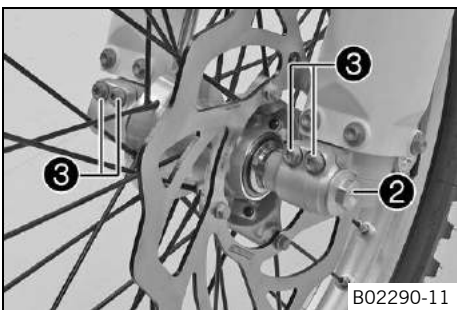
Warning
Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.
 - Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.



- Check the wheel bearing for damage and wear.
 - » If the wheel bearing is damaged or worn:
 - Change the wheel bearing. ☛
- Clean and grease the shaft seal rings ① and contact surface A of the spacers.

Long-life grease (☛ p. 103)

- Insert the spacers.



- Position the front wheel and insert the wheel spindle.
 - ✓ The brake linings are correctly positioned.
- Mount and tighten screw ②.

Guideline

| | | |
|----------------------------|---------|------------------------|
| Screw, front wheel spindle | M20x1.5 | 35 Nm (25.8 lbf ft) |
|----------------------------|---------|------------------------|

- Activate the hand brake lever multiple times until the brake linings are in contact with the brake disc.
- Remove the motorcycle from the lift stand. (☛ p. 37)

- Pull the front wheel brake and push down hard on the fork several times to align the fork legs.
- Tighten screw ③.

Guideline

| | | |
|------------------|----|------------------------|
| Screw, fork stub | M8 | 15 Nm (11.1 lbf ft) |
|------------------|----|------------------------|

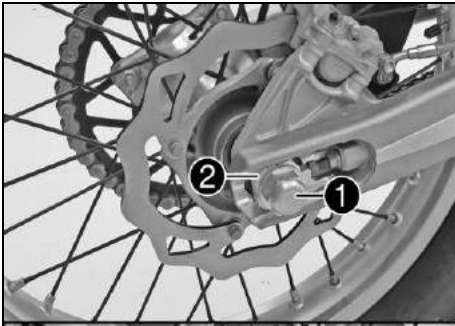
14.3 Removing the rear wheel ↩

Preparatory work

- Raise the motorcycle with the lift stand. (↪ p. 37)

Main work

- Remove nut ①.
- Remove chain adjuster ②.



i Info

Withdraw wheel spindle ③ only enough to allow the rear wheel to be pushed forward.

- Push the rear wheel forward as far as possible. Remove the chain from the rear sprocket.

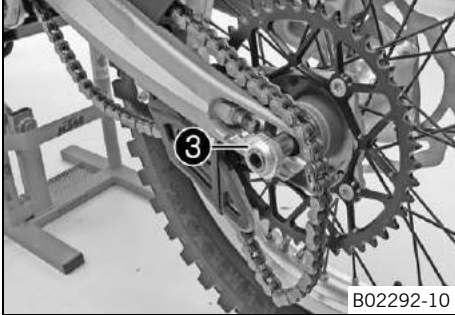
i Info

Cover the components to protect them against damage.

- Holding the rear wheel, withdraw the wheel spindle. Take the rear wheel out of the swing arm.

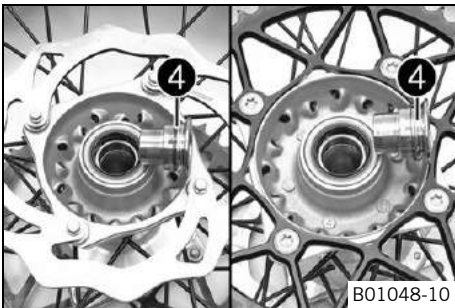
i Info

Do not operate the foot brake when the rear wheel is removed. Always lay the wheel down in such a way that the brake disc is not damaged.



B02292-10

- Remove spacers ④.



B01048-10

14.4 Installing the rear wheel ↩



Warning

Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

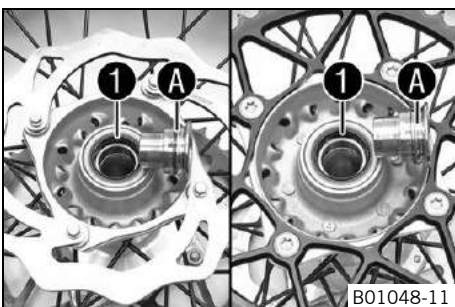
- Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.

Main work

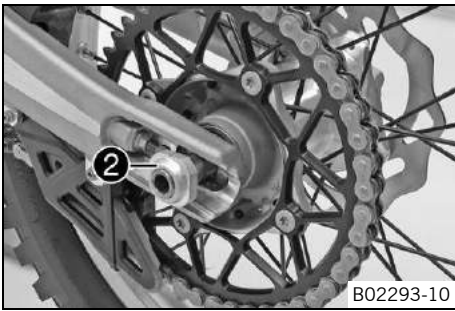
- Check the wheel bearing for damage and wear.
 - » If the wheel bearing is damaged or worn:
 - Change the wheel bearing. ↩
- Clean and grease the shaft seal rings ① and contact surface A of the spacers.

Long-life grease (↪ p. 103)

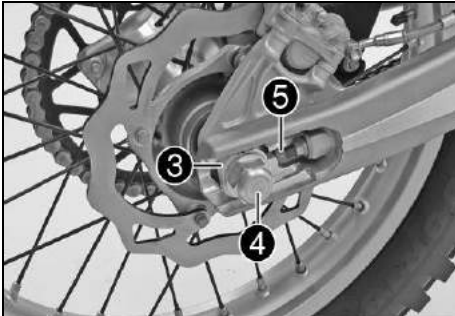
- Insert the spacers.



B01048-11



- Position the rear wheel.
 - ✓ The brake linings are correctly positioned.
- Insert wheel spindle ②.
- Put the chain on.

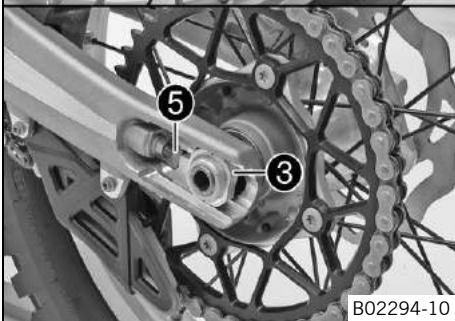


- Position chain adjuster ③. Mount nut ④, but do not tighten it yet.
- Make sure that chain adjusters ③ are fitted correctly on adjusting screws ⑤.
- Check the chain tension. (☛ p. 51)
- Tighten nut ④.

Guideline

| | | |
|-------------------------|---------|-------------------|
| Nut, rear wheel spindle | M20x1.5 | 80 Nm (59 lbf ft) |
|-------------------------|---------|-------------------|

i Info
 The wide adjustment range of the chain adjusters enables different secondary ratios with the same chain length.
 Chain adjusters ③ can be turned by 180°.



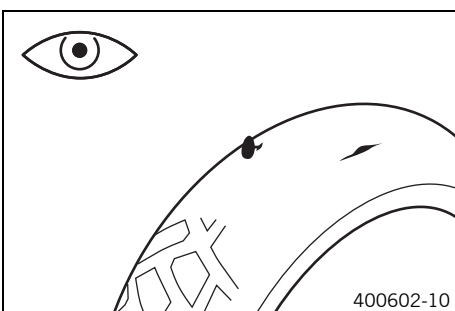
- Operate the foot brake lever repeatedly until the brake linings are in contact with the brake disc and there is a pressure point.

Finishing work

- Remove the motorcycle from the lift stand. (☛ p. 37)

14.5 Checking the tire condition

i Info
 Only mount tires approved and/or recommended by KTM.
 Other tires could have a negative effect on handling characteristics.
 The type, condition, and air pressure of the tires all have a major impact on the handling characteristics of the motorcycle.
 The tires mounted on the front and rear wheels must have a similar profile.
 Worn tires have a negative effect on riding behavior, especially on wet surfaces.
 If used regularly on public roads, tires wear much faster and the minimum tread depth and general condition of the tires must be checked more frequently.



- Check the front and rear tires for cuts, run-in objects, and other damage.
 - » If the tires exhibit cuts, run-in objects, or other damage:
 - Change the tires.
- Check the depth of the tread.

i Info
 Note local national regulations concerning the minimum tread depth.

| | |
|---------------------|--------------------|
| Minimum tread depth | ≥ 2 mm (≥ 0.08 in) |
|---------------------|--------------------|

- » If the tread depth is less than the minimum permissible depth:
 - Change the tires.
- Check the age of the tires.



Info

The tire's date of manufacture is usually part of the tire markings and is indicated by four digits. The first two digits refer to the week of manufacture and last two digits refer to the year of manufacture. KTM recommends that the tires be changed after 5 years at the latest, regardless of the actual state of wear.

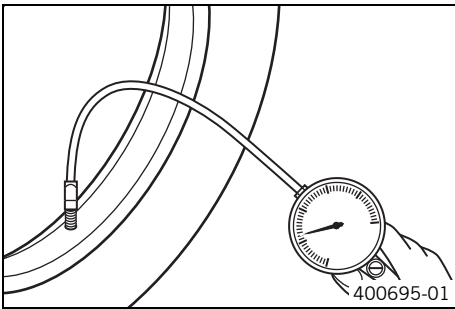
- » If a tire is more than 5 years old:
 - Change the tires.

14.6 Checking the tire air pressure



Info

Low tire air pressure leads to abnormal wear and overheating of the tire. Correct tire air pressure ensures optimal riding comfort and maximum tire service life.



- Remove the protection cap.
- Check the tire air pressure when the tires are cold.

| Tire air pressure, offroad | |
|----------------------------|------------------|
| Front | 0.9 bar (13 psi) |
| Rear | 0.7 bar (10 psi) |

| Tire air pressure, road | |
|-------------------------|------------------|
| Front | 1.5 bar (22 psi) |
| Rear | 1.5 bar (22 psi) |

- » If the tire pressure does not meet specifications:
 - Correct the tire pressure.
- Mount protection cap.

14.7 Checking the spoke tension



Warning

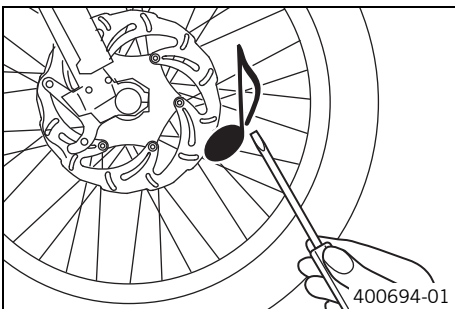
Danger of accidents Instable handling due to incorrect spoke tension.

- Ensure that the spoke tension is correct. (Your authorized KTM workshop will be glad to help.)



Info

A loose spoke causes wheel imbalance and rapidly leads to more loose spokes. If the spokes are too tight, they can break due to local overload. Check the spoke tension regularly, especially on a new motorcycle.



- Briefly strike each spoke with the tip of a screwdriver.



Info

The tone frequency depends on the length of the spoke and the spoke diameter.

If you hear different tone frequencies from different spokes of equal length and diameter, this is an indication of different spoke tensions.

You should hear a high note.

- » If the spoke tension varies:
 - Correct the spoke tension. 🛠️
- Check the spoke torque.

Guideline

| | | |
|--------------|------|-------------------|
| Spoke nipple | M4.5 | 6 Nm (4.4 lbf ft) |
|--------------|------|-------------------|

Torque wrench with various accessories in set (58429094000)

15.1 Removing the battery

Warning
Risk of injury Batteries contain harmful substances.

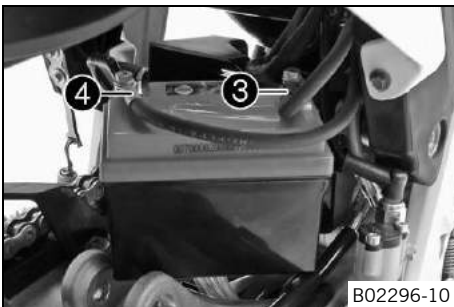
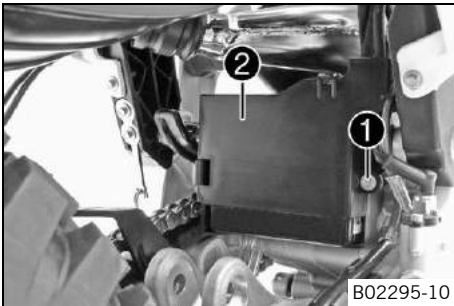
- Keep batteries out of the reach of children.
- Keep sparks and open flames away from the battery. Only charge in well-ventilated rooms.

Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 37)
- Fold the seat up. (☞ p. 45)
- Remove the shock absorber. ☞ (☞ p. 44)

Main work

- Remove screw ❶.
- Take off fastening plate ❷.



- Remove the battery out of the battery compartment.
- Disconnect negative cable ❸ from the battery.
- Disconnect positive cable ❹ from the battery.

15.2 Installing the battery

Main work

- Position positive cable ❸, and mount and tighten the screw.

Guideline

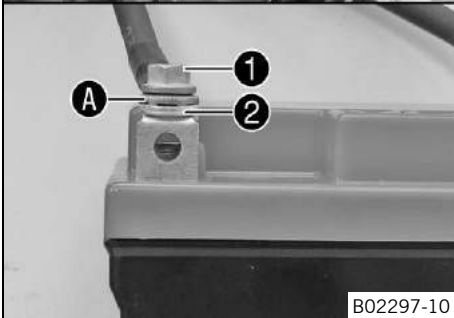
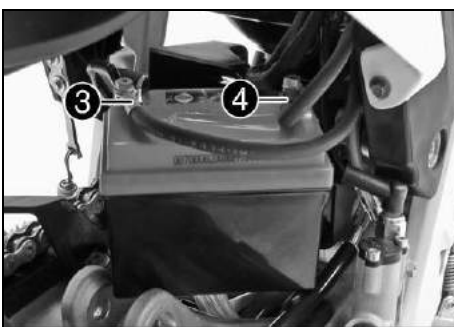
| | | |
|-------------------------|----|-------------------------|
| Screw, battery terminal | M5 | 2.5 Nm (1.84 lbf ft) |
|-------------------------|----|-------------------------|

- Position negative cable ❹, and mount and tighten the screw.

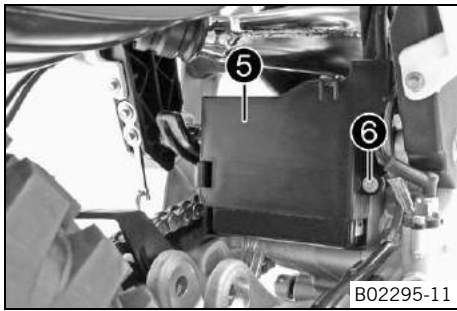
Guideline

| | | |
|-------------------------|----|-------------------------|
| Screw, battery terminal | M5 | 2.5 Nm (1.84 lbf ft) |
|-------------------------|----|-------------------------|

Battery (HJTZ5S-FP) (☞ p. 96)



i Info
 Contact disk **A** must be mounted between screw **1** and cable lug **2** with the claws facing down.



- Position the battery in the battery compartment.



Info

Ensure that the battery cable is correctly routed.

- Attach fastening plate **5**.
- Mount and tighten screw **6**.

Finishing work

- Install the shock absorber. ↘ (☞ p. 44)
- Lock the seat. (☞ p. 45)
- Remove the motorcycle from the lift stand. (☞ p. 37)

15.3 Recharging the battery ↘



Warning

Risk of injury Batteries contain harmful substances.

- Keep batteries out of the reach of children.
- Keep sparks and open flames away from the battery. Only charge in well-ventilated rooms.



Warning

Environmental hazard The battery contains elements that are harmful to the environment.

- Do not discard batteries with the household waste. Dispose of faulty batteries in an environmentally compatible manner. Give the battery to your authorized KTM dealer or dispose of it at a collection point for used batteries.



Warning

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.



Info

Even when there is no load on the battery, it discharges steadily. The charge state and the type of charge are very important for the service life of the battery. Rapid recharging with a high charging current shortens the battery's service life. If the charging current, charging voltage and charging time are exceeded, the battery will be destroyed. If the battery is depleted from starting the vehicle repeatedly, the battery must be charged immediately. If the battery is left in a discharged state for an extended period, it will become over-discharged and will be destroyed. The battery is maintenance-free.

Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 37)
- Fold the seat up. (☞ p. 45)
- Remove the shock absorber. ↘ (☞ p. 44)
- Remove the battery. ↘ (☞ p. 71)

Main work

- Connect the battery charger with the battery. Switch on the battery charger.

Battery charger (58429074000)

You can also use the battery charger to test the rest potential and starting ability of the battery, and to test the alternator. With this device, you cannot overcharge the battery.



Info

Only charge the battery with the specified battery charge. Read the notes in the battery package.

- Switch off the battery charger after charging and disconnect from the battery.



Guideline

| | |
|---|----------|
| The charging current, charging voltage, and charging time must not be exceeded. | |
| Charge the battery regularly when the motorcycle is not in use | 3 months |

Finishing work

- Install the battery. (🔧 p. 71)
- Install the shock absorber. (🔧 p. 44)
- Lock the seat. (🔒 p. 45)
- Remove the motorcycle from the lift stand. (🔧 p. 37)

15.4 Changing the main fuse

Warning
Fire hazard The electrical system can be overloaded if the wrong fuses are used.

- Use only fuses with the prescribed amperage. Never by-pass or repair fuses.

Info
 The main fuse protects all power consumers of the vehicle. It is located in the starter relay housing under the seat.

Preparatory work

- Switch off all power consumers and switch off the engine.
- Fold the seat up. (🔧 p. 45)

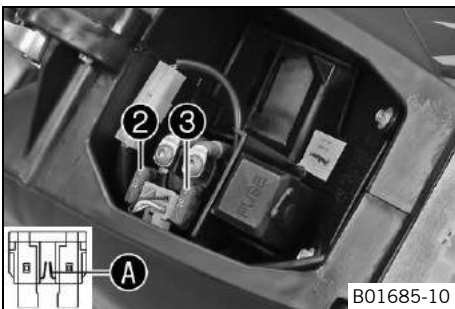
Main work

- Remove protection cap ❶.



- Remove the faulty main fuse ❷.

Info
 A defective fuse is indicated by a burned-out fuse wire **A**.
 A reserve fuse **3** is located in the starter relay.



- Install a new main fuse.

| |
|------------------------------|
| Fuse (58011109110) (🔧 p. 96) |
|------------------------------|

- Check that the electrical equipment is functioning properly.

Tip
 Insert the spare fuse so that it is available if needed.

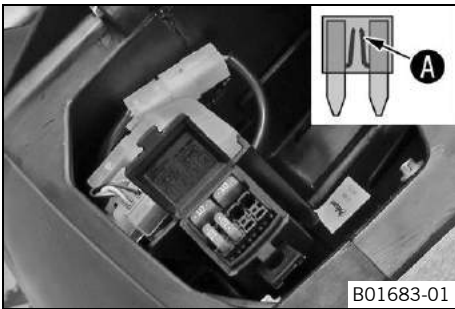
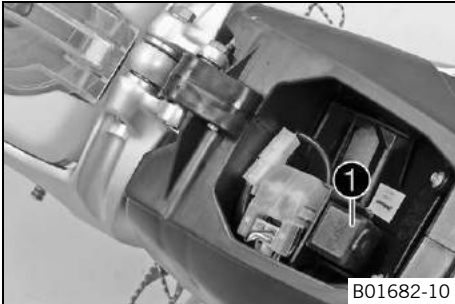
- Mount the protection cap.

Finishing work

- Lock the seat. (🔒 p. 45)

15.5 Changing the fuses of individual power consumers

i Info
The fuse box containing the fuses of individual power consumers is located under the seat.



Preparatory work

- Switch off all power consumers and switch off the engine.
- Fold the seat up. (☛ p. 45)

Main work

- Open fuse box cover ①.

- Remove the defective fuse.

Guideline

| |
|--|
| Fuse 1 - 10 A - horn, brake light, turn signal |
|--|

| |
|------------------------------|
| Fuse 2 - 10 A - radiator fan |
|------------------------------|

| |
|---------------------------------------|
| Fuses res - 10 A - spare fuses |
|---------------------------------------|

i Info
A defective fuse is indicated by a burned-out fuse wire ①.



Warning

Fire hazard The electrical system can be overloaded if the wrong fuses are used.

- Use only fuses with the prescribed amperage. Never by-pass or repair fuses.

- Use spare fuses with the correct rating only.

| |
|------------------------------|
| Fuse (75011088010) (☛ p. 96) |
|------------------------------|

i Tip
Replace the spare fuse in the fuse box so that it is available if needed.

- Check that the power consumer is functioning properly.
- Close the fuse box cover.

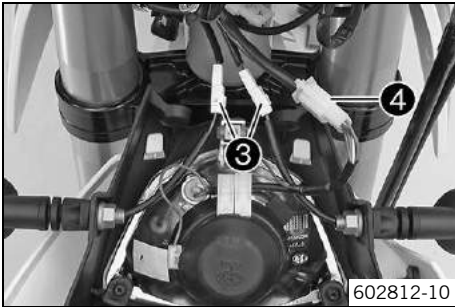
Finishing work

- Lock the seat. (☛ p. 45)

15.6 Removing the headlight mask with the headlight

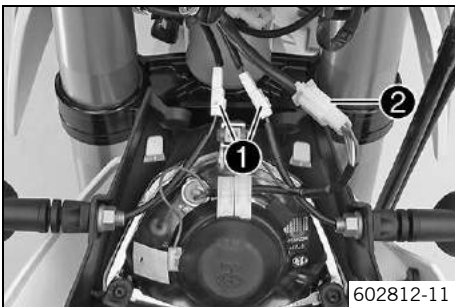


- Switch off all power consumers and switch off the engine.
- Detach the brake line and wiring harness ①.
- Release rubber band ②. Slide the headlight mask up and swing it forward.



- Disconnect connector ③ of the turn signals and ④ headlight.

15.7 Refitting the headlight mask with the headlight



Main work

- Connect connector ② of the headlight and ① turn signals.



- Position the headlight mask and fix it with the rubber band ③.



Info

Make sure that the holding lugs engage in the fender.

- Position the brake line and wiring harness ④.

Finishing work

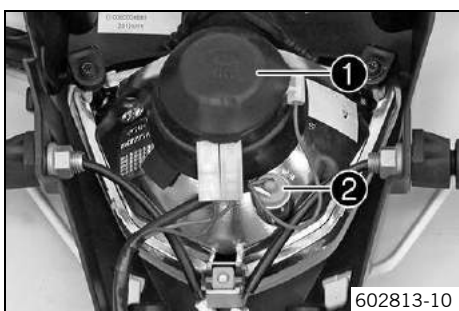
- Check the headlight setting. (☛ p. 77)

15.8 Changing the headlight bulb

Note

Damage to reflector Reduced brightness.

- Grease on the lamp will evaporate due to the heat and be deposited on the reflector. Clean the lamp and keep it free of grease before mounting.

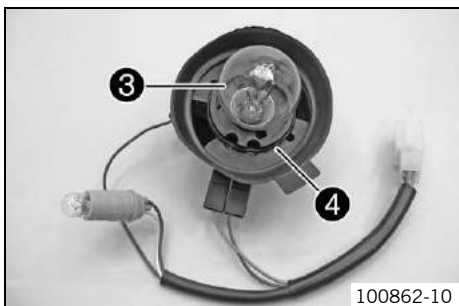


Preparatory work

- Remove the headlight mask with the headlight. (☛ p. 75)

Main work

- Turn rubber cap ① together with the underlying bulb socket counterclockwise all the way and remove it.
- Pull bulb socket ② of the parking light out of the reflector.



- Press headlight bulb ③ lightly into the bulb socket, turn it counterclockwise, and pull it out.
- Insert the new headlight bulb.

Headlight (S2/socket BA20d) (☛ p. 96)

- Insert the rubber cap with the bulb socket into the reflector and turn it clockwise all the way.



Info

Ensure that O-ring ④ is seated properly.

- Insert the bulb socket of the parking light into the reflector.

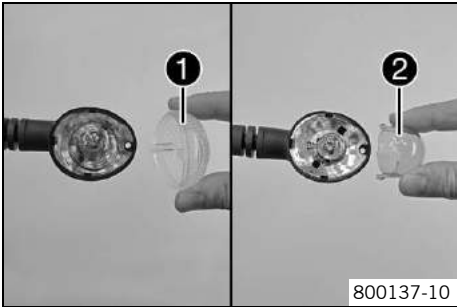
Finishing work

- Refit the headlight mask with the headlight. (☛ p. 75)
- Check the headlight setting. (☛ p. 77)

15.9 Changing the turn signal bulb

Note
Damage to reflector Reduced brightness.

- Grease on the lamp will evaporate due to the heat and be deposited on the reflector. Clean the lamp and keep it free of grease before mounting.



- Main work**
- Remove the screw on the rear of the turn signal housing.
 - Carefully remove diffuser ①.
 - Lightly squeeze orange cap ② in the area of the holding lugs and take it off.
 - Press the turn signal bulb carefully into the socket, turn it counterclockwise by about 30°, and take it out of the socket.

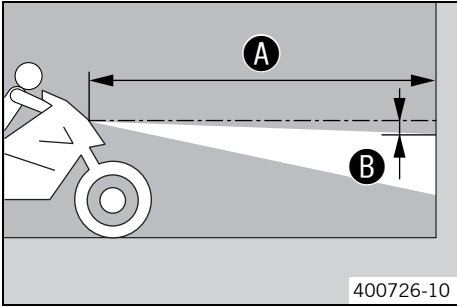
Info
 Do not touch the reflector with your fingers, and keep it free from grease.

- Press the new turn signal bulb carefully into the socket and turn it clockwise until it stops.
- | |
|---|
| Turn signal (R10W/socket BA15s) (☛ p. 96) |
|---|
- Mount the orange cap.
 - Position the diffuser.
 - Insert the screw and first turn it counterclockwise until it engages in the thread. Tighten the screw slightly.

Finishing work

- Check that the turn signal system is functioning properly.

15.10 Checking the headlight setting



- Position the vehicle upright on a horizontal surface in front of a light wall and make a mark at the height of the center of the low beam headlight.
- Make another mark at a distance ② under the first mark.

Guideline

| | |
|------------|-------------|
| Distance ② | 5 cm (2 in) |
|------------|-------------|

- Position the vehicle vertically a distance ① away from the wall.

Guideline

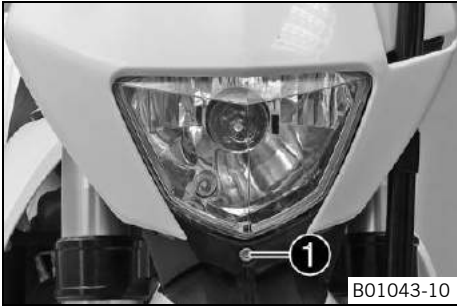
| | |
|------------|-------------|
| Distance ① | 5 m (16 ft) |
|------------|-------------|

- The rider now sits down on the motorcycle.
- Switch on the low beam.
- Check the headlight setting.

| |
|---|
| The boundary between light and dark must be exactly on the lower mark for a motorcycle with driver. |
|---|

- If the boundary between light and dark does not meet specifications:
 - Adjust the headlight range. (☛ p. 77)

15.11 Adjusting the headlight range



Preparatory work

- Check the headlight setting. (☛ p. 77)

- Main work**
- Adjust the beam distance of the headlight by turning screw ①.

Guideline

| |
|--|
| For a motorcycle with rider, the light/dark boundary must be exactly on the lower mark (the mark is created in: Checking the headlight setting). |
|--|



Info

Turn clockwise to increase the headlight range, turn counterclockwise to reduce the headlight range.
A change in weight on the vehicle may require a correction of the headlight range.

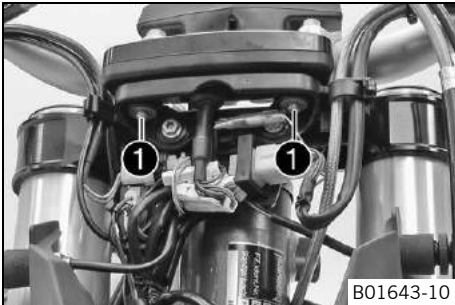
15.12 Changing the speedometer battery

Preparatory work

- Remove the headlight mask with the headlight. (☛ p. 75)

Main work

- Remove screws ❶.
- Pull the speedometer upward out of the holder.

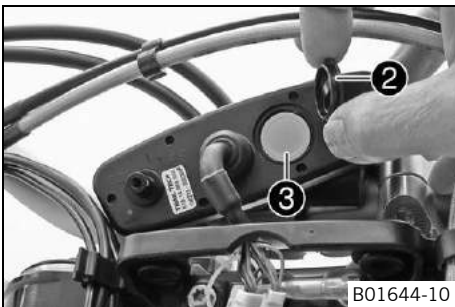


B01643-10

- Using a coin, turn protection cap ❷ all the way counterclockwise and remove it.
- Remove speedometer battery ❸.
- Insert the new battery with the label facing outward.

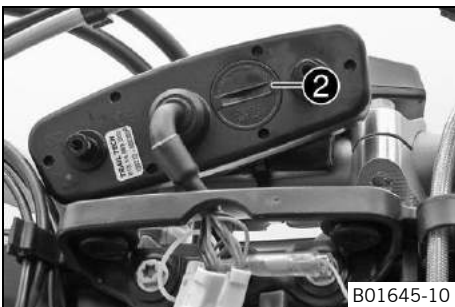
Speedometer battery (CR 2032) (☛ p. 96)

- Check the O-ring of the protection cap for correct seating.



B01644-10

- Position protection cap ❷ and turn all the way clockwise using a coin.
- Press any button on the speedometer.
- ✓ The speedometer is activated.
- Position the speedometer in the holder.
- Mount and tighten the screws with washers.

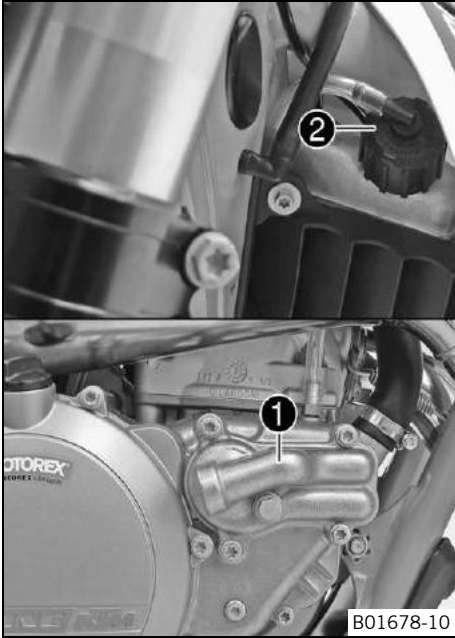


B01645-10

Finishing work

- Refit the headlight mask with the headlight. (☛ p. 75)
- Check the headlight setting. (☛ p. 77)
- Set the speedometer. (☛ p. 18)

16.1 Cooling system



Water pump ❶ in the engine circulates the coolant. The pressure resulting from the warming of the cooling system is regulated by a valve in radiator cap ❷. This ensures that operating the vehicle at the specified coolant temperature will not result in a risk of malfunctions.

| |
|-----------------|
| 120 °C (248 °F) |
|-----------------|

Cooling is effected by the air stream. The lower the speed, the less the cooling effect. Dirty cooling fins also reduce the cooling effect. The radiator fan provides extra cooling. It is controlled by a thermostwitch.

16.2 Checking the antifreeze and coolant level



Warning

Danger of scalding During motorcycle operation, the coolant gets very hot and is under pressure.

- Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.



Warning

Danger of poisoning Coolant is poisonous and a health hazard.

- Coolant must not come into contact with the skin, eyes, or clothing. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If coolant is swallowed, contact a physician immediately. Change clothing that is contaminated with coolant. Keep coolant out of reach of children.

Condition

The engine is cold.

- Stand the motorcycle upright on a horizontal surface.
- Remove the radiator cap.
- Check the coolant antifreeze.

| |
|-------------------------------|
| -25... -45 °C (-13... -49 °F) |
|-------------------------------|

» If the antifreeze of the coolant does not meet specifications:

- Correct the coolant antifreeze.

- Check the coolant level in the radiator.

| | |
|--------------------------------------|-----------------|
| Coolant level ❸ above radiator fins. | 10 mm (0.39 in) |
|--------------------------------------|-----------------|

» If the coolant level does not meet specifications:

- Correct the coolant level.

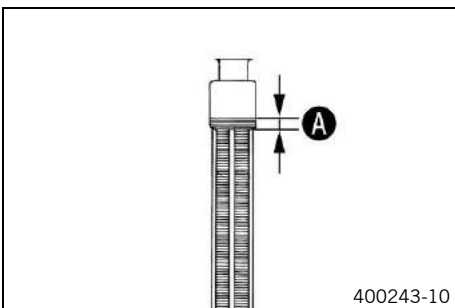
Alternative 1

| |
|--------------------|
| Coolant (☞ p. 101) |
|--------------------|

Alternative 2

| |
|---|
| Coolant (mixed ready to use) (☞ p. 101) |
|---|

- Mount the radiator cap.



400243-10

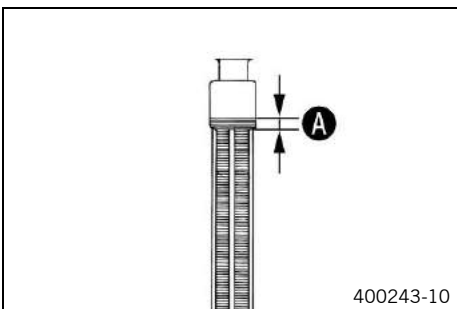
16.3 Checking the coolant level

Warning
Danger of scalding During motorcycle operation, the coolant gets very hot and is under pressure.

- Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.

Warning
Danger of poisoning Coolant is poisonous and a health hazard.

- Coolant must not come into contact with the skin, eyes, or clothing. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If coolant is swallowed, contact a physician immediately. Change clothing that is contaminated with coolant. Keep coolant out of reach of children.



Condition

The engine is cold.

- Stand the motorcycle upright on a horizontal surface.
- Remove the radiator cap.
- Check the coolant level in the radiator.

| | |
|---|-----------------|
| Coolant level A above radiator fins. | 10 mm (0.39 in) |
|---|-----------------|

- » If the coolant level does not meet specifications:
 - Correct the coolant level.

Alternative 1

| |
|--------------------|
| Coolant (☛ p. 101) |
|--------------------|

Alternative 2

| |
|---|
| Coolant (mixed ready to use) (☛ p. 101) |
|---|

- Mount the radiator cap.

16.4 Draining the coolant ☞

Warning
Danger of scalding During motorcycle operation, the coolant gets very hot and is under pressure.

- Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.

Warning
Danger of poisoning Coolant is poisonous and a health hazard.

- Coolant must not come into contact with the skin, eyes, or clothing. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If coolant is swallowed, contact a physician immediately. Change clothing that is contaminated with coolant. Keep coolant out of reach of children.

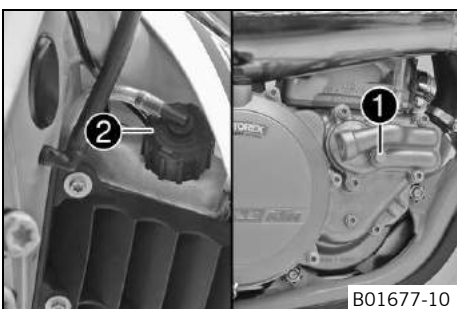
Condition

The engine is cold.

- Stand the motorcycle upright.
- Place a suitable container under the water pump cover.
- Remove screw **1**. Take off radiator cap **2**.
- Completely drain the coolant.
- Mount screw **1** with a new seal ring and tighten it.

Guideline

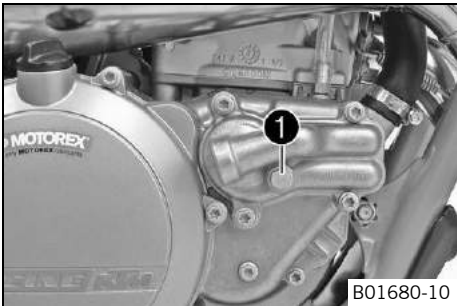
| | | |
|------------------------------|-------|------------------------|
| Drain plug, water pump cover | M10x1 | 15 Nm (11.1 lbf ft) |
|------------------------------|-------|------------------------|



16.5 Refilling coolant



Warning
Danger of poisoning Coolant is poisonous and a health hazard.

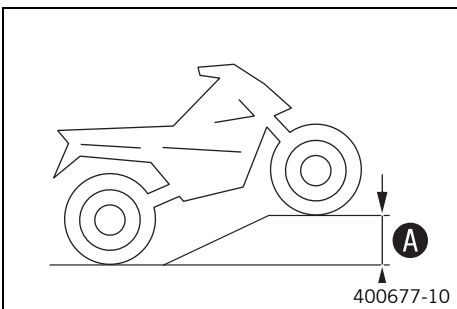
- Coolant must not come into contact with the skin, eyes, or clothing. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If coolant is swallowed, contact a physician immediately. Change clothing that is contaminated with coolant. Keep coolant out of reach of children.



Main work

- Make sure that screw **1** is tightened.
- Stand the motorcycle upright.
- Completely fill the radiator with coolant.

| | | |
|---------|---------------|--|
| Coolant | 0.9 l (1 qt.) | Coolant ( p. 101) |
| | | Coolant (mixed ready to use) ( p. 101) |

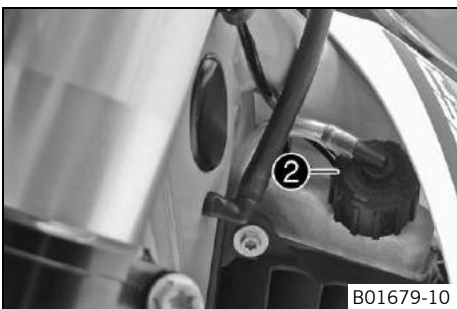


- Move the vehicle into the position shown and prevent it from rolling away. Height difference **A** must be reached.

Guideline

| | |
|----------------------------|-----------------|
| Height difference A | 75 cm (29.5 in) |
|----------------------------|-----------------|

i Info
 For all of the air to be able to escape from the cooling system, the vehicle must be raised at the front. If the cooling system is poorly de-aerated, its cooling power will be reduced and the engine may overheat.

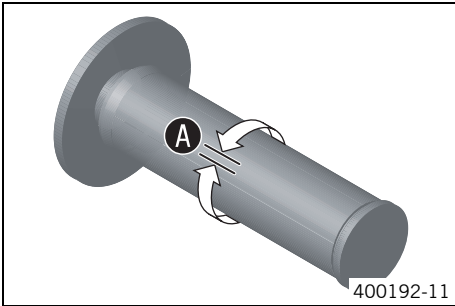


- Return the vehicle to the horizontal position.
- Completely fill the radiator with coolant.
- Mount radiator cap **2**.
- Let the engine warm up.

Finishing work

- Check the coolant level. ( p. 80)

17.1 Checking the play in the throttle cable



- Check the throttle grip for smooth operation.
- Move the handlebar to the straight-ahead position. Turn the throttle grip back and forth slightly and determine the play in throttle cable **A**.

| | |
|---------------------|-----------------------------|
| Throttle cable play | 2... 3 mm (0.08... 0.12 in) |
|---------------------|-----------------------------|

- » If the throttle cable play does not meet specifications:
 - Adjust the play in the throttle cable. (☞ p. 82)



Danger

Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and/or death.

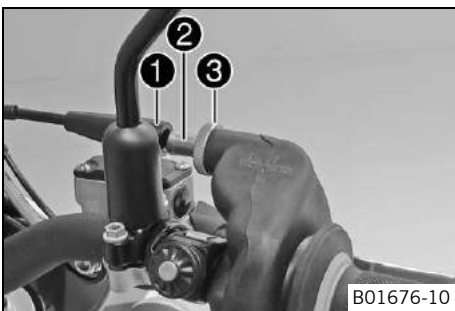
- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.

- Start the engine and let it run idle. Move the handlebar to and fro over the entire steering range.

| |
|---------------------------------|
| The idle speed must not change. |
|---------------------------------|

- » If the idle speed changes:
 - Adjust the play in the throttle cable. (☞ p. 82)

17.2 Adjusting the play in the throttle cable ☞



Preparatory work

- Fold the seat up. (☞ p. 45)
- Remove the fuel tank. (☞ p. 48)
- Check the throttle cable routing. (☞ p. 54)

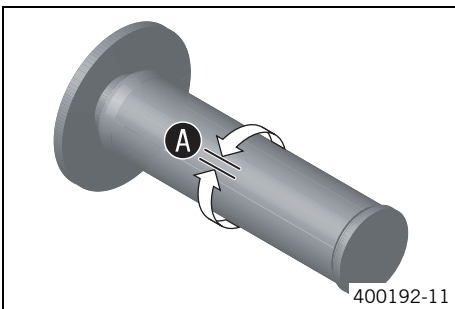
Main work

- Move the handlebar to the straight-ahead position.
- Push back sleeve **1**.
- Ensure that the throttle cable sleeve is pushed fully into adjusting screw **2**.
- Loosen nut **3**.
- Turn adjusting screw **2** so that there is play **A** in the throttle cable at the throttle grip.

Guideline

| | |
|---------------------|-----------------------------|
| Throttle cable play | 2... 3 mm (0.08... 0.12 in) |
|---------------------|-----------------------------|

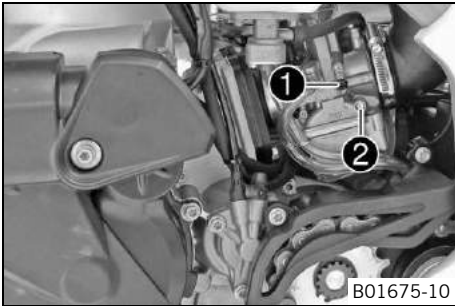
- Tighten nut **3**.
- Slide on sleeve **1**.
- Check the throttle grip for smooth operation.



Finishing work

- Check the play in the throttle cable. (☞ p. 82)
- Install the fuel tank. (☞ p. 49)
- Lock the seat. (☞ p. 45)

17.3 Carburetor - idle



B01675-10

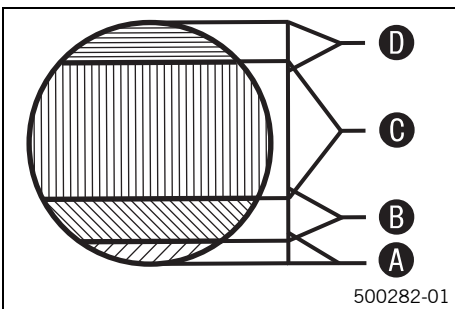
The idle setting of the carburetor has a big influence on the starting behavior, stable idling and the response to throttle opening. This means that an engine with a correctly set idle speed is easier to start than if the idle is set wrongly.

i Info
The carburetor and its components are subject to increased wear caused by engine vibration. Wear can result in malfunctioning.

The factory setting for the carburetor is set for the following values.

| | |
|---|------------------|
| Elevation above sea level | 500 m (1,640 ft) |
| Ambient temperature | 20 °C (68 °F) |
| Super unleaded (95 octane) mixed with 2-stroke engine oil (1:80) (☛ p. 102) | |

The idle speed is adjusted with adjusting screw ①.
The idle mixture is adjusted with the idle air adjusting screw ②.



500282-01

Idle air range A

Operation with the throttle slide closed. This range is influenced by adjusting screw ① and the idle air adjusting screw ②.

Transition range B

Behavior of the engine when the throttle slide is being opened. This range is influenced by the idling jet and by the form of the throttle slide.

If the engine sputters and smokes heavily when it starts despite a good idle and part-load setting, and if it abruptly reaches full power at a high rpm, the carburetor setting is too rich, or the float level is too high or the float needle valve is leaky.

Part-load range C

Operation with the throttle slide partially open. This range is influenced by the jet needle (form and position). The idle setting influences the engine tuning in the lower range, and the main jet influences the engine tuning in the upper range.

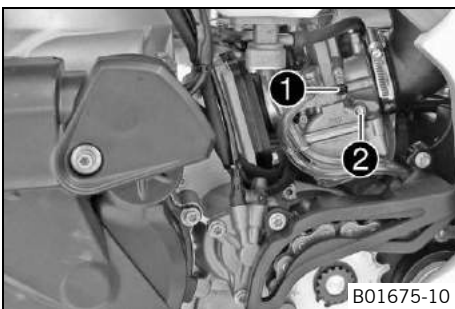
If the engine stutters when accelerating with a partially open throttle slide, the jet needle must be lowered by one notch. If the engine knocks when accelerating at the full power rpm range, the jet needle must be raised. If the above events occur on idle or just above it, the idle system must be set to a leaner setting if the engine is stuttering or to a richer setting if the engine is knocking.

Full-load range D

Operation with the throttle slide open (full throttle). This range is influenced by the main jet and jet needle.

If the insulator of a new spark plug is very light or white after a brief ride at full throttle, or if the engine knocks, a larger main jet needs to be used. If the insulator is dark brown or sooty, a smaller main jet needs to be used.

17.4 Carburetor - adjusting idle ☞



B01675-10

- Screw idle air adjusting screw ② all the way in and turn to the specified basic setting.

Guideline

| | |
|--------------------------|---------------|
| Idle air adjusting screw | |
| Open | 2.0 rotations |

- Run the engine until warm.

Guideline

| | |
|--------------|---------|
| Warm-up time | ≥ 5 min |
|--------------|---------|



Danger

Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and/or death.

- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.

- Adjust the idle speed with adjusting screw ①.

Guideline

| | |
|--|--------------------|
| Choke function deactivated – The choke lever is pushed in to the stop. (☛ p. 15) | |
| Idle speed | 1,400... 1,500 rpm |

- Turn idle air adjusting screw ② slowly clockwise until the idle speed starts to drop.
- Note the position and turn the idle air adjusting screw slowly counterclockwise until the idle speed falls.
- Adjust to the point between these two positions with the highest idle speed.



Info

If there is a big engine speed rise, reduce the idle speed to a normal level and repeat the above steps.
 If the procedure described here does not lead to satisfactory results, the cause may be a wrongly dimensioned idling jet.
 If you can turn the idle air adjusting screw to the end without any change of engine speed, you have to mount a smaller idling jet.
 After changing the idling jet, start from the beginning with the adjusting steps.
 Following extreme air temperature or altitude changes, adjust the idle speed again.

17.5 Emptying the carburetor float chamber ☞



Danger

Fire hazard Fuel is highly flammable.

- Never refuel the vehicle near open flames or burning cigarettes, and always switch off the engine first. Be careful that no fuel is spilt, especially on hot vehicle components. Clean up spilt fuel immediately.
- The fuel in the fuel tank expands when warm and may emerge if overfilled. Follow the instructions on refueling.



Warning

Danger of poisoning Fuel is poisonous and a health hazard.

- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that is contaminated with fuel. Store fuel properly in a suitable canister and keep away from children.



Warning

Environmental hazard Improper handling of fuel is a danger to the environment.

- Do not allow fuel to get into the ground water, the ground, or the sewage system.



Info

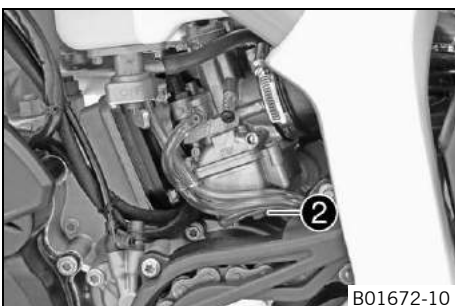
Carry out this work with a cold engine.
 Water in the float chamber results in malfunctioning.

Preparatory work

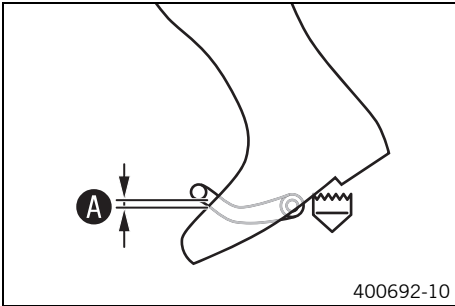
- Turn handle ① of the fuel tap to the **OFF** position. (Figure B01660-10 ☛ p. 15)
- ✓ Fuel no longer flows from the fuel tank to the carburetor.

Main work

- Place a cloth under the carburetor to capture the draining fuel.
- Remove fitting ②.
- Fully drain the fuel.
- Mount and tighten the screw plug.



17.6 Checking the basic position of the shift lever

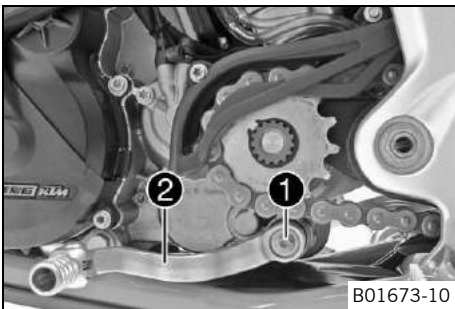


- Sit on the vehicle in the riding position and determine distance **A** between the upper edge of your boot and the shift lever.

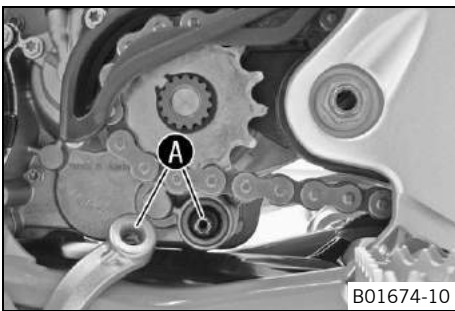
| | |
|---|-------------------------------|
| Distance between shift lever and upper edge of boot | 10... 20 mm (0.39... 0.79 in) |
|---|-------------------------------|

- » If the distance does not meet specifications:
 - Adjust the basic position of the shift lever. (p. 85)

17.7 Adjusting the basic position of the shift lever



- Remove screw **1** and remove shift lever **2**.



- Clean gear teeth **A** of the shift lever and shift shaft.
- Mount shift lever **2** on the shift shaft in the required position and engage the gearing.

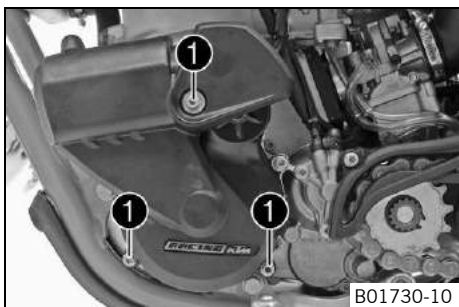
i Info
 The range of adjustment is limited.
 The shift lever must not come into contact with any other vehicle components during the shift procedure.

- Mount and tighten screw **1**.

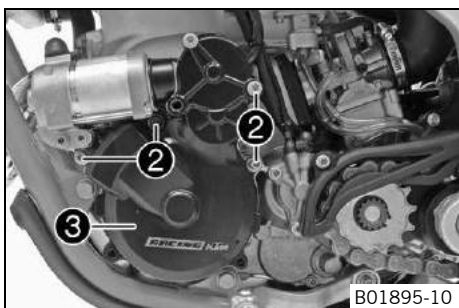
Guideline

| | | | |
|--------------------|----|------------------------|---------------|
| Screw, shift lever | M6 | 14 Nm (10.3 lbf ft) | Loctite® 243™ |
|--------------------|----|------------------------|---------------|

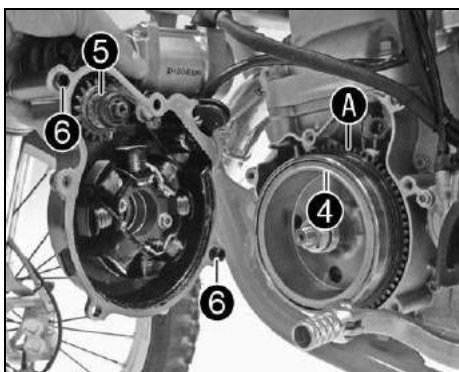
18.1 Cleaning the alternator ↗



- Remove screws ①.
- Take off the cover.



- Remove screws ②.
- Take off the alternator cover ③.



- Clean alternator cover and rotor ④.
- Take off Bendix ⑤ and clean.
- Grease gear teeth A and the points marked with a B.

Lubricant (T625) (↗ p. 103)

- Mount Bendix ⑤.
- Position the gasket.
- Check that dowels ⑥ are seated correctly.
- Mount alternator cover ③.
- Mount and tighten screws ②.

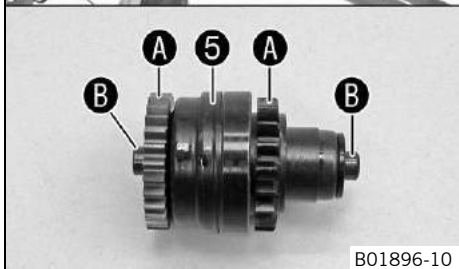
Guideline

| | | |
|-------------------------|----|-------------------|
| Screw, alternator cover | M6 | 8 Nm (5.9 lbf ft) |
|-------------------------|----|-------------------|

- Mount the cover.
- Mount and tighten screws ①.

Guideline

| | | |
|-------------------------|----|-------------------|
| Screw, alternator cover | M6 | 8 Nm (5.9 lbf ft) |
|-------------------------|----|-------------------|



18.2 Checking the gear oil level



Info

The gear oil level must be checked when the engine is cold.

Preparatory work

- Stand the motorcycle upright on a horizontal surface.

Main work

- Remove the gear oil monitoring screw ①.
- Check the gear oil level.

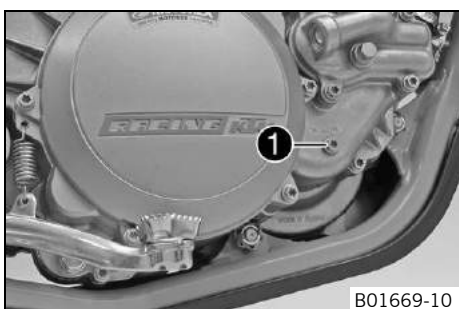
A small quantity of gear oil must run out of the drilled hole.

- » If no gear oil runs out:
 - Add gear oil. ↗ (↗ p. 88)

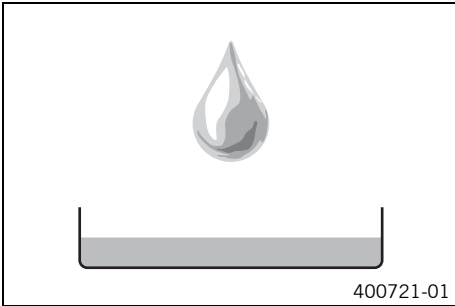
- Mount and tighten the gear oil monitoring screw.

Guideline

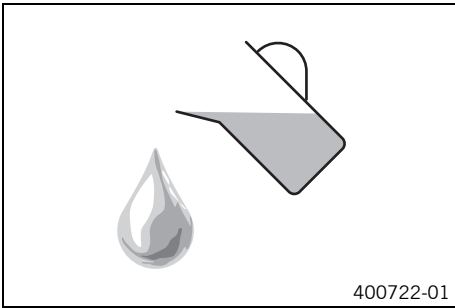
| | | |
|-----------------------------|----|--------------------|
| Screw, gear oil level check | M6 | 10 Nm (7.4 lbf ft) |
|-----------------------------|----|--------------------|



18.3 Changing the gear oil



– Drain the gear oil. (p. 87)



– Fill in gear oil. (p. 88)

18.4 Draining the gear oil



Warning

Danger of scalding Engine oil and gear oil get very hot when the motorcycle is ridden.

- Wear appropriate protective clothing and safety gloves. In case of burns, rinse immediately with lukewarm water.



Warning

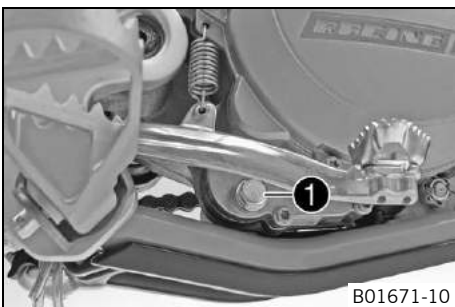
Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.



Info

Drain the gear oil while the engine is warm.



Preparatory work

- Park the motorcycle on a level surface.
- Place a suitable container under the engine.

Main work

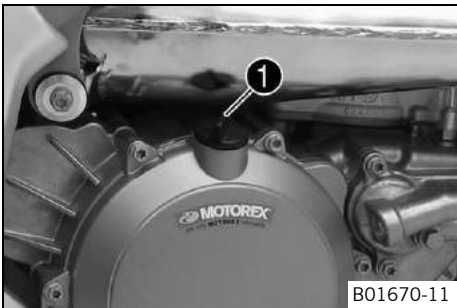
- Remove the gear oil drain plug with magnet ①.
- Let the gear oil drain fully.
- Thoroughly clean the gear oil drain plug with magnet.
- Clean the sealing surface on the engine.
- Mount and tighten gear oil drain plug with magnet ① and seal ring.

Guideline

| | | |
|---------------------------------|---------|------------------------|
| Gear oil drain plug with magnet | M12x1.5 | 20 Nm (14.8 lbf ft) |
|---------------------------------|---------|------------------------|

18.5 Filling in gear oil

i Info
Too little gear oil or poor-quality gear oil results in premature wear to the transmission.



Main work

- Remove screw cap **1** and fill in gear oil.

| | | |
|----------|-------------------|--------------------------------|
| Gear oil | 0.80 l (0.85 qt.) | Engine oil (15W/50) (☛ p. 101) |
|----------|-------------------|--------------------------------|

- Mount and tighten the screw cap.



Danger

Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and/or death.

- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.

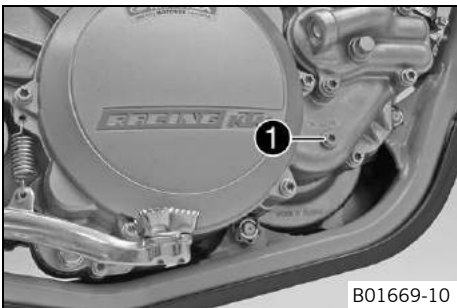
- Start the engine and check that it is oil-tight.

Finishing work

- Check the gear oil level. (☛ p. 86)

18.6 Adding gear oil

i Info
Too little gear oil or poor-quality gear oil results in premature wear to the transmission. The gear oil level should only be added when the engine is cold.

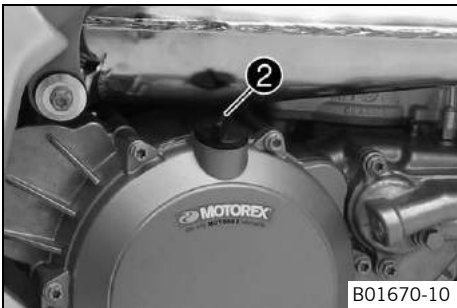


Preparatory work

- Park the motorcycle on a level surface.

Main work

- Remove the gear oil monitoring screw **1**.



- Remove screw cap **2**.

- Fill in gear oil until it emerges from the drilled hole of the gear oil monitoring screw.

| |
|--------------------------------|
| Engine oil (15W/50) (☛ p. 101) |
|--------------------------------|

- Mount and tighten the gear oil monitoring screw.

Guideline

| | | |
|-----------------------------|----|--------------------|
| Screw, gear oil level check | M6 | 10 Nm (7.4 lbf ft) |
|-----------------------------|----|--------------------|

- Mount and tighten screw cap **2**.



Danger

Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and/or death.

- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.

- Start the engine and check that it is oil-tight.

19.1 Cleaning the motorcycle

Note

Material damage Damage and destruction of components by high-pressure cleaning equipment.

- When cleaning the vehicle with a pressure cleaner, do not point the water jet directly onto electrical components, connectors, cables, bearings, etc. Maintain a minimum distance of 60 cm between the nozzle of the pressure cleaner and the component. Excessive pressure can cause malfunctions or destroy these parts.

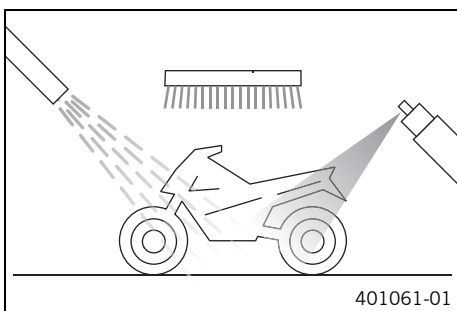
Warning

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

Info

If you clean the motorcycle regularly, its value and appearance will be maintained over a long period. Avoid direct sunshine on the motorcycle during cleaning.



- Close off the exhaust system to keep water from entering.
- First remove coarse dirt particles with a gentle spray of water.
- Spray very dirty areas with a normal motorcycle cleaner and then clean with a paintbrush.

Motorcycle cleaner (☛ p. 103)

Info

Use warm water containing normal motorcycle cleaner and a soft sponge. Never apply motorcycle cleaner to the dry vehicle; always rinse with water first.

- After rinsing the motorcycle with a gentle spray of water, allow it to dry thoroughly.
- Remove the plug from the exhaust system.
- Clean the alternator. ☛ (☛ p. 86)

Warning

Danger of accidents Reduced braking efficiency due to a wet or dirty brake system.

- Clean or dry a dirty or wet brake system by riding and braking gently.

- After cleaning, ride a short distance until the engine reaches operating temperature.

Info

The heat produced causes water at inaccessible locations in the engine and the brake system to evaporate.

- After the motorcycle has cooled off, lubricate all moving parts and bearings.
- Clean the chain. (☛ p. 50)
- Treat bare metal parts (except for the brake discs and exhaust system) with anti-corrosion materials.

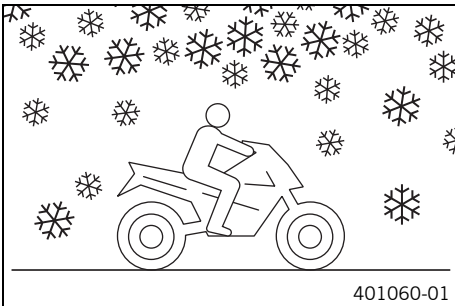
Preserving materials for paints, metal and rubber (☛ p. 103)

- Treat all plastic parts and powder-coated parts with a mild cleaning and care product.

Special cleaner for glossy and matte paint finishes, metal and plastic surfaces (☛ p. 104)

19.2 Checks and maintenance steps for winter operation

- i Info**
If the motorcycle is used in the winter, salt can be expected on the roads. Precautions need to be taken against road salt corrosion.
If the vehicle was operated in road salt, clean it with cold water after riding. Warm water would enhance the corrosive effects of salt.



401060-01

- Clean the motorcycle. (☛ p. 89)
- Clean the brake system.

- i Info**
After **EVERY** trip on salted roads, thoroughly wash the brake calipers and brake linings with cold water and dry carefully. This should be done after the parts are cooled down and while they are installed.
After riding on salted roads, thoroughly wash the motorcycle with cold water and dry it well.

- Treat the engine, swingarm, and all other bright and zinc-plated parts (except for the brake discs) with a wax-based corrosion inhibitor.

- i Info**
Corrosion inhibitor is not permitted to come in contact with the brake discs as this would greatly reduce the braking force.

- Clean the chain. (☛ p. 50)

20.1 Storage



Warning

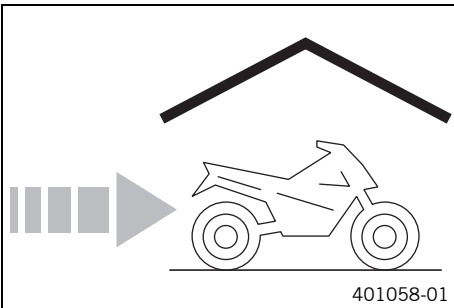
Danger of poisoning Fuel is poisonous and a health hazard.

- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that is contaminated with fuel. Store fuel properly in a suitable canister and keep away from children.



Info

If you want to garage the motorcycle for a longer period, take the following steps. Before storing the motorcycle, check all parts for function and wear. If service, repairs or replacements are necessary, you should do this during the storage period (less workshop overload). In this way, you can avoid long workshop waiting times at the start of the new season.



- When refueling for the last time before taking the motorcycle out of service, add fuel additive.

| |
|--------------------------|
| Fuel additive (☞ p. 103) |
|--------------------------|

- Refuel. (☞ p. 27)
- Clean the motorcycle. (☞ p. 89)
- Change the gear oil. 🛠️ (☞ p. 87)
- Check the antifreeze and coolant level. (☞ p. 79)
- Check the tire air pressure. (☞ p. 70)
- Remove the battery. 🛠️ (☞ p. 71)
- Recharge the battery. 🛠️ (☞ p. 72)

Guideline

| | |
|--|--------------------------|
| Storage temperature of battery without direct sunlight | 0... 35 °C (32... 95 °F) |
|--|--------------------------|

- Store the vehicle in a dry location that is not subject to large fluctuations in temperature.



Info

KTM recommends raising the motorcycle.

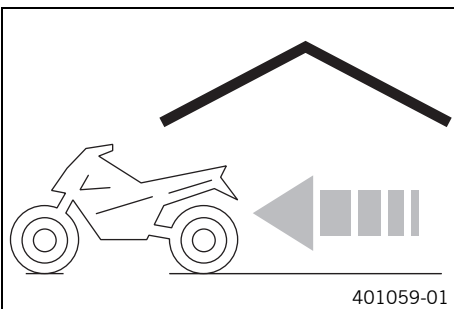
- Raise the motorcycle with the lift stand. (☞ p. 37)
- Cover the motorcycle with a porous sheet or blanket. Do not use non-porous materials since they prevent humidity from escaping, thus causing corrosion.



Info

Avoid running the engine for a short time only. Since the engine cannot warm up properly, the water vapor produced during combustion condenses and causes valves and exhaust system to rust.

20.2 Preparing for use after storage



- Remove the motorcycle from the lift stand. (☞ p. 37)
- Install the battery. 🛠️ (☞ p. 71)
- Perform checks and maintenance work when preparing the vehicle for use. (☞ p. 24)
- Take a test ride.

| Faults | Possible cause | Action |
|--|---|--|
| The engine cannot be cranked (electric starter) | Operating error | – Carry out the start procedure. (☞ p. 24) |
| | Battery is discharged | – Check the charging voltage. 🛠 – Check the open-circuit current. 🛠 – Check the alternator. 🛠 – Recharge the battery. 🛠 (☞ p. 72) |
| | Main fuse blown | – Change the main fuse. (☞ p. 73) |
| | Starter relay defective | – Check the starter relay. 🛠 |
| | Starter motor defective | – Check the starter motor. 🛠 |
| Engine turns but does not start | Operating error | – Carry out the start procedure. (☞ p. 24) |
| | The motorcycle has been in disuse for an extended period and old fuel is in the float chamber | – Empty the carburetor float chamber. 🛠 (☞ p. 84) |
| | Fuel supply interrupted | – Check the fuel tank breather. – Clean the fuel tap. – Check/adjust the carburetor components. |
| | Spark plug oily or wet | – Clean and dry the spark plug, or change it if necessary. |
| | Electrode distance (plug gap) of spark plug too wide | – Adjust the plug gap. Guideline Spark plug electrode gap 0.60 mm (0.0236 in) |
| | Fault in ignition system | – Check the ignition system. |
| | Short circuit cable in wiring harness frayed, kill switch defective | – Check the wiring harness. (visual check) – Check the electrical system. |
| | Water in carburetor or jets blocked | – Check/adjust the carburetor components. |
| Engine has no idle | Idling jet blocked | – Check/adjust the carburetor components. |
| | Adjusting screws on the carburetor are in turned to the wrong position | – Carburetor - adjust the idle speed. 🛠 (☞ p. 83) |
| | Faulty spark plug | – Change the spark plug. |
| | Faulty ignition system | – Check the ignition system. 🛠 |
| Engine does not speed up | The carburetor is flowing over because the float needle is dirty or worn | – Check/adjust the carburetor components. |
| | Loose carburetor jets | – Check/adjust the carburetor components. |
| | Fault in ignition system | – Check the ignition system. |
| Engine has too little power | Fuel supply interrupted | – Check the fuel tank breather. – Clean the fuel tap. – Check/adjust the carburetor components. |
| | Air filter is very dirty | – Clean the air filter and air filter housing. 🛠 (☞ p. 47) |
| | Exhaust system leaky, deformed or too little glass fiber yarn filling in main silencer | – Check exhaust system for damage. – Change the glass fiber yarn filling of the main silencer. 🛠 (☞ p. 48) |
| | Fault in ignition system | – Check the ignition system. |
| | Damaged membrane or membrane housing | – Check the membrane and membrane housing. |
| The engine stutters or there is back-firing through the carburetor | Lack of fuel | – Turn handle ❶ of the fuel tap to the ON position. (Figure B01660-10☞ p. 15) – Refuel. (☞ p. 27) |
| | The engine takes in false air | – Check the intake flange and carburetor for firm seating. |
| | Connector or ignition coil loose or oxidized | – Clean the connector and treat with contact spray. |
| Engine overheats | Too little coolant in cooling system | – Check the cooling system for leaks. – Check the coolant level. (☞ p. 80) |

| Faults | Possible cause | Action |
|--|---|--|
| Engine overheats | Too little air stream | – Switch off the engine when standing. |
| | Radiator fins very dirty | – Clean the radiator fins. |
| | Foam formation in cooling system | – Drain the coolant. 🛠️ (📖 p. 80) – Refill the coolant. 🛠️ (📖 p. 81) |
| | Damaged cylinder head or cylinder head gasket | – Check the cylinder head or cylinder head gasket. |
| | Bent radiator hose | – Change the radiator hose. 🛠️ |
| | Incorrect ignition point due to loose stator | – Set the ignition. 🛠️ |
| | Defect in radiator fan system | – Check fuse 2 . – Check the radiator fan. 🛠️ – Check the thermostwitch. 🛠️ |
| White smoke development (steam in the exhaust) | Damaged cylinder head or cylinder head gasket | – Check the cylinder head or cylinder head gasket. |
| Gear oil emerges from the vent hose | Too much gear oil added | – Check the gear oil level. (📖 p. 86) |
| Water in the gear oil | Damaged shaft seal ring or water pump | – Check the shaft seal ring and water pump. |

22.1 Engine

| | |
|--|---|
| Design | 1-cylinder 2-stroke gasoline engine, water-cooled, with membrane inlet |
| Displacement | 249 cm ³ (15.19 cu in) |
| Stroke | 72 mm (2.83 in) |
| Bore | 66.4 mm (2.614 in) |
| Crankshaft bearing | 1 grooved ball bearing/1 roller bearing |
| Conrod bearing | Needle bearing |
| Piston pin bearing | Needle bearing |
| Pistons | Aluminum cast |
| Piston rings | 2 half keystone rings |
| X (upper edge of piston to upper edge of cylinder) | 0... 0.10 mm (0... 0.0039 in) |
| Primary transmission | 26:72 |
| Clutch | Multidisc clutch in oil bath/hydraulically activated |
| Gearbox | 6-gear, claw shifted |
| Transmission ratio | |
| First gear | 13:32 |
| Second gear | 16:30 |
| Third gear | 16:24 |
| Fourth gear | 23:28 |
| Fifth gear | 23:23 |
| Sixth gear | 26:20 |
| Ignition | Contactless controlled fully electronic ignition with digital ignition adjustment, type Kokusan |
| Ignition point (BTDC) | 1.9 mm (0.075 in) |
| Spark plug | NGK BR 7 ES |
| Spark plug electrode gap | 0.60 mm (0.0236 in) |
| Starting aid | Electric starter |

22.2 Engine tightening torques

| | | | |
|---|-----------------------------|---------------------|----------------------|
| Screw, inner reed petals | EJOT DELTA PT® 35x25 | 1 Nm (0.7 lbf ft) | – |
| Screw, membrane core plate | EJOT DELTA PT® 30x12 | 1 Nm (0.7 lbf ft) | – |
| Screw, outer reed petals | EJOT DELTA PT® 30x6 | 1 Nm (0.7 lbf ft) | – |
| Screw, crankshaft position sensor | M5 | 6 Nm (4.4 lbf ft) | Loctite® 243™ |
| Screw, locking lever | M5 | 6 Nm (4.4 lbf ft) | Loctite® 243™ |
| Screw, water pump wheel | M5 | 6 Nm (4.4 lbf ft) | Loctite® 243™ |
| Screw, alternator cover | M6 | 8 Nm (5.9 lbf ft) | – |
| Screw, bearing retainer | M6 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |
| Screw, clutch cover | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, clutch pressure cap | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, engine case | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, exhaust flange | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, gear oil level check | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, intake flange/reed valve housing | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, shift drum locating | M6 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |
| Screw, shift lever | M6 | 14 Nm (10.3 lbf ft) | Loctite® 243™ |
| Screw, slave cylinder of the clutch | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, starter motor | M6 | 8 Nm (5.9 lbf ft) | – |
| Screw, stator | M6 | 8 Nm (5.9 lbf ft) | Loctite® 243™ |
| Screw, water pump cover | M6 | 10 Nm (7.4 lbf ft) | – |
| Transmission venting connection | M6 | 4 Nm (3 lbf ft) | Loctite® 243™ |
| Screw, cylinder head | M8 | 27 Nm (19.9 lbf ft) | – |

| | | | |
|---------------------------------|-----------|-----------------------|---------------|
| Nut, cylinder base | M10 | 35 Nm (25.8 lbf ft) | – |
| Drain plug, water pump cover | M10x1 | 15 Nm (11.1 lbf ft) | – |
| Nut, rotor | M12x1 | 60 Nm (44.3 lbf ft) | – |
| Gear oil drain plug with magnet | M12x1.5 | 20 Nm (14.8 lbf ft) | – |
| Spark plug | M14x1.25 | 25 Nm (18.4 lbf ft) | – |
| Nut, inner clutch hub | M18x1.5 | 120 Nm (88.5 lbf ft) | Loctite® 648™ |
| Nut, primary gear | M18LHx1.5 | 150 Nm (110.6 lbf ft) | Loctite® 648™ |

22.3 Capacities

22.3.1 Gear oil

| | | |
|----------|-------------------|--------------------------------|
| Gear oil | 0.80 l (0.85 qt.) | Engine oil (15W/50) (☛ p. 101) |
|----------|-------------------|--------------------------------|

22.3.2 Coolant

| | | |
|---------|---------------|---|
| Coolant | 0.9 l (1 qt.) | Coolant (☛ p. 101) |
| | | Coolant (mixed ready to use) (☛ p. 101) |

22.3.3 Fuel

| | | |
|-----------------------------------|---------------------|---|
| Total fuel tank capacity, approx. | 7.0 l (1.85 US gal) | Super unleaded (95 octane) mixed with 2-stroke engine oil (1:80) (☛ p. 102) |
| Fuel reserve, approx. | 1.65 l (1.74 qt.) | |

22.4 Chassis

| | | |
|----------------------------|--|--|
| Frame | Perimeter, steel-aluminum composite frame | |
| fork | WP Suspension 4357 MXMA | |
| Suspension travel | | |
| Front | 250 mm (9.84 in) | |
| Rear | 260 mm (10.24 in) | |
| Fork offset | 20 mm (0.79 in) | |
| Shock absorber | WP Suspension 4618 PDS DCC | |
| Brake system | | |
| Front | Disc brake with radially mounted four-piston brake caliper | |
| Rear | Disc brake with radially mounted dual-piston brake caliper | |
| Brake discs - diameter | | |
| Front | 260 mm (10.24 in) | |
| Rear | 210 mm (8.27 in) | |
| Brake discs - wear limit | | |
| Front | 2.5 mm (0.098 in) | |
| Rear | 3.5 mm (0.138 in) | |
| Tire air pressure, offroad | | |
| Front | 0.9 bar (13 psi) | |
| Rear | 0.7 bar (10 psi) | |
| Tire air pressure, road | | |
| Front | 1.5 bar (22 psi) | |
| Rear | 1.5 bar (22 psi) | |
| Secondary ratio (EU/AU) | 14:46 (12:46) | |
| Secondary ratio (US) | 12:46 | |
| Chain | 5/8 x 1/4" X-ring | |
| Rear sprockets available | 46, 48 | |
| Steering head angle | 67° | |
| Wheelbase | 1,418±10 mm (55.83±0.39 in) | |

| | |
|--|---------------------|
| Ground clearance, unloaded | 380 mm (14.96 in) |
| Seat height, unloaded | 915 mm (36.02 in) |
| Homologated weight without fuel, approx. (EU/AU) | 92.5 kg (203.9 lb.) |
| Weight without fuel, approx. (US) | 91.5 kg (201.7 lb.) |
| Maximum permissible front axle load | 135 kg (298 lb.) |
| Maximum permissible rear axle load | 175 kg (386 lb.) |
| Maximum permissible overall weight | 280 kg (617 lb.) |

22.5 Electrical system

| | | |
|---------------------|----------------------|--|
| Battery | HJTZ5S-FP | Battery voltage: 12 V Nominal capacity: 24 Wh Maintenance-free |
| Speedometer battery | CR 2032 | Battery voltage: 3 V |
| Fuse | 75011088010 | 10 A |
| Fuse | 58011109110 | 10 A |
| Headlight | S2/socket BA20d | 12 V 35/35 W |
| Parking light | W5W/socket W2.1x9.5d | 12 V 5 W |
| Indicator lamps | W2.3W/socket W2x4.6d | 12 V 2.3 W |
| Turn signal | R10W/socket BA15s | 12 V 10 W |
| Brake/tail light | LED | |
| License plate lamp | W5W/socket W2.1x9.5d | 12 V 5 W |

22.6 Tires

| Front tires | Rear tires |
|--|---|
| 2.75 - 21 M/C 45M TT MAXXIS TRIALMAXX | 4.00 R 18 M/C 64M TL MAXXIS TRIALMAXX |
| Additional information is available in the Service section under: http://www.ktm.com | |

22.7 Fork

| | |
|---|--------------------------------|
| Fork part number | 05.18.7N.42 |
| fork | WP Suspension 4357 MXMA |
| Compression damping | |
| Comfort | 25 clicks |
| Standard | 20 clicks |
| Sport | 15 clicks |
| Rebound damping | |
| Comfort | 25 clicks |
| Standard | 20 clicks |
| Sport | 15 clicks |
| Spring length with preload spacer(s) | |
| Weight of rider: 65... 75 kg (143... 165 lb.) | 445 mm (17.52 in) |
| Weight of rider: 75... 85 kg (165... 187 lb.) | 445 mm (17.52 in) |
| Weight of rider: 85... 95 kg (187... 209 lb.) | 445 mm (17.52 in) |
| Spring rate | |
| Weight of rider: 65... 75 kg (143... 165 lb.) | 4.4 N/mm (25.1 lb/in) |
| Weight of rider: 75... 85 kg (165... 187 lb.) | 4.6 N/mm (26.3 lb/in) |
| Weight of rider: 85... 95 kg (187... 209 lb.) | 4.8 N/mm (27.4 lb/in) |

| | | |
|-----------------------|--|--|
| Fork length | 835 mm (32.87 in) | |
| Air chamber length | 120 \pm $\frac{10}{10}$ mm (4.72 \pm $\frac{0.39}{1.57}$ in) | |
| Fork oil per fork leg | 390 ml (13.19 fl. oz.) | Fork oil (SAE 4) (48601166S1) (☛ p. 101) |

22.8 Shock absorber

| | | |
|---|--|--|
| Shock absorber part number | 15.18.7N.42 | |
| Shock absorber | WP Suspension 4618 PDS DCC | |
| Compression damping, low-speed | | |
| Comfort | 20 clicks | |
| Standard | 15 clicks | |
| Sport | 10 clicks | |
| Compression damping, high-speed | | |
| Comfort | 2.5 turns | |
| Standard | 2 turns | |
| Sport | 1 turn | |
| Rebound damping | | |
| Comfort | 20 clicks | |
| Standard | 15 clicks | |
| Sport | 10 clicks | |
| Spring preload | | |
| Comfort | 8 mm (0.31 in) | |
| Standard | 8 mm (0.31 in) | |
| Sport | 8 mm (0.31 in) | |
| Spring designation | | |
| Weight of rider: 65... 75 kg (143... 165 lb.) | (61/59) 55-215 | |
| Weight of rider: 75... 85 kg (165... 187 lb.) | (61/59) 55/63/71-215 | |
| Weight of rider: 85... 95 kg (187... 209 lb.) | (61/59) 58/62/74-215 | |
| Spring length | 215 mm (8.46 in) | |
| Gas pressure | 10 bar (145 psi) | |
| Static sag | 15 mm (0.59 in) | |
| Riding sag | 80 mm (3.15 in) | |
| Fitted length | 367 mm (14.45 in) | |
| Shock absorber oil | Shock absorber fluid (SAE 2.5) (50180751S1) (☛ p. 102) | |

22.9 Chassis tightening torques

| | | | |
|--|------|----------------------|-----------------------|
| Spoke nipple | M4.5 | 6 Nm (4.4 lbf ft) | – |
| Screw, battery terminal | M5 | 2.5 Nm (1.84 lbf ft) | – |
| Screw, shock absorber adjusting ring | M5 | 5 Nm (3.7 lbf ft) | – |
| Nut, cable on starter motor | M6 | 4 Nm (3 lbf ft) | – |
| Remaining nuts, chassis | M6 | 10 Nm (7.4 lbf ft) | – |
| Remaining screws, chassis | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, ball joint of push rod on foot brake cylinder | M6 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |
| Screw, front brake disc | M6 | 14 Nm (10.3 lbf ft) | Loctite® 243™ |
| Screw, radiator bracket | M6 | 7 Nm (5.2 lbf ft) | – |
| Screw, rear brake disc | M6 | 14 Nm (10.3 lbf ft) | Loctite® 243™ |
| Screws, throttle grip | M6 | 3 Nm (2.2 lbf ft) | – |
| Nut, foot brake lever stop | M8 | 20 Nm (14.8 lbf ft) | – |
| Nut, rear sprocket screw | M8 | 35 Nm (25.8 lbf ft) | Loctite® 2701™ |
| Nut, rim lock | M8 | 10 Nm (7.4 lbf ft) | – |
| Remaining nuts, chassis | M8 | 25 Nm (18.4 lbf ft) | – |

| | | | |
|--------------------------------------|---------|---------------------|-----------------------|
| Remaining screws, chassis | M8 | 25 Nm (18.4 lbf ft) | – |
| Screw of rear brake caliper | M8 | 25 Nm (18.4 lbf ft) | Loctite® 243™ |
| Screw, bottom triple clamp | M8 | 18 Nm (13.3 lbf ft) | – |
| Screw, chain sliding piece | M8 | 15 Nm (11.1 lbf ft) | – |
| Screw, engine brace on cylinder head | M8 | 33 Nm (24.3 lbf ft) | – |
| Screw, engine brace on frame | M8 | 25 Nm (18.4 lbf ft) | Loctite® 243™ |
| Screw, fork stub | M8 | 15 Nm (11.1 lbf ft) | – |
| Screw, front brake caliper | M8 | 25 Nm (18.4 lbf ft) | Loctite® 243™ |
| Screw, fuel tank | M8 | 15 Nm (11.1 lbf ft) | Loctite® 243™ |
| Screw, handlebar clamp | M8 | 20 Nm (14.8 lbf ft) | – |
| Screw, side stand attachment | M8 | 25 Nm (18.4 lbf ft) | Loctite® 2701™ |
| Screw, subframe | M8 | 30 Nm (22.1 lbf ft) | Loctite® 243™ |
| Screw, top steering stem | M8 | 17 Nm (12.5 lbf ft) | Loctite® 243™ |
| Screw, top triple clamp | M8 | 22 Nm (16.2 lbf ft) | – |
| Engine bracket screw | M10 | 60 Nm (44.3 lbf ft) | – |
| Nut, fuel tank attachment | M10 | 10 Nm (7.4 lbf ft) | – |
| Remaining nuts, chassis | M10 | 45 Nm (33.2 lbf ft) | – |
| Remaining screws, chassis | M10 | 45 Nm (33.2 lbf ft) | – |
| Screw, cross bar | M10 | 45 Nm (33.2 lbf ft) | – |
| Screw, foot brake lever | M10 | 30 Nm (22.1 lbf ft) | Loctite® 243™ |
| Screw, footrest bracket | M10 | 45 Nm (33.2 lbf ft) | Loctite® 243™ |
| Screw, handlebar support | M10 | 40 Nm (29.5 lbf ft) | Loctite® 243™ |
| Screw, upper subframe | M10 | 45 Nm (33.2 lbf ft) | Loctite® 243™ |
| Screw, bottom shock absorber | M12 | 80 Nm (59 lbf ft) | Loctite® 2701™ |
| Screw, top shock absorber | M12 | 80 Nm (59 lbf ft) | Loctite® 2701™ |
| Nut, swingarm pivot | M14x1.5 | 75 Nm (55.3 lbf ft) | – |
| Nut, rear wheel spindle | M20x1.5 | 80 Nm (59 lbf ft) | – |
| Screw, front wheel spindle | M20x1.5 | 35 Nm (25.8 lbf ft) | – |
| Screw, top steering head | M20x1.5 | 12 Nm (8.9 lbf ft) | – |

22.10 Carburetor


22.10.1 EU/AU

| | |
|----------------------------------|-----------------------|
| Carburetor type | KEIHIN PWK 28 |
| Carburetor identification number | BU0 |
| Needle position | 2nd position from top |
| Jet needle | JJH (JJG) |
| Main jet | 110 (120/122/125) |
| Idling jet | 40 (45/48) |
| Idle air adjusting screw | |
| Open | 2.0 rotations |
| Throttle slide | 3.5 |
| Slide stop | Present |

22.10.2 US

| | |
|----------------------------------|-----------------------|
| Carburetor type | KEIHIN PWK 28 |
| Carburetor identification number | CC5 |
| Needle position | 4th position from top |
| Jet needle | JJG |
| Main jet | 122 (120/125) |
| Idling jet | 45 (48) |
| Idle air adjusting screw | |
| Open | 2.0 rotations |
| Throttle slide | 3.5 |
| Slide stop | Present |

22.10.3 Carburetor tuning ↗

 **Danger** **Loss of approval for road use and insurance coverage** The motorcycle is authorized for public road traffic in the homologous (reduced) version only.

- In the derestricted version, the motorcycle must be used only on closed off property remote from public road traffic.

| KEIHIN PWK 28 | | | | | | | |
|--|-------------------------------|------------------------------|------------------------------|------------------------------|---|------------------------------|------------------------------|
| M/FT ASL ↓ | TEMP → | -20°C ... -7°C | -6°C ... 5°C | 6°C ... 15°C | 16°C ... 24°C | 25°C ... 36°C | 37°C ... 49°C |
| | | -2°F ... 20°F | 19°F ... 41°F | 42°F ... 60°F | 61°F ... 78°F | 79°F ... 98°F | 99°F ... 120°F |
| 3.000 m 10,000 ft ↑ 2.301 m 7,501 ft | ASO IJ NDL POS MJ | 2,5 50 JJG 4 125 | 2,5 48 JJG 4 122 | 2,5 45 JJG 4 120 | 3 45 JJG 4 120 | 2,5 48 JJG 3 122 | |
| 2.300 m 7,500 ft ↑ 1.501 m 5,001 ft | ASO IJ NDL POS MJ | 2 50 JJG 4 128 | 2 48 JJG 4 125 | 2,5 48 JJG 4 122 | 2,5 45 JJG 4 122 | 3 45 JJG 4 122 | 3 45 JJG 3 122 |
| 1.500 m 5,000 ft ↑ 751 m 2,501 ft | ASO IJ NDL POS MJ | 1,5 50 JJG 4 128 | 1,5 48 JJG 4 125 | 2 48 JJG 4 122 | 2 45 JJG 4 122 | 2,5 45 JJG 4 122 | 2,5 48 JJG 3 122 |
| 750 m 2,500 ft ↑ 301 m 1,001 ft | ASO IJ NDL POS MJ | 1,5 50 JJG 4 128 | 1,5 48 JJG 4 125 | 2 48 JJG 4 122 | 2 45 JJG 4 122 | 2,5 45 JJG 4 122 | 2,5 48 JJG 3 122 |
| 300 m 1,000 ft ↑ 0 m 0 ft | ASO IJ NDL POS MJ | 1,5 50 JJG 4 128 | 1,5 48 JJG 4 125 | 2 48 JJG 4 122 | 2 45 JJG 4 122 | 2,5 45 JJG 4 122 | 2,5 48 JJG 3 122 |

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| | |
|----------|-------------------------------|
| M/FT ASL | Sea level |
| TEMP | Temperature |
| ASO | Open idle air adjusting screw |
| IJ | Idling jet |
| NDL | Needle |
| POS | Needle position from top |
| MJ | Main jet |

Does not apply on sandy terrain.

Brake fluid DOT 4 / DOT 5.1

Standard/classification

- DOT

Guideline

- Use only brake fluid that complies with the specified standard (see specifications on the container) and that possesses the corresponding properties.

Recommended supplier

Castrol

- **RESPONSE BRAKE FLUID SUPER DOT 4**

Motorex®

- **Brake Fluid DOT 5.1**

Coolant

Guideline

- Use only suitable coolant (even in countries with high temperatures). Using inferior antifreeze can result in corrosion and foaming.

Mixture ratio

| | |
|--|--|
| Antifreeze protection: -25... -45 °C (-13... -49 °F) | 50 % anti-corrosion/antifreeze 50 % distilled water |
|--|--|

Coolant (mixed ready to use)

| | |
|-----------------------|-----------------|
| Antifreeze protection | -38 °C (-36 °F) |
|-----------------------|-----------------|

Recommended supplier

Motorex®

- **COOLANT M3.0 Silikatfrei**

Engine oil (15W/50)

Standard/classification

- JASO T903 MA (☛ p. 105)
- SAE (☛ p. 105) (15W/50)

Guideline

- Use only engine oils that comply with the specified standards (see specifications on the container) and that possess the corresponding properties.

Recommended supplier

Motorex®

- **Top Speed 4T**

Engine oil, 2-stroke

Standard/classification

- JASO FD (☛ p. 105)

Guideline

- Only use high grade 2-stroke engine oil of a reputable brand.

| |
|-----------------|
| Fully synthetic |
|-----------------|

Recommended supplier

Motorex®

- **Cross Power 2T**

Fork oil (SAE 4) (48601166S1)

Standard/classification

- SAE (☛ p. 105) (SAE 4)

Guideline

- Use only oils that comply with the specified standards (see specifications on the container) and that possess the corresponding properties.

Shock absorber fluid (SAE 2.5) (50180751S1)

Standard/classification

- SAE (☛ p. 105) (SAE 2.5)

Guideline

- Use only oils that comply with the specified standards (see specifications on the container) and that possess the corresponding properties.

Super unleaded (ROZ 95/RON 95/PON 91)

Standard/classification

- DIN EN 228 (ROZ 95/RON 95/PON 91)

Guideline

- Only use unleaded super fuel that matches or is equivalent to the specified fuel grade.
- Fuel with an ethanol content of up to 10 % (E10 fuel) is safe to use.



Info

Do **not** use fuel containing methanol (e. g. M15, M85, M100) or more than 10 % ethanol (e. g. E15, E25, E85, E100).

Super unleaded (95 octane) mixed with 2-stroke engine oil (1:80)

Standard/classification

- DIN EN 228
- JASO FD (☛ p. 105) (1:80)

Mixture ratio

| | |
|------|---|
| 1:80 | Engine oil, 2-stroke (☛ p. 101) Super unleaded (ROZ 95/RON 95/PON 91) (☛ p. 102) |
|------|---|

Recommended supplier

Motorex®

- Cross Power 2T

Air filter cleaner

Recommended supplier

Motorex®

- Racing Bio Dirt Remover

Chain cleaner

Recommended supplier

Motorex®

- Chain Clean

Fuel additive

Recommended supplier

Motorex®

- Fuel Stabilizer

High viscosity grease

Recommended supplier

SKF®

- LGHB 2

Long-life grease

Recommended supplier

Motorex®

- Bike Grease 2000

Lubricant (T625)

Recommended supplier

Molykote®

- 33 Medium

Motorcycle cleaner

Recommended supplier

Motorex®

- Moto Clean

Off-road chain spray

Recommended supplier

Motorex®

- Chainlube Offroad

Oil for foam air filter

Recommended supplier

Motorex®

- Racing Bio Liquid Power

Preserving materials for paints, metal and rubber

Recommended supplier

Motorex®

- Moto Protect

Rubber grip adhesive (00062030051)

Recommended supplier

KTM-Sportmotorcycle AG

- GRIP GLUE

Special cleaner for glossy and matte paint finishes, metal and plastic surfaces

Recommended supplier

Motorex®

- Quick Cleaner

Universal oil spray

Recommended supplier

Motorex®

- Joker 440 Synthetic

JASO T903 MA

Different technical development directions required a new specification for 4-stroke motorcycles – the JASO T903 MA Standard. Earlier, engine oils from the automobile industry were used for 4-stroke motorcycles because there was no separate motorcycle specification. Whereas long service intervals are demanded for automobile engines, high performance at high engine speeds are in the foreground for motorcycle engines. In most motorcycles, the gearbox and the clutch are lubricated with the same oil as the engine. The JASO MA Standard meets these special requirements.

SAE

The SAE viscosity classes were defined by the Society of Automotive Engineers and are used for classifying oils according to their viscosity. The viscosity describes only one property of oil and says nothing about quality.

JASO FD

JASO FD is a classification for a 2-stroke engine oil that was specifically developed for the extreme demands of racing. Thanks to first rate synthetic esters and specially designed additives, superb combustion is achieved even under extreme operating conditions.

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