OWNER'S MANUAL 2011

990 Supermoto R USA





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.

Please enter the serial numbers of your vehicle below.

| Chassis number/type label (p. 26) | Dealer's stamp |
|-------------------------------------|----------------|
| | |
| Engine number (🕶 p. 28) | |
| | |
| Key number (🖤 p. 27) | |
| | |

The owner's manual contained the latest information for this model at the time of going to print. However, it is never possible to exclude small deviations arising from further development in design and construction.

All specifications are non-binding. KTM Sportmotorcycle AG specifically reserves the right to modify or delete technical specifications, prices, colors, forms, materials, services, designs, equipment, etc., without prior notice and without specifying reasons, to adapt these to local conditions, as well as to stop production of a particular model without prior notice. KTM accepts no liability for delivery options, deviations from illustrations and descriptions, as well as misprints and other errors. The models portrayed partly contain special equipment that does not form part of the regular scope of delivery.

DEAR KTM CUSTOMER

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KTM-Sportmotorcycle AG 5230 Mattighofen, Austria

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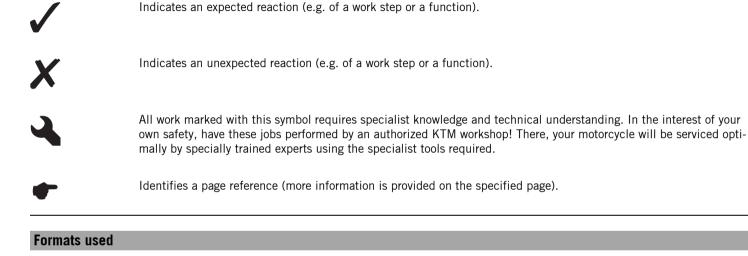
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MEANS OF REPRESENTATION

Symbols used

The meaning of specific symbols is described below.



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. |

7

Use definition

KTM sport motorcycles are designed and constructed to meet the normal demands of regular road operation but not for use on race courses or offroad.

Info

The motorcycle is authorized for public road traffic in the homologous version only.

Service

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

Using the motorcycle in extreme conditions such as very muddy or wet roads can lead to above-average wear of components such as the transmission train or the brakes. For this reason, it may be necessary to service or replace worn parts before the limit specified in the service schedule is reached.

Pay careful attention to the prescribed running-in period and service intervals. Close adherence to these periods will significantly lengthen the service life of your motorcycle.

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 record and in the **KTM dealer.net**; otherwise, all warranty claims will be void. No warranty claim can be honored for damage result-ing from manipulation and/or other changes to the vehicle.

Fuels, oils, etc.

The fuels and lubricants named in the owner's manual must be used according to specifications.

Spare parts, accessories

For your own safety, only use spare parts and accessory products that have been 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. Some of the spare parts and accessory products are specified in parentheses under the respective descriptions. Your KTM dealer will be glad to advise you.

You will find the current **KTM PowerParts** for your vehicle on the KTM website. International KTM Website: http://www.ktm.com

Work rules

Special tools are necessary for some of the work. These are not included with the vehicle and can be ordered under the number in parentheses. Ex: valve spring mounter (59029019000)

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.

Where thread lockers are used on screw connections (e.g., Loctite®), follow the instructions for use from the manufacturer.

Parts that you want to reuse following repairs and servicing should be cleaned and checked for damage and wear. Change damaged or worn parts.

Following repairs or servicing, the vehicle must be checked for roadworthiness.

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 and remove the ignition key.
- Secure the motorcycle against falling over or rolling away using straps or other suitable devices.

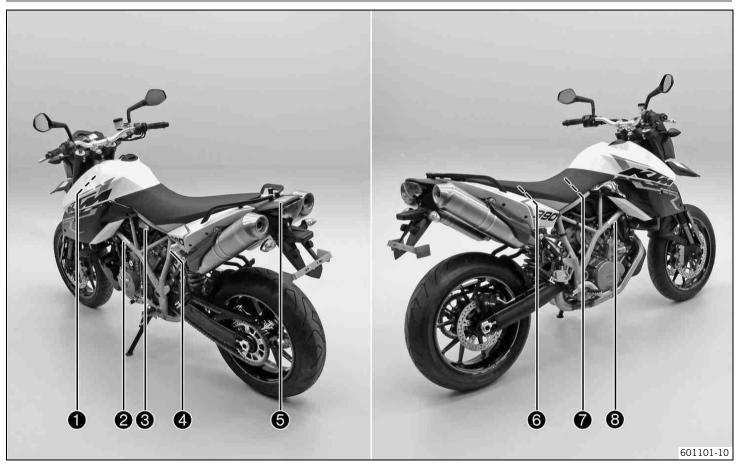
Environment

Motorcycling is a wonderful sport and we naturally hope that you can enjoy it to the full. However, it can also lead to problems with the environment and conflict with other persons. Responsible behavior in handling the motorcycle can help to avoid such problems and conflicts. To protect the future of motorcycle sport, make sure that you use your motorcycle legally, display environmental consciousness, and respect the rights of others.

10

11

Overview of labels



| 1 | Information on emission control |
|---|---|
| 2 | Type label, Canada |
| 3 | Information on operating substances and tires |
| 4 | Information on noise emission |
| 5 | Information on preparing for use |
| 6 | Information on the fuel evaporation system |
| 7 | Information on chain tension |
| 7 | Information on suspension setting |
| 8 | Type label, USA |

| | VEHICLE EMISSION | CONTROL INFORMAT | ION |
|--|---|--------------------|--|
| | NUFACTURER: KTM SP | | G - Mattighofen, Austria Milian Ave, Amherst, OH 44001 |
| ENGINE DISPLACEMEN ENGINE FAMILY PERMEATION FAMILY | IT 999 cc BKTXC.999SPR BKTXPP104RK1 | 2 TWO | EMISSION CONTROL SYSTEM 2, PAIR, TBI, HO2S 990 SUPERMOTO R |
| THIS VEHICLE CON | | ND CALIFORNIA REGU | JLATIONS APPLICABLE TO |
| | NOX, 12.0 G/KM CO EXHA | | |
| ENGINE TUNEUP SPEC | | | |
| IGNITION TIMING | NON ADJUS | | |
| IDLE SPEED : | 1450 RPM IN | | |
| IDLE MIXTURE : | NON ADJUS | | |
| VALVE CLEARANCE : | 0.10 - 0.15 IN | | HAUST |
| SPARK PLUG : | NGK LKAR8BI | 9 | |
| SPARK PLUG GAP : | 0,8 mm | | |
| FUEL : | UNLEADED | GASOLINE ONLY - 91 | (R+M)/2 OCTANE OR HIGHER |
| OL: | SAE 10 W 60 | | |
| VI.N.: VBKx | xxxxxXMxxxxxx | DATE OF MA | NUFACTURE: XX.XX.XXXX |

Information on emission control

| MANUFACTURED BY/FABRIOUE PAR: | | KTM SPORTMOTORCYCLE AG | | | | | |
|-------------------------------|---------|------------------------|-------------------|---|---|---|-----------|
| GVWR | PNOV: | 400 | KG | DATE: | | | |
| VINA | U.V.: | VBKx | ****** | | | | |
| TYPE: | | MC | | | | | |
| G | awr/PNE | DE | TIRE/PNEU-DI | MENSION-RIMUWITE | the second se | INFL. PRESS. E GONFL. À FROID KPA | |
| 1st | 169 | KG | 120/70-17 | 3.50-17 | 31 | 220 | |
| 2nd | 250 | KG | 189/55-17 | 5.50-17 | 31 | 220 | 1 |
| SAF | ETY REG | ULATION ES NOR | AS IN EFFECT ON T | PLICABLE STANDARDS F THE DATE OF MANUFACT APPLICABLES EN VERT DU CANADA EN VIGUEUR | TURE - CE VÉHICI U DU RÉGLEMEN | ULE EST CONFORME T SUR LA SÉCURITÉ | 600962-01 |

Type label, Canada

| 990 SUPERMO | ото | 626.03.099.000 | |
|----------------------|-------------------|--------------------------------------|-----------|
| Fuel : | RON95 unleade | d (USA = PREMIUM PON 91) | |
| Tyre front : | 120/70-17, spee | d index ZR | |
| Air pressure front : | rider only | 2.2 bar (31 psi) | |
| | max. payload | 2.4 bar (34 psi) | |
| Tyre rear : | 180/55-17, spee | d index ZR | |
| Air pressure rear : | | | |
| | max. payload | 2.5 bar (35 psi) | |
| Max. payload : | 195 kg (430 lbs) | , max. total weight 400 kg (882 lbs) | |
| Engine oil : | fully syntetic 10 | W/50 (5W/40 under 0°C, 32°F) | |
| Furthe | r information s | see owners handbook | 600969-01 |

Information on operating substances and tires

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MOTORCYCLE NOISE EMISSION CONTROL INFORMATION KTM SPORTMOTORCYCLE AG, AUSTRIA THIS 2011 KTMB210999 MOTORCYCLE 626.05.182.000 AND 626.05.183.000 MEETS U.S. EPA NOISE EMISSION REQUIREMENTS OF 80 dBA AT 4250 RPM BY THE U.S. FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY U.S. FEDERAL LAW. SEE OWNER'S MANUAL.

Motorcycle Type : 990 SUPERMOTO R Date manufactured : xxxx xx xx VIN. : VBKXXX40XXMXXXXXX 101178-01

Information on noise emission

ACHTUNG

Lesen Sie vor der ersten Inbetriebnahme des Fahrzeuges die gesamte Bedienungsanleitung aufmerksam durch!

IMPORTANT

Please read the entire owner's manual carefully before putting the vehicle into operation for the first time.

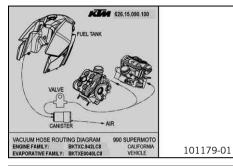
ATTENZIONE

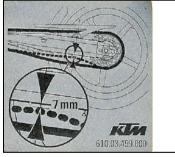
Prima della messa in funzione iniziale del veicolo, leggere con attenzione l'intero manuale d'uso!

ATTENTION

Lire attentivement l'ensemble du manuel d'utilisation avant de mettre le véhicule en service!

ATENCIÓN Lea completa y atentamente el manual de instrucciones antes de poner en servicio por primera vez el vehículo 600961-01 Information on preparing for use





Information on the fuel evaporation system

Information on chain tension

Information on suspension setting

| 990 SUPERMOTO R 626.01 199.000 | 1 | FORK | | SHOCK | | | | |
|-----------------------------------|-------------|---------|------------------------------------|--------------------------|---------------------------|---------|-------------------------|-----------|
| SETTING | Compression | Retound | Spring pretown (hume clackowne) | Compression knw speed | Compression high speed | Rehound | Spring pretoad (mer) | |
| Comfort | 20 | 20 | 5 | 25 | 2 | 20 | 11 | |
| Basic setting | 15 | 15 | 5 | 20 | 1,5 | 15 | 11 | |
| Sport (or > 90kg) | 10 | 10 | 7 | 15 | 1 | 10 | 11 | |
| Max. payload | 10 | 10 | 7 | 15 | 1 | 10 | 13 | 600967-01 |

600966-01

| NTER N | AFD. BY KTM SPO | ORTMOTORCYCLE AG | AUSTRIA | |
|------------------|------------------|-----------------------|--------------------|-----------|
| SPORTHOTORCYCLES | M | DTORCYCLE | DATE | |
| GVWR | 882 lbs | 400 kg | | |
| GAWR FRONT | 353 lbs | 160 kg WITH 120/70- | 17 TIRE, 58W TYPE, | |
| | 3,50-17 RIM, AT | 31 psi 2,2 bar COL | .D | |
| GAWR REAR | 551 lbs | 250 kg WITH 180/55- | 17 TIRE, 73W TYPE, | |
| | 5,50-17 RIM, AT | 31 psi 2,2 bar COL | .D | |
| THIS VEHICLE C | ONFORMS TO ALL | APPLICABLE U.S. FEDER | AL MOTOR VEHICLE | |
| SAFETY STAND | ARDS IN EFFECT O | N THE DATE OF MANUFAC | TURE SHOWN ABOVE. | |
| | VBK | xxxxxMxxxxxx | | 600963-01 |

Type label, USA

Notes/warnings

Pay close attention to the notes/warnings.

lnfo

Various information and warning labels are affixed to the vehicle. Do not remove information/warning labels. If they are missing, you or others may not recognize potential hazards and may therefore be injured.

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Grades of risks



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.

Owner's manual

- Be sure to read this owner's manual carefully and completely before taking your first ride. It contains useful information and tips to help you operate and handle your motorcycle. Only then will you find out how to best customize the motorcycle for your own use and how you can protect yourself from injury. The owner's manual also contains important information on servicing the motorcycle.
- The owner's manual is an important component of the motorcycle and should be handed over to the new owner if the vehicle is sold.

Reporting safety defects

If you believe that your vehicle has a defect which could cause an accident resulting in injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying KTM North America, Inc.

If NHTSA receives similar complaints, it may open an investigation. If it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or KTM North America, Inc.

To contact NHTSA, you may either call the Vehicle Safety Hotline toll-free at 1–888–327–4236 or visit the website www.nhtsa.dot.gov, or write to: NHTSA Headquarters, 1200 New Jersey Avenue, SE, West Building, Washington, DC 20590. You can also obtain other information about motor vehicle safety from the Hotline.

Noise emission warranty

KTM Sportmotorcycle AG warrants that this exhaust system, at the time of sale, meets all applicable U.S. EPA Federal noise standards. This warranty extends to the first person who buys this exhaust system for purposes other than resale, and to all subsequent buyers. Warranty claims should be directed to: KTM North America, Inc., Customer Support, 1119 Milan Ave., Amherst, OH 44001, USA Phone: (440) 985–3553 www.ktmusa.com KTM Canada, Inc., Customer Support, 1375-1 Marie-Victorin, Saint-Bruno, QC J3V 6B7 Phone: (450) 441–4451 x 4250 www.ktmcanada.com

Tampering warning

It is not permitted to make changes to the components of the noise damping system. Federal law prohibits the following acts or causing thereof:

- 1 The removal or rendering inoperative 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.

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

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

Operating noise warning

This product should be checked for repair or replacement of parts if the motorcycle noise has increased significantly through use. Otherwise, the owner may become subject to penalties according to the applicable laws and regulations.

Consumer rights

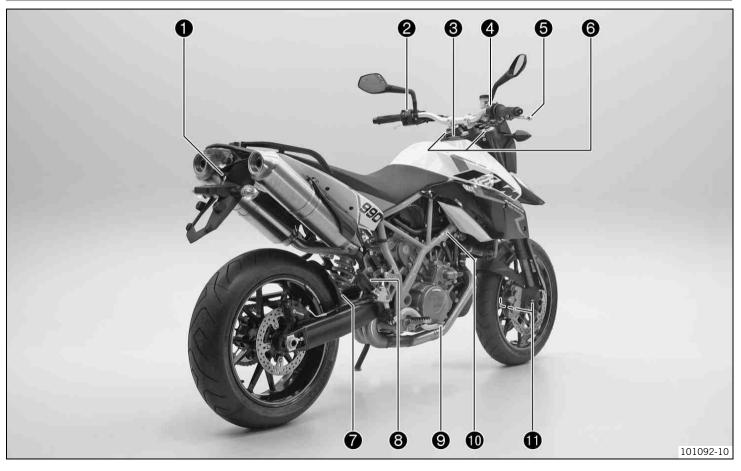
Warranty claims should be submitted to an authorized KTM workshop. If you are not satisfied, please contact: KTM North America, Inc., Customer Support, 1119 Milan Ave., Amherst, OH 44001, USA Phone: (440) 985–3553 www.ktmusa.com KTM Canada, Inc., Customer Support, 1375-1 Marie-Victorin, Saint-Bruno, QC J3V 6B7 Phone: (450) 441–4451 x 4250 www.ktmcanada.com Your rights may vary under national and regional laws.

View of vehicle, front left side (vehicle differs slightly from photo)



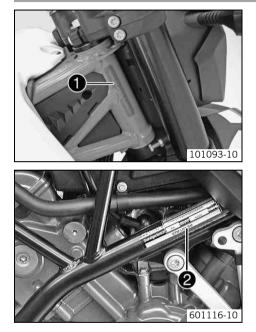
| 1 | Combination instrument (* p. 35) |
|---|---|
| 2 | Rear mirror |
| 3 | Clutch lever (* p. 30) |
| 4 | Seat |
| 5 | Handrails (🕈 p. 47) |
| 6 | Level viewer, engine oil |
| 7 | Shift lever (|
| 8 | Engine number (🕶 p. 28) |
| 9 | Compression damping of the shock absorber (* p. 74) |

View of vehicle, rear right side (vehicle differs slightly from photo)



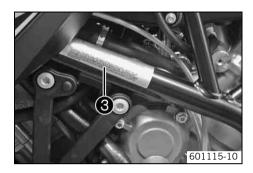
| 1 | Seat lock (* p. 47) |
|----|---|
| 2 | Light switch (p. 31) |
| 2 | Headlight flasher switch (* p. 32) |
| 2 | Turn signal switch (🕶 p. 32) |
| 2 | Horn button (* p. 33) |
| 3 | Filler cap |
| 4 | Emergency OFF switch (|
| 4 | Electric starter button (🕶 p. 35) |
| 5 | Hand brake lever (* p. 30) |
| 6 | Fork rebound setting and spring preload setting |
| 7 | Shock absorber rebound adjustment |
| 8 | Passenger footrests (* p. 49) |
| 9 | Foot brake lever (🖤 p. 50) |
| 10 | Chassis number/type label (* p. 26) |
| 11 | Fork compression adjustment |
| | |

Chassis number/type label



Chassis number **1** is embossed in the steering head at the right.

The type label for the USA **2** is fitted on the frame tube on the right.



Key number



The type label for Canada 3 is fitted on the frame tube on the left.

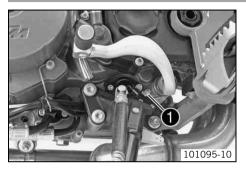
The **Code number** • key number can be found on the **KEYCODECARD**.

Info

You need the key number to order a spare key. Keep the $\ensuremath{\text{KEYCODECARD}}$ in a safe place.

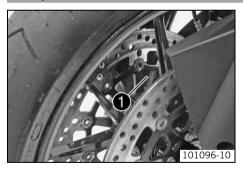
Use the orange programming key to activate and deactivate the black ignition key. Keep the orange programming key in a safe place: it must only be used for learning and programming functions.

Engine number



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

Fork part number



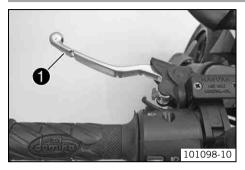
The fork part number **1** is stamped on the inner side of the fork stub.

Shock absorber part number



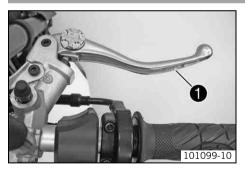
The shock absorber part number ${\bf 0}$ is stamped on the top of the shock absorber above the adjusting ring on the engine side.

Clutch lever



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

Hand brake lever



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

Throttle grip



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

Light switch

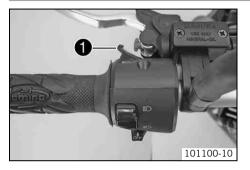


The light switch **1** is fitted on the left side of the handlebar.

Possible states

| ≣D | Low beam on – The light switch is turned downwards. In this position, the low beam and tail light are switched on. |
|----|--|
| ≣D | High beam on – The light switch is turned upwards. In this position, the high beam and tail light are switched on. |

Headlight flasher switch



The headlight flasher switch **1** is fitted on the left side of the handlebar.

Possible states

- Headlight flasher switch in basic position
- Headlight flasher switch pressed The headlight flasher switch (high beam) is operated in this position.

Turn signal switch



The turn signal switch **1** is fitted on the left side of the handlebar.

Possible states

| | Turn signal off |
|----------|--|
| 令 | Left turn signal on – The turn signal switch is pressed to the left. The turn signal switch automatically returns to the central position after use. |
| ₽ | Right turn signal on – The turn signal switch is pressed to the right. The turn signal switch automatically returns to the central position after use. |

To switch off the turn signal, press the turn signal switch towards the switch case.

Horn button

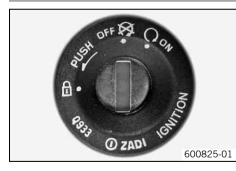


The horn button \bullet is fitted on the left side of the handlebar.

Possible states

- Horn button \bowtie in basic position
- Horn button *▶* pressed The horn is operated in this position.

Ignition/steering lock



The ignition/steering lock is in front of the upper triple clamp.

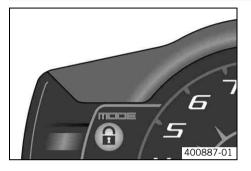
• Info The

The ignition may only be switched on using a black ignition key. Use the orange programming key to activate and deactivate the black ignition key.

Possible states

| \bigotimes | Ignition OFF – In this position, the ignition circuit is interrupted, a running engine stops, and a non-running engine will not start. The ignition key can be removed. |
|--------------|--|
| \bigcirc | Ignition \mathbf{ON} – In this position, the ignition circuit is closed and the engine can be started. |
| Ţ | Steering locked – In this position, the ignition circuit is interrupted and the steering locked. The ignition key can be removed. |

Immobilizer



The electronic immobilizer secures the vehicle against unauthorized use. The immobilizer is activated automatically and the engine electronics are locked when the ignition key is withdrawn.

The red warning lamp flashes at 15 second intervals after one minute. The red warning lamp can also indicate errors by flashing.

Info

The ignition key contains electronic components. Never attach multiple ignition keys to a single key ring; this may cause mutual interference and lead to problems.

A lost black ignition key must be deactivated to prevent unauthorized persons from operating the vehicle.

The second black ignition key is activated when the vehicle is shipped.

Two additional spare ignition keys (key number on the **KEYCODECARD**) can be ordered from an authorized KTM workshop, but they must be activated before use.

Emergency OFF switch



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

Possible states

| \bigcirc | Emergency OFF switch on – This position is necessary for operation as it closes the ignition circuit. |
|--------------|--|
| \bigotimes | Emergency OFF switch off – In this position, the ignition circuit is inter- rupted, a running engine stops, and the engine cannot be started. |

Electric starter button



The electric starter button \bullet is fitted on the right side of the handlebar.

Possible states

- Electric starter button (3) in basic position
- Electric starter button (3) pressed The electric starter is actuated in this position.

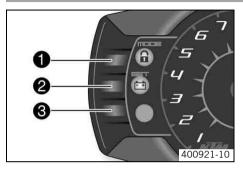
Combination instrument



The combination instrument is installed in front of the handlebar.

- The combination instrument is divided into 4 function areas.
- Function buttons
- 2 Tachometer
- **③** Indicator lights
- Oisplay

Combination instrument - function buttons

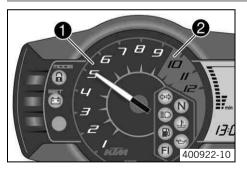


You can change the display mode with the **MODE** button ①. Possible display modes are the distance traveled (**ODO**), trip master 1 (**TRIP 1**), trip master 2 (**TRIP 2**) and the ambient temperature.

Press the **SET** button O to reset the trip master 1 function (**TRIP 1**) and trip master 2 function (**TRIP 2**) to **0.0**.

Button ⁽³⁾ has no function.

Combination instrument - tachometer



The tachometer **1** shows the engine speed in revolutions per minute. The red marking **2** shows the excess speed range of the engine.

Combination instrument - indicator lamps

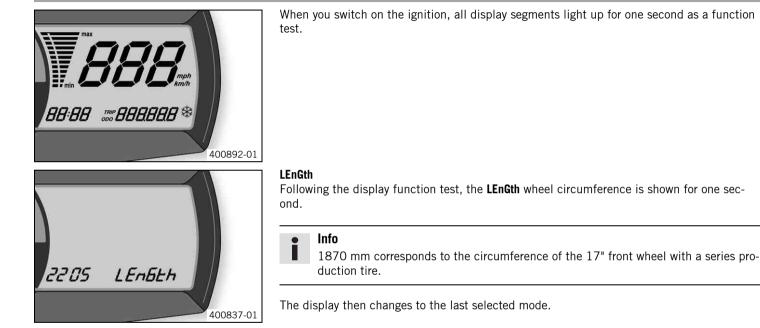


The indicator lamps offer additional information about the operating state of the motorcycle.

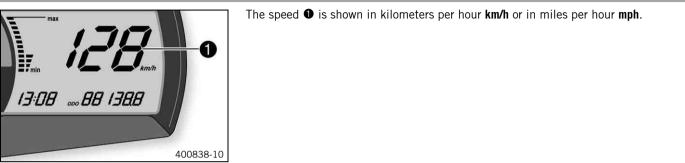
Possible states

| | The turn signal indicator lamp flashes green simultaneously with the turn signal – The turn signal is switched on. |
|-------------|---|
| N | The idle speed indicator lamp lights up green – The transmission is shifted to idle. |
| | The high beam indicator lamp lights up blue – The high beam is switched on. |
| | The temperature warning lamp lights up red – The coolant temperature has reached a critical value. |
| | The fuel level warning lamp lights up orange – The fuel level has reached the reserve mark. The display switches to TRIP F . |
| 4127 | The oil pressure warning lamp lights up red – The oil pressure is too low. |
| FI | Warning lamp FI (MIL) lights up/flashes orange – The OBD (on-board diagnosis) has detected an emission- or safety-critical error. |
| | The immobilizer indicator lamp lights up or flashes red – Status or error message for immobilizer/alarm system. |
| | The battery warning lamp lights up red – The voltage in the vehicle system is too low. |
| | |

Combination instrument - display



Combination instrument - speedometer



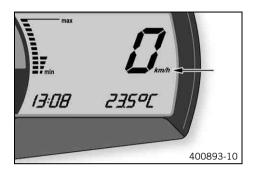
Setting kilometers or miles

• Info

If you change the unit, the value **ODO** is retained and converted accordingly. Making the setting according to the country.

Condition

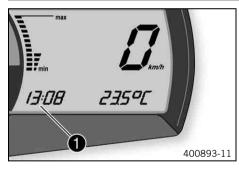
The motorcycle is stationary.



– Switch on the ignition by turning the ignition key to the $\textbf{ON} \ \bigcirc$ position.

- Press the MODE button repeatedly until the ODO mode is active.
- Keep the MODE button pressed until the display mode changes from km/h to mph or from mph to km/h.

Combination instrument - time



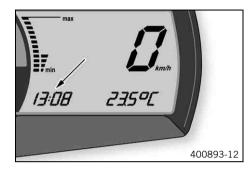
The time is shown in area \bullet of the display.



After reconnecting the battery or changing the fuse, the time must be reset.

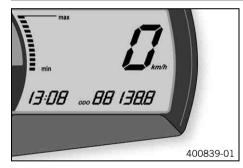
Setting the clock

Condition The motorcycle is stationary.



- Switch on the ignition by turning the ignition key to the \mathbf{ON} \bigcirc position.
- Press the MODE button repeatedly until the ODO mode is active.
- Keep the **MODE** button and the **SET** button pressed simultaneously.
 - ✓ The time display begins to flash.
- Press the **MODE** button to set the hour.
- Press the SET button to set the minute.
- Keep the **MODE** button and the **SET** button pressed simultaneously.
 - ✓ The time is set.

Combination instrument - ODO display



In the **ODO** display mode, the total distance traveled is shown in kilometers or miles.



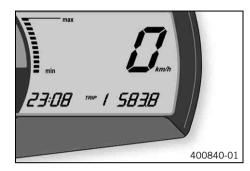
This value is retained, even if the battery is disconnected and/or the fuse blows.

Combination instrument - setting/resetting TRIP 1

Info

The **TRIP 1** trip counter is always running and counts up to **999.9**.

The trip counter can be used to measure the distance covered during trips or between two refueling stops. After the value **999.9** is reached, the trip counter starts at **0.0** again.



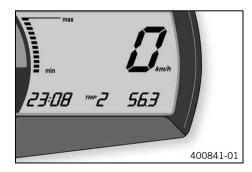
- Switch on the ignition by turning the ignition key to the $\textbf{ON} \bigcirc$ position.
- Press the **MODE** button repeatedly until the **TRIP 1** mode is active.
- Keep the **SET** button pressed.
 - The TRIP 1 display is set to 0.0.

Combination instrument - setting/resetting TRIP 2

lnfo

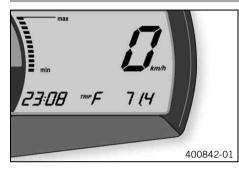
The **TRIP 2** trip counter is always running and counts up to **999.9**.

The trip counter can be used to measure the distance covered during trips or between two refueling stops. After the value **999.9** is reached, the trip counter starts at **0.0** again.



- Switch on the ignition by turning the ignition key to the $\textbf{ON} \bigcirc$ position.
- Press the MODE button repeatedly until the TRIP 2 mode is active.
- Keep the **SET** button pressed.
 - The TRIP 2 display is set to 0.0.

Combination instrument - TRIP F display

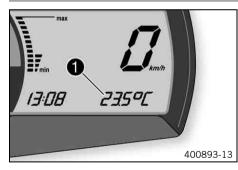


If the fuel level drops to the reserve mark, the display automatically changes to **TRIP F** and starts to count from **0.0**, regardless of the previous display mode.



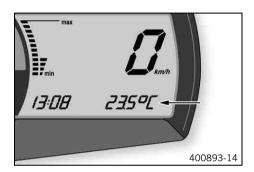
The low fuel warning lamp lights up in parallel to the **TRIP F** display.

Combination instrument - ambient temperature display



The ambient temperature **①** is displayed in °C or °F.

Setting the temperature units

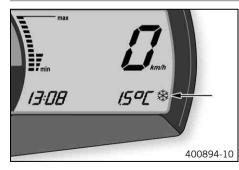


Condition

The motorcycle is stationary.

- Switch on the ignition by turning the ignition key to the $\textbf{ON} \bigcirc$ position.
- Press the **MODE** button repeatedly until the ambient temperature is active.
- Keep the MODE button pressed until the display mode changes from °C to °F or from °F to °C.

Combination instrument - warning of slippery roads



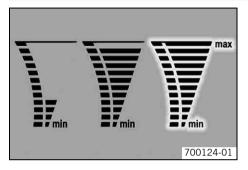
The ice symbol lights up to indicate an increased danger of slippery roads. The ice symbol appears in the display when the ambient temperature drops below the specified value.

| Temperature | 3 °C (37 °F) |
|-------------|--------------|
| | |

The ice symbol \circledast goes out in the display when the ambient temperature rises above the specified value again.

| Temperature | 4 °C (39 °F) |
|-------------|--------------|
|-------------|--------------|

Combination instrument - coolant temperature indicator



The temperature display consists of 12 bars. The more bars that light up, the hotter the coolant. When the upper bar lights up, all bars in the display begin to flash and the temperature warning lamp lights up.

Possible states

- Engine cold Up to five bars light up.
- The engine is warm Six to eleven bars light up.
- Engine hot All twelve bars flash.

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.
- Fuel in the fuel tank expands when warm and can escape if the tank is overfilled. See the notes on refueling.



Warning

Danger of poisoning Fuel is poisonous and a health hazard.

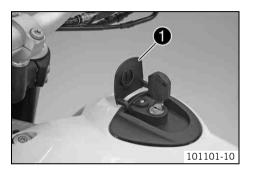
Avoid contact between fuel and skin, eyes and clothing. Do not inhale fuel vapors. If fuel gets into your eyes, rinse immediately with water and contact a doctor. Wash affected skin areas immediately with soap and water. If fuel is swallowed, contact a doctor immediately. Change clothing that has come into contact with fuel. Store fuel in a suitable canister according to regulations and keep it out of the reach of 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.



- Lift the cover of the filler cap **1** and insert the ignition key.

Note Danger of damage Ignition key breakage.

- To take pressure off of the ignition key, push down on the filler cap. Damaged ignition keys must be replaced.
- Turn the ignition key 90° counterclockwise and remove the filler cap.



Info

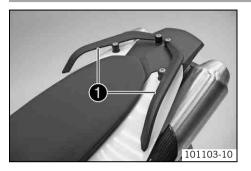
The filler cap has a tank air vent system.

Closing the filler cap



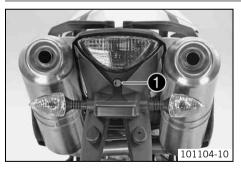
- Put the filler cap back on and turn the ignition key 90° clockwise.
- Remove the ignition key and fold down the cover.

Handrails



The handrails **①** are used for moving the motorcycle around. If you carry a passenger, the passenger can hold onto the handrails during the trip.

Seat lock



Seat lock **①** is located at the rear under the tail light. It can be locked with the ignition key.

Tool set



The tool set **1** is located in the storage compartment under the seat.

Helmet lock



Warning

Danger of accidents Impairment of ride behavior and vehicle operation if a helmet or helmet lock is attached to the vehicle.

Do not use the helmet lock for holding a helmet or other objects during the journey. Always remove the helmet lock before starting out.

The steel cable ${\bf 0}$ in the tool set can be used to lock a helmet to the vehicle to prevent it from being stolen.

Passenger footrests



The passenger footrests can be folded up and down.

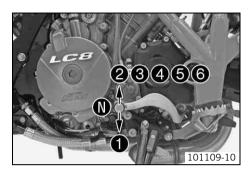
Possible states

- Passenger footrests folded up For operation without a passenger.
- Passenger footrests folded down For operation with a passenger.

Shift lever

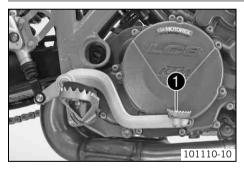


Shift lever **1** is mounted on the left side of the engine.



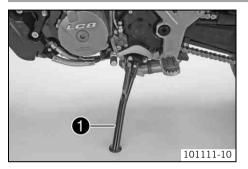
The gear positions can be seen in the photograph. The neutral or idle position ${\bf 0}$ is between the first and second gear.

Foot brake lever



Foot brake lever **1** is located in front of the right footrest. The rear brake is activated using the foot brake lever.

Side stand



The side stand \bullet is located on the left side of the vehicle. The side stand is used to park the motorcycle.

Info

i

The side stand must be folded up during motorcycle use. Side stand is coupled with the safety start system; see the riding instructions.

Possible states

- Side stand folded out The vehicle can be leaned on the side stand. The safety start system is active.
- Side stand folded in This position is mandatory for all trips. The safety start system is inactive.

Information on first use

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

Danger

Risk of injury Missing or poor protective clothing present 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, which must be undamaged and meet 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 Uncontrollable handling characteristic due to non-approved and/or non-recommended tires/wheels.

- Only tires/wheels approved by KTM and with the corresponding speed index should be used.



Warning

Danger of accidents Reduced road grip with new tires.

- New tires have a smooth rolling surface and therefore cannot provide full road grip. The entire rolling surface must be roughened in the first 200 kilometers (124.3 miles) by moderate riding at alternating angles. The full grip levels are not achieved until the tires have been run in.

Info

When using your vehicle, 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.

- Get used to handling the vehicle on empty suitable terrain before making a longer trip. Try also to ride as slowly as possible to get a better feeling for the motorcycle.
- Hold the handlebar firmly with both hands and keep your feet on the footrests when riding.
- Run the engine in. (* p. 53)

Running in the engine

- Do not exceed the specified engine speed and load during the running-in period.

Guideline

| Maximum engine speed | |
|---------------------------------------|-----------|
| During the first: 1,000 km (621.4 mi) | 6,500 rpm |
| After the first: 1,000 km (621.4 mi) | 9,500 rpm |

Avoid full-throttle operation!

Loading the vehicle



Warning

Danger of accidents Unstable handling characteristics.

 Do not exceed the maximum permitted weight and axle loads. The overall weight consists of: motorcycle operational and with a full tank, driver and passenger with protective clothing and helmet, baggage.



Warning

Danger of accidents Unstable handling characteristics due to incorrect mounting of suitcase and/or tank rucksack.

- Mount and secure suitcase and tank rucksack according to the manufacturer's instructions.



Warning

Danger of accidents Unstable handling characteristics at high speed.

Adapt your speed according to your payload. If the motorcycle is loaded with luggage, ride more slowly.
 Maximum speed with luggage 130 km/h (80.8 mph)



Warning

Danger of accidents Destruction of luggage carrier system.

- If the motorcycle is fitted with luggage cases, note the manufacturer's specifications concerning the maximum payload.



Warning

Danger of accidents Poor visibility for other road users due to slipped baggage.

 If the tail light is covered, you are less visible to traffic behind you, especially in the dark. Check that your baggage is fixed properly at regular intervals.



Warning

Danger of accidents Changed handling characteristics and longer stopping distance with excessive payload.

- Adapt your speed according to your payload.



Warning

Danger of accidents Unstable handling characteristics due to slipped baggage.

- Check the way your baggage is fixed regularly.



Warning

Danger of burns A hot exhaust system can burn baggage.

- Fasten your baggage in such a way that it cannot be burned or singed by the hot exhaust system.

- If you are carrying 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.
- Do not exceed the maximum permissible total weight and the axle loads.

Guideline

| Maximum permissible total weight | 400 kg (882 lb.) |
|-------------------------------------|------------------|
| Maximum permissible front axle load | 160 kg (353 lb.) |
| Maximum permissible rear axle load | 250 kg (551 lb.) |

Checks and maintenance measures when preparing for use

Info

Before every trip, check the condition of the vehicle and ensure that it is roadworthy. The vehicle must be in perfect technical condition when it is being operated.

- Check the front brake fluid level. (* p. 95)
- Check the rear brake fluid level. (* p. 100)
- Check the front brake linings. (* p. 97)
- Check the rear brake linings. (* p. 102)
- Check that the brake system is functioning properly.
- Check the coolant level in the compensating tank. (* p. 145)

- Check the tire condition. (* p. 110)
- Check that all controls are correctly adjusted and free to move.
- Check that the electrical equipment is functioning properly.
- Check that baggage is correctly secured.
- Sit on the motorcycle and check the rear mirror setting.
- Check the fuel level.

Starting

Danger

Danger of poisoning Exhaust gases are poisonous 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.



Caution

Danger of accidents If the vehicle is operated with a discharged battery or without a battery, electronic components and safety equipment may be damaged.

- Never operate the vehicle with a discharged battery or without a battery.

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.



- Press the emergency OFF switch into the position \bigcirc .
- Switch on the ignition by turning the ignition key to the ${\rm ON}$ \bigcirc position.
 - ✓ After you switch on the ignition, you can hear the fuel pump working for about two seconds. The function test of the combination instrument is run at the same time.
- Shift the transmission to neutral.
 - ✓ The green idling speed indicator lamp **N** lights up.
- Press the electric starter button (3).

Info

Do not press the electric starter button until the function test of the combination instrument is finished.

When starting, **DO NOT** open the throttle. If you open the throttle during the starting procedure, fuel is not injected by the engine management system and the engine cannot start.

Press the starter for a maximum of 5 seconds. Wait for a least 5 seconds before trying again.

This motorcycle is equipped with a safety start system. You can only start the engine if the transmission is in neutral or if the clutch is pulled when a gear is engaged. If the side stand is folded out and you shift into gear and release the clutch, the engine stops.

 Take the weight off the side stand and swing it upwards with your foot as far as it will go.

Starting off

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

Shifting, riding



Warning

Danger of accidents Abrupt load alterations can cause the vehicle to get out of control.

- Avoid abrupt load alterations and sudden braking actions, and adapt your speed to the road conditions.



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.



Warning

Danger of accidents Malfunctions caused by incorrect ignition key position.

- Do not change the ignition key position during a journey.



Warning

Danger of accidents Distraction from traffic activity by adjustments to the vehicle.

- Make all adjustments when the vehicle is at a standstill.



Warning

Risk of injury The passenger must be able to sit securely on the passenger seat.

The passenger must hold on to the rider or supporting strap firmly and place his/her feet on the passenger footrests. Observe
the regulations concerning the minimum age for passengers in your country.



Warning

Danger of accidents Danger of accidents caused by dangerous driving.

- Comply with traffic regulations and ride defensively and foresightedly to detect sources of danger early on.



Warning

Danger of accidents Reduced road grip with cold tires.

 On every journey, take the first miles carefully at moderate speed until the tires reach operating temperature and optimal road grip is ensured.



Warning

Danger of accidents Reduced road grip with new tires.

- New tires have a smooth rolling surface and therefore cannot provide full road grip. The entire rolling surface must be roughened in the first 200 kilometers (124.3 miles) by moderate riding at alternating angles. The full grip levels are not achieved until the tires have been run in.



Warning

Danger of accidents Unstable handling characteristics.

 Do not exceed the maximum permitted weight and axle loads. The overall weight consists of: motorcycle operational and with a full tank, driver and passenger with protective clothing and helmet, baggage.



Warning

Danger of accidents Unstable handling characteristics due to slipped baggage.

- Check the way your baggage is fixed regularly.



Warning

Danger of accidents Lack of roadworthiness.

- After a fall, check the vehicle as usual before preparing for use.

Note

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

- Never ride the vehicle without an air filter since dust and dirt can get into the engine and result in increased wear.

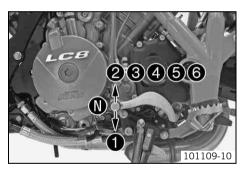
Note

Engine damage Engine overheating.

If the coolant temperature warning lamp lights up, stop the vehicle and switch off the engine. Let the engine cool down, and then check the coolant level in the radiator and top up if necessary. If you continue your journey with the coolant temperature warning lamp on, this may cause engine failure.

Info

If you hear unusual noises while riding, stop immediately, switch off the engine and contact an authorized KTM workshop.



- When conditions allow (incline, road situation, etc.), you can shift into a higher gear.
- Release the throttle while simultaneously pulling the clutch lever, shift into the next gear, release the clutch and open the throttle.

Info

- You can see the positions of the six forward gears in the figure. The neutral or idle position is between the first and second gears. First gear is used for starting off or for steep inclines.
- After reaching maximum speed by fully opening the throttle grip, turn the throttle back so it is ³/₄ open. This will barely reduce the speed but fuel consumption will be considerably lower.
- Accelerate only up to a speed suitable for the road surface and weather conditions.
 When traveling in bends, do not shift, and accelerate very carefully.
- To shift down, brake if necessary 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.
- If the engine stalls (e.g. at a crossroads), pull the clutch lever only and press the starter button. You do not have to shift into neutral.

- Switch off the engine if you expect to be standing for a long time.
- If the FI warning lamp (MIL) lights up during a trip, stop immediately. When you shift to neutral, the FI warning lamp (MIL) starts to flash.

Info

From the flashing rhythm, you can derive a two-digit number, the so-called flashing code. The flashing code tells you which component has a fault.

- If the ice symbol * appears in the combination instrument, the roads may be icy. Adapt your speed to the changed road conditions.

Braking



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 due to wet or dirty brakes.

- Clean or dry dirty or wet brakes by riding and braking gently.



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 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 Longer stopping distance due to higher overall weight.

- Take the longer stopping distance into account when carrying a passenger and baggage.



Warning

Danger of accidents Delayed brake action on salted roads.

- There may be salt deposits on the brake discs. In order to restore the normal braking efficiency, you will need to remove the deposits from the discs by carefully applying the brakes.
- When braking, first throttle back and then apply the front and rear brakes at the same time.
- On wet or slippery surfaces, mainly use the rear brake.
- Braking should always be completed before you enter a bend. Shift down to a lower gear that is appropriate to your speed.
- On long downhill stretches, use the braking effect of the engine. Do this by changing down two gears, but do not race the engine. You
 will require less braking force and the brakes will not overheat.

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. If you leave the vehicle, lock the steering and remove the ignition key.



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 brakes. 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 and destruction of components by excessive load.

- The side stand is designed for the weight of the motorcycle only. Do not sit on the motorcycle when it is supported by the side stand only. The side stand and/or the frame could be damaged and the motorcycle could fall over.
- Apply the brakes.
- Shift the transmission to neutral.
- Switch off the ignition by turning the ignition key to the ${f OFF}\otimes{f position}.$

• Info

If you switch off the engine with the emergency OFF switch but the ignition remains switched on at the ignition lock, power continues to flow to most power consumers and the battery is soon discharged. Therefore, always switch off the engine with the ignition key; the emergency OFF switch is provided for emergency situations only.

- Park the motorcycle on a firm surface.
- Swing the side stand to the front with your foot as far as it will go, and lean the vehicle onto it.
- Lock the steering by turning the handlebar fully to the left, pressing down the ignition key to the OFF position ⊗ and turning it to the position ⊕. To make the steering lock engage more easily, move the handlebar back and forth slightly. Remove the ignition key.

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.
- Fuel in the fuel tank expands when warm and can escape if the tank is overfilled. See the notes on refueling.



Warning

Danger of poisoning Fuel is poisonous and a health hazard.

Avoid contact of the fuel with skin, eyes and clothing. Do not inhale fuel vapors. If fuel gets into your eyes, rinse immediately with water and contact a doctor. Wash affected skin areas immediately with soap and water. If fuel is swallowed, contact a doctor immediately. Change clothing that has come into contact 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.



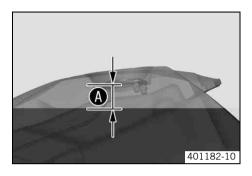
Warning

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.

Info

This motorcycle is equipped with a regulated catalytic converter. Leaded fuel will destroy the catalytic converter. You should therefore use unleaded fuel only.



- Switch off the engine.
- Open the filler cap. (* p. 45)
- Fill the fuel tank with fuel up to measurement ().

Guideline

| Measurement of (| | 35 mm (1.38 in) | | |
|-----------------------------------|-----------------|---|--|--|
| Total fuel tank capacity, approx. | 15 I (4 US gal) | Super unleaded (ROZ 95 / RON 95 / PON 91) (p. 197) | | |

- Close the filler cap. (* p. 46)

Low octane fuel

Note

Engine damage Low-quality fuel damages the engine.

- Operate the vehicle with fuel with an octane rating below 95 (ROZ 95 / RON 95 / PON 91) for no more than one tank full.
- The ignition curve must be adjusted to low octane fuel.
- Press the SET button Ø for two seconds.
 - ✓ The fuel level warning lamp switches off. TRIP F is set to 0.0 and appears in the previous display mode.

Info

If you do not press the **SET** button **2**, the reset takes place automatically after about three minutes.



SERVICE SCHEDULE

Service schedule

| | K10N | K75A | K150A | K300A |
|--|------|------|-------|-------|
| Check that the electrical equipment is functioning properly. | • | • | • | • |
| Read out the trouble code memory using the KTM diagnostics tool. 🔌 | • | • | • | • |
| Check the measured service values with the KTM diagnostics tool. 🔌 | | • | • | • |
| Change the engine oil and filter, clean the oil screens. 🔌 (🕶 p. 156) | • | • | • | • |
| Check the oil jet for the clutch lubrication. 🔦 | • | | • | • |
| Check the front brake linings. (* p. 97) | • | • | • | • |
| Check the front brake discs. (* p. 94) | • | • | • | • |
| Check the rear brake linings. (* p. 102) | • | • | • | • |
| Check the rear brake disc. (| • | • | • | • |
| Check that brake lines are undamaged and free of leaks. | • | • | • | • |
| Check the rear brake fluid level. (* p. 100) | • | • | • | • |
| Check the free travel of the foot brake lever. (* p. 98) | • | • | • | • |
| Check the shock absorber and fork for leaks. Perform a fork and shock absorber service if needed and depending on vehicle use. | • | • | • | • |
| Check the swingarm bearings. 🔧 | | • | • | • |
| Check the wheel bearing for play. 🔌 | | • | • | • |
| Check the tire condition. (* p. 110) | • | • | • | • |
| Check the tire air pressure. (* p. 112) | • | • | • | • |
| Check the chain, rear sprocket and engine sprocket. (* p. 90) | | • | • | • |
| Check the chain tension. (* p. 87) | • | • | • | • |
| Lubricate all moving parts (e.g. side stand, hand lever, chain,) and check for smooth operation. \checkmark | • | • | • | • |

SERVICE SCHEDULE

| | K10N | K75A | K150A | K300A |
|---|------|------|-------|-------|
| Clean the dust boots of the fork legs. | | • | • | • |
| Check the front brake fluid level. (* p. 95) | • | • | • | • |
| Bleed the fork legs. (P. 81) | | • | • | • |
| Check the steering head bearing play. | • | • | • | • |
| Change the spark plugs. 🔧 | | | • | • |
| Check the valve clearance. 🔌 | | | • | • |
| Check all hoses (e.g. fuel, cooling, bleeding, drainage,) and sleeves for cracking, leaks, and incorrect routing. | | | • | • |
| Check the antifreeze and coolant level. (p. 143) | • | • | • | • |
| Check the wiring harness of the throttle valve body for damage and correct routing. $lacksquare$ | • | | • | • |
| Check the cables for damage and kink-free routing. 🔧 | | | • | • |
| Check the control cables for damage, kink-free routing and adjustment. | • | • | • | • |
| Change the air filter. Clean the air filter box. 🔧 | | | • | • |
| Check the fuel pressure. 🔧 | | • | • | • |
| Check the value of the manifold absolute pressure sensor (PM value) with the KTM diagnostics tool. \checkmark | | • | • | • |
| Check the CO adjustment with the KTM diagnostics tool. 🔺 | | • | • | • |
| Check/rectify the fluid level of the hydraulic clutch. (* p. 93) | | • | • | • |
| Check the fasteners for tightness. 🔌 | • | • | • | • |
| Change the coolant. 🔧 | | | | • |
| Change the front brake fluid. 🔧 | | | • | • |
| Change the rear brake fluid. 🔌 | | | • | • |
| Check the clutch. 🔌 | | | • | • |

SERVICE SCHEDULE

| | K10N | K75A | K150A | K300A |
|--|------|------|-------|-------|
| Check the headlight setting. (p. 137) | • | • | • | • |
| Check the radiator fan operation. 🔧 | • | • | • | • |
| Final inspection: Check the vehicle of roadworthiness and take a test ride. | • | • | • | • |
| Read out the fault memory after a test ride using the KTM diagnostics tool. $lacksquare$ | • | • | • | • |
| Make the service entries in the KTM DEALER.NET and service record. | • | • | • | • |

K10N: Once after 1,000 km (621.4 mi) **K75A:** Every 7,500 km (4,660 mi) or annually **K150A:** Every 15,000 km (9,321 mi) or every 2 years **K300A:** Every 30,000 km (18,641 mi) or every 4 years

TUNING THE CHASSIS

Fork/shock absorber



The fork and the shock absorber offer many options of adapting the suspension to your riding style and the payload.

Info

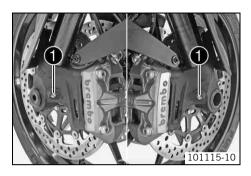
To help you adapt the vehicle, we have summarized our findings in Table ①. You can find the table on the air filter box after you remove the seat. In all settings except for the spring preload of the shock absorber, the value is adjusted by first turning the screw all the way in and then setting the value. Do not use excessive force to turn the adjusting screws against the stop, and take the last perceptible click as the end position.

These adjustments should be understood as a guideline and should always be the basis of your own personal suspension adaptation. Do not change the adjustments at random or by more than \pm 40%, since otherwise the riding characteristics could deteriorate, particularly at high speeds.

Adjusting the compression damping of the fork

Info

The hydraulic compression damping determines the fork suspension behavior. An optimally adjusted compression damping ensures that the fork does not compress too far and fast when you brake hard or when the load shifts very fast. It gives the rider good feedback about the road conditions.



− Turn adjusting screws ● clockwise all the way.

Info

- The adjusting screws are located at the bottom end of the fork legs. Make the same adjustment on both fork legs.
- Turn back counterclockwise by the number of clicks corresponding to the fork type. Guideline

| Compression damping | |
|---------------------|-----------|
| Comfort | 20 clicks |
| Standard | 15 clicks |
| Sport | 10 clicks |
| Full payload | 10 clicks |

Info

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

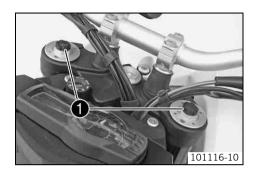
Adjusting the rebound damping of the fork

Info

The hydraulic rebound damping determines the fork rebound behavior.

An optimally adjusted rebound damping brakes the springing energy and enables a fast, vibration-free resetting of the fork to the zero position.

71



- Turn adjusting screws ● clockwise until they stop.

Info

- The adjusting screws are located at the top end of the fork legs. Make the same adjustment on both fork legs.
- Turn back counterclockwise by the number of clicks corresponding to the fork type. Guideline

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

Info

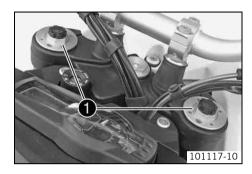
Turn clockwise to increase suspension damping; turn counterclockwise to reduce damping.

Adjusting the spring preload of the fork

Info

The spring preload defines the initial situation of the spring process of the fork.

The spring preload setting is optimal when it is set for the weight of the rider and that of any baggage and a passenger, and thus ensures a compromise between maneuverability and stability.



- Turn adjusting screws ● clockwise until they stop.

Info

- The adjusting screws are located at the top end of the fork legs. Make the same adjustment on both fork legs.
- Turn back counterclockwise by the number of turns corresponding to the fork type. Guideline

| Spring preload - Preload Adjuster | |
|-----------------------------------|---------|
| Comfort | 5 turns |
| Standard | 5 turns |
| Sport | 3 turns |
| Full payload | 3 turns |

• Info

Turn clockwise to increase preload, turn counterclockwise to reduce spring preload.

Changing the spring preload has no influence on the rebound damping although the adjusting screws turn during the adjustment work. However, you should also adjust the rebound damping when you alter the spring preload.

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.

Adjusting the low-speed compression damping of the shock absorber

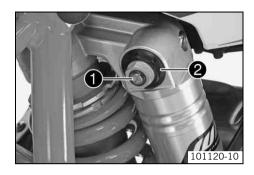
Caution

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.)

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.

lnfo

Do not loosen nut **2**!

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

Guideline

| Compression damping, low-speed | | |
|--------------------------------|-----------|--|
| Comfort | 25 clicks | |
| Standard | 20 clicks | |
| Sport | 15 clicks | |
| Full payload | 15 clicks | |

Info

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

Adjusting the high-speed compression damping of the shock absorber

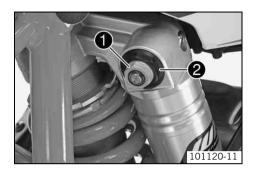
Danger of accidents Disassembly of pressurized parts can lead to injury.

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

Info

Caution

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



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

lnfo

Do not loosen nut 2

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

Guideline

| Compression damping, high-speed | |
|---------------------------------|-----------|
| Comfort | 2 turns |
| Standard | 1.5 turns |
| Sport | 1 turn |
| Full payload | 1 turn |

Info

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

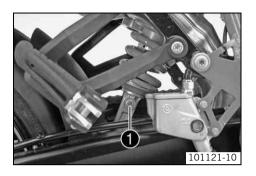
Adjusting the rebound damping of the shock absorber



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

Guideline

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

Info

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

Adjusting the spring preload of the shock absorber 🔧



Warning

Danger of accidents Modifications to the suspension settings can seriously alter the vehicle's ride behavior.

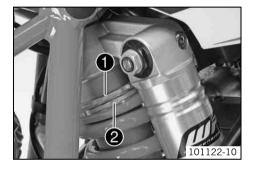
- Following modifications, ride slowly at first to get the feel of the new ride behavior.

Info

The spring preload defines the initial situation of the spring process on the shock absorber.

The spring preload setting is optimal when it is set for the weight of the rider and that of any baggage and a passenger, and thus ensures a compromise between maneuverability and stability.

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



- Take the weight off the rear wheel and swingarm.

• Info

The spring preload can be adjusted correctly only if the rear wheel and the swingarm are fully relieved of weight.

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

Hook wrench (T106S)

- Measure the overall spring length without a load.
- Tension the spring by turning adjusting ring 2 to the prescribed value.
 Guideline

| Spring preload | |
|----------------|-----------------|
| Comfort | 11 mm (0.43 in) |
| Standard | 11 mm (0.43 in) |
| Sport | 11 mm (0.43 in) |
| Full payload | 13 mm (0.51 in) |

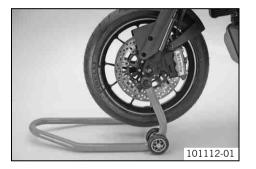
Tighten locking ring ①.

Raising the motorcycle with the front wheel 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 with the rear wheel stand. (* p. 80)
- Move the handlebar to the straight-ahead position. Align the front wheel stand with the fork legs using the adapters.

Front wheel stand (61029055300)

Info

- Always raise the rear of the motorcycle first.
- Raise the front of the motorcycle.

Taking the motorcycle off of the front wheel stand

Note

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

- Always place the vehicle on a firm and even surface.
- Secure the motorcycle against falling over.
- Remove the front wheel stand.

Raising the motorcycle with the rear wheel stand

Note

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

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



- Insert the adapter in the rear wheel stand.

Adapter (61029055120)

Rear wheel stand (61029055100)

 Stand the motorcycle upright, align the wheel stand with the link fork and the adapters, and lift the motorcycle.

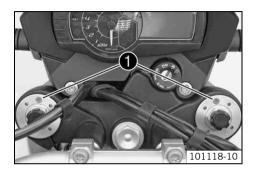
Taking the motorcycle off of the rear wheel stand

Note

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

- Always place the vehicle on a firm and even surface.
- Secure the motorcycle against falling over.
- Remove the rear wheel stand and lean the vehicle on the side stand.

Bleeding the fork legs

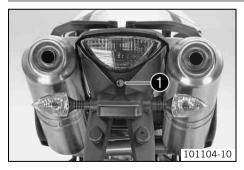


- Lean the motorcycle on the side stand.
- Remove bleeder screws ① briefly.
 - \checkmark Any excess pressure escapes from the interior of the fork.
- Mount and tighten the bleeder screws.



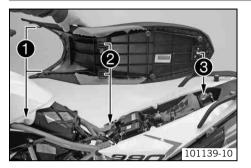
Carry out this operation on both fork legs.

Removing the seat



- Insert the ignition key in the seat lock **1** and turn it clockwise.
- Raise the rear of the seat, push it towards the rear, and remove it upwards.
- Remove the ignition key from the seat lock.

Mounting the seat



- Position front recesses **1** of the seat on the oval head screws of the fuel tank, lower the rear and simultaneously push it forward. Both lugs **2** must hook into the frame and locking bolt **3** must be inserted into the lock housing.
 - ✓ The seat engages with an audible click.
- Finally, check that the seat is correctly mounted.

Mounting the helmet lock on the vehicle



Warning

Danger of accidents Impairment of ride behavior and vehicle operation if a helmet or helmet lock is attached to the vehicle.

 Do not use the helmet lock for holding a helmet or other objects during the journey. Always remove the helmet lock before starting out.



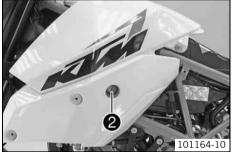
- Remove the seat. (* p. 81)
- Position the steel cable from the tool set with one loop on the lug $oldsymbol{0}$.

Steel cable (60012015000)

- Guide the steel cable through the helmet opening.
- Then position the free loop of the steel cable on the lug.
- Position the helmet carefully on the side of the vehicle.
- Mount the seat. (🕶 p. 82)

Reinstalling the fuel tank



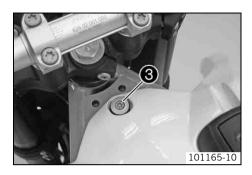


- Remove the seat. (* p. 81)
- Remove screws **1** and the spoiler on both sides.

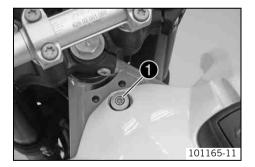
Remove screw ② on both sides.



The fuel hoses do not need to be disconnected.



Positioning the fuel tank



- Remove screw ³.
- Carefully push the fuel tank back.

- Carefully push the fuel tank forward.
- Mount and tighten screw

 with the collar bushing.
 Guideline

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





 Install and tighten screw ② with the bearing sleeve and rubber sleeve on both sides. Check the fuel tank for tightness.

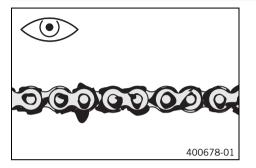
Guideline

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

- Check the routing of the fuel lines.
- Position the spoilers on both sides. Mount and tighten screws **③**.
 Guideline

| Screw, spoiler | M6 | 3.3 Nm (2.43 lbf ft) |
|----------------|----|-------------------------|
|----------------|----|-------------------------|

Checking the chain for dirt



- Check the chain for coarse dirt accumulation.
 - » If the chain is very dirty:
 - Clean the chain. (🕶 p. 86)

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.



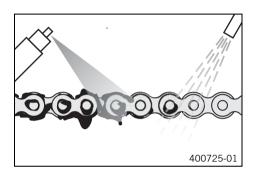
Warning

Environmental hazard Hazardous substances cause environmental damage.

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

Info

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



- Clean the chain regularly.
- Rinse off loose dirt with a soft jet of water.
- Remove old grease remains with chain cleaner.

Chain cleaner (🕶 p. 198)

• After drying, apply chain spray.

Chain lube for road use (* p. 198)

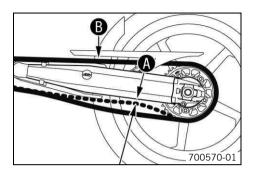
Checking the chain tension



Warning

Danger of accidents Danger caused by incorrect chain tension.

If the chain tension is too high, the components of the secondary power train (chain, engine sprocket, rear sprocket, bearings in transmission and rear wheel) are under additional load. Apart from premature wear, in extreme cases the chain can rupture or the countershaft of the transmission can break. On the other hand, if the chain is loose, it can fall off the engine sprocket or the rear sprocket and block the rear wheel or damage the engine. Check the chain tension and correct if necessary.



- Lean the motorcycle on the side stand.
- Shift the transmission to neutral.
- In the area after the chain sliding guard, press the chain upward toward the link fork and measure chain tension ().

Info

The upper chain section **B** must be taut.

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

7 mm (0.28 in)

- » If the chain tension does not meet specifications:
 - Adjust the chain tension. (* p. 88)

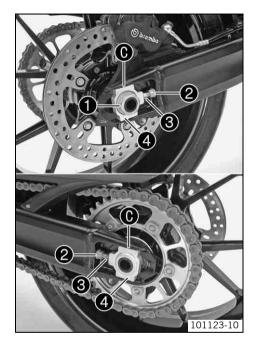
Adjusting the chain tension



Warning

Danger of accidents Danger caused by incorrect chain tension.

- If the chain tension is too high, the components of the secondary power train (chain, engine sprocket, rear sprocket, bearings in transmission and rear wheel) are under additional load. Apart from premature wear, in extreme cases the chain can rupture or the countershaft of the transmission can break. On the other hand, if the chain is loose, it can fall off the engine sprocket or the rear sprocket and block the rear wheel or damage the engine. Check the chain tension and correct if necessary.
 - Check the chain tension. (* p. 87)



- Loosen nut **1**.
- Loosen nuts 🛛.

| Chain tension | 7 mm (0.28 in) |
|--|----------------|
| Turn adjusting screws ③ on the left and rig right chain adjuster ④ are in the same pos rear wheel is then correctly aligned. | 5 |

Info

The upper chain section must be taut.

Chain wear is not always even, so you should check the setting at different chain positions.

- Tighten nuts 2.
- Make sure that chain adjusters ④ are resting against adjusting screws ⑤.
- Tighten nut **1**.

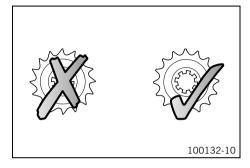
Guideline

| Nut, rear wheel spindle | M25x1.5 | 90 Nm (66.4 lbf ft) | Thread greased |
|-------------------------|---------|------------------------|----------------|
|-------------------------|---------|------------------------|----------------|

Info

The wide adjustment range of the chain adjusters (32 mm (1.26 in)) enables different secondary transmissions with the same chain length. Chain adjusters ④ can be turned through 180°.

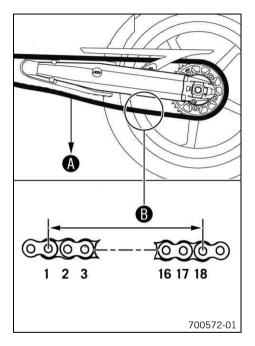
Checking the chain, rear sprocket and engine sprocket



- Check the rear sprocket and engine sprocket for wear.
 - » If the rear sprocket or engine sprocket is worn:
 - Replace the rear sprocket or engine sprocket.

Info

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



- Shift the transmission to neutral.

Guideline

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

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

lnfo

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

| Maximum distance 🖲 at the longes | st 272 mm (10.71 in) |
|----------------------------------|----------------------|
| chain section | |

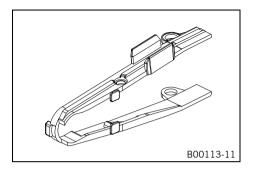
- » If distance **B** is greater than the specified measurement:
 - Replace the chain. 🔌

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.

For safety reasons, the chain has no chain joint.



- Check the chain sliding guard for wear.
 - » If the chain sliding guard is worn:
 - Change the chain sliding guard. 🔌
- Check the chain sliding guard for tightness.
 - » If the chain sliding guard is loose:
 - Tighten the chain sliding guard.
 Guideline

| Screw, chain sliding guard | M5 | 5 Nm (3.7 lbf ft) | - |
|----------------------------|----|----------------------|---------------------------|
| Screw, chain sliding guard | M6 | 6 Nm (4.4 lbf ft) | Loctite [®] 243™ |

Adjusting the basic position of the clutch lever

lnfo

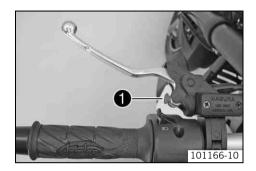
Turn the adjusting screw clockwise to increase the distance between the clutch lever and the handlebar.

Turn the adjusting screw counterclockwise to decrease the distance between the clutch lever and the handlebar.

The range of adjustment is limited.

Turn the adjusting screw by hand only, and do not apply any force.

Do not make any adjustments while riding!

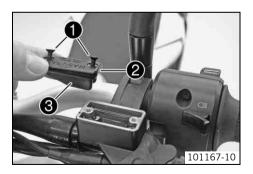


Adjust the basic setting of the clutch lever to your hand size by turning adjusting screw ①.

Checking/rectifying the fluid level of the hydraulic clutch

Info

The fluid level rises with increasing wear of the clutch lining disc. Do not use brake fluid.



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

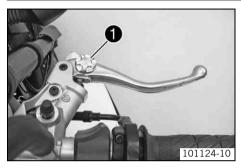
| Fluid level below top edge of container | 4 mm (0.16 in) |
|---|----------------|
|---|----------------|

- » If the coolant level does not meet specifications:
 - Correct the fluid level of the hydraulic clutch.

Hydraulic fluid (15) (🕶 p. 196)

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

Adjusting the basic position of the hand brake lever



Pull the brake lever forwards.

Adjust the basic setting of the hand brake lever to your hand size by turning adjusting wheel ①.



Do not make any adjustments while riding!

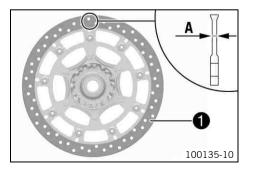
Checking the front brake discs



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 brake disc in several places to see if it conforms to measurement ①.

Info

Wear reduces the thickness of the brake discs in area \bullet of the brake discs.

| Brake discs - wear limit | |
|--------------------------|-------------------|
| Front | 4.5 mm (0.177 in) |

» If the brake disc thickness is less than the specified value:

- Change the brake discs. 🔌
- Check the brake discs for damage, cracking and deformation.
 - » If the brake discs exhibit damage, cracking or deformation:
 - Change the brake discs. 🔌

Checking the front brake fluid level



Warning

Danger of accidents Failure of the brake system.

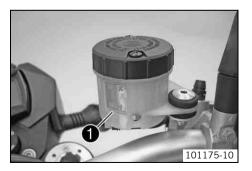
- If the brake fluid level falls below the **MIN** mark, this indicates a leakage in the brake system or worn-out brake linings. Check the brake system and do not continue riding. (Your authorized KTM workshop will be glad to help.)

Wa

Warning

Danger of accidents Reduced braking effect caused by 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 brake fluid reservoir **①**.
 - » If the brake fluid is below the MIN marking:
 - Add front brake fluid. 🔌 (🕶 p. 96)

Adding front brake fluid 🔧



Warning

Danger of accidents Failure of the brake system.

- If the brake fluid level falls below the **MIN** mark, this indicates a leakage in the brake system or worn-out brake linings. 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 effect caused by 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.

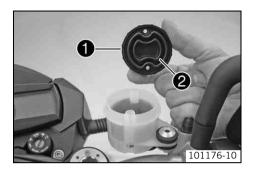
- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

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 is corrosive and will damage painted surfaces.

Use only clean brake fluid from a sealed container.



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

Brake fluid DOT 4 / DOT 5.1 (* p. 194)

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



Clean up overflowed or spilt brake fluid immediately with water.

Brake linings

The brake linings fitted by KTM have been tested over long periods and guarantee optimal braking characteristics. The type names of the brake linings are entered in the homologation documents.

Info

Brake linings available in accessories shops are often untested and unapproved for use on KTM vehicles. The structure and friction coefficient of the brake linings, and therefore the brake power, can vary considerably from the original KTM brake linings. If brake linings other than those supplied as originals are used, there is no guarantee that they correspond to the original homologation. The vehicle then no longer corresponds to the condition at delivery and the guarantee is no longer valid.

Checking the front brake linings



Warning

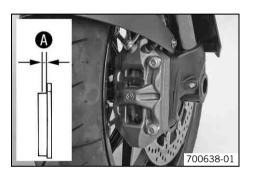
Danger of accidents Reduced braking efficiency caused by worn brake linings.

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

Note

Danger of accidents Reduced braking efficiency caused by damaged brake discs.

If the brake linings are not changed in time, the steel brake lining carriers grind on the brake disc. The braking effect is greatly reduced and the brake discs are rendered unserviceable. Check the brake linings regularly.



Check all brake linings on both brake calipers to ensure they have minimum thickness (a).

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

- » If the minimum thickness is less than specified:
 - Change the front brake linings. 🔌
- Check all brake linings on both brake calipers for damage and cracking.
 - » If damage or wear is encountered:
 - Change the front brake linings. 🔌

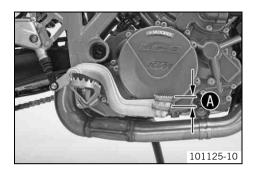
Checking the free travel of the foot brake lever



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 free travel on foot brake lever according to specifications.



- Move the foot brake lever back and forth between the end stop and the contact to the piston rod and check free travel **(a)**.

Guideline

| Free | travel at foot brake lever | 3 5 mm (0.12 0.2 in) | |
|------|--|----------------------|--|
| i | Info The piston rod should not move. | | |

- » If the free travel does not meet specifications:
 - Adjust the free travel to the specified value.

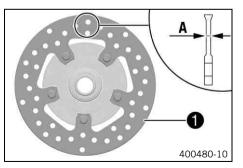
Checking the rear brake disc



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 brake disc in several places to see if it conforms to measurement .

Info

Wear reduces the thickness of the brake disc in area **1** of the brake disc.

| Brake disc - wear limit | |
|-------------------------|-------------------|
| Rear | 4.5 mm (0.177 in) |

- » If the brake disc thickness is less than the specified value:
 - Change the brake disc. 🔌

- Check the brake disc for damage, cracking and deformation.
 - » If damage, cracks or deformation are visible on the brake disc:
 - Change the brake discs. 🔌

Checking the rear brake fluid level



Warning

Danger of accidents Failure of the brake system.

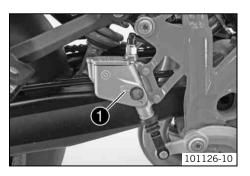
If the brake fluid level falls below the MIN mark, this indicates a leakage in the brake system or worn-out brake linings. Check
the brake system and do not continue riding. (Your authorized KTM workshop will be glad to help.)



Warning

Danger of accidents Reduced braking effect caused by 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 of the brake fluid reservoir.
 - » If the fluid level reaches the MIN mark ①:
 - Add rear brake fluid. 🔌 (🕶 p. 101)

Adding rear brake fluid 🔧



Warning

Danger of accidents Failure of the brake system.

- If the brake fluid level falls below the **MIN** mark, this indicates a leakage in the brake system or worn-out brake linings. 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 effect caused by 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.

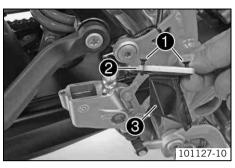
- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

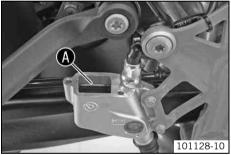
Info

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 is corrosive and will damage painted surfaces.

Use only clean brake fluid from a sealed container.





Remove screws 1.

Remove cover $\boldsymbol{2}$ with membrane $\boldsymbol{3}$.

Add brake fluid to level **(A**).

Brake fluid DOT 4 / DOT 5.1 (* p. 194)

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



Info

Clean up overflowed or spilt brake fluid immediately with water.

Checking the rear brake linings



Warning

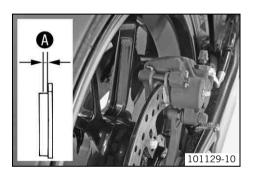
Danger of accidents Reduced braking efficiency caused by worn brake linings.

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

Note

Danger of accidents Reduced braking efficiency caused by damaged brake discs.

- If the brake linings are not changed in time, the steel brake lining carriers grind on the brake disc. The braking effect is greatly reduced and the brake discs are rendered unserviceable. Check the brake linings regularly.



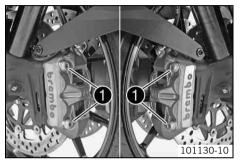
- Check the brake linings for minimum thickness ().

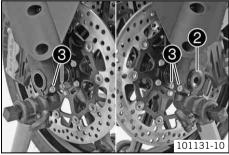
| Minimum thickness 🔕 | ≥ 1 mm (≥ 0.04 in) | |
|---------------------|--------------------|--|
|---------------------|--------------------|--|

- » If the minimum thickness is less than specified:
 - Change the rear brake linings. 🔌
- Check the brake linings for damage and cracking.
 - » If damage or wear is encountered:
 - Change the rear brake linings. 🔌

WHEELS, TIRES

Removing the front wheel 🔧





- Raise the motorcycle with the rear wheel stand. (* p. 80)
- Remove the screws **1** from both brake calipers.
- Press back the brake linings with a light lateral tilting of the brake calipers on the brake disc. Pull the brake calipers carefully back from the brake discs and hang them to one side.

lnfo

Do not pull the hand brake lever when the brake calipers are removed.

- Loosen screws 2 and 3.
- Unscrew screw 2 about six turns and press your hand on the screw to push the wheel spindle out of the axle clamp. Remove screw 2.

Warning

Danger of accidents Reduced braking efficiency caused by damaged brake discs.

- Always lay the wheel down in such a way that the brake discs are not damaged.
- Holding the front wheel, withdraw the wheel spindle. Take the front wheel out of the fork.

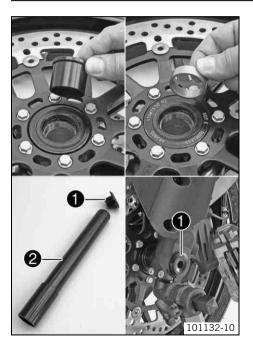
WHEELS, TIRES

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 broken or worn:
 - Replace the wheel bearing. 🛁
- Grease and mount the left and right spacers and the shaft seal rings.

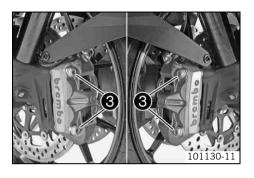
Long-life grease (🕶 p. 199)

- Clean screw **1** and wheel spindle **2**.
- Lift the front wheel into the fork, position it, and insert the wheel spindle.
- Mount and tighten screw **1**.

Guideline

| Bolt, front axle | M25x1.5 | 45 Nm (33,2 lbf ft) |
|------------------|---------|------------------------|
| | | |

WHEELS, TIRES



- Position the brake calipers and check that the brake linings are seated correctly.
- Mount screws 3 on both brake calipers but do not tighten yet.
- Operate the hand brake lever repeatedly until the brake lining presses up against the brake disc and there is a pressure point. Fix the hand brake lever in its engaged position.
 - ✓ The brake calipers straighten.
- Tighten screws **3** on both brake calipers.

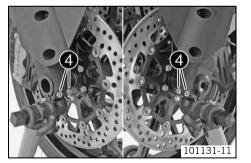
Guideline

| Screw, front brake caliper | M10x1.25 | 45 Nm (33.2 lbf ft) | Loctite [®] 243™ |
|----------------------------|----------|------------------------|---------------------------|
|----------------------------|----------|------------------------|---------------------------|

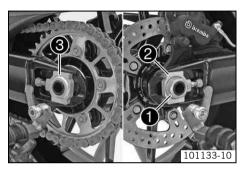
- Remove the fixation of the hand brake lever.
- Take the motorcycle off of the front wheel stand. (p. 79)
- Take the motorcycle off of the rear wheel stand. (Tp. 80)
- Pull the front brake and compress the fork powerfully a few times.
 - ✓ The fork legs straighten.
- Fully tighten screws 4.

Guideline

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



Removing the rear wheel $\boldsymbol{\prec}$





- Raise the motorcycle with the rear wheel stand. (* p. 80)
- Remove nut 1. Remove chain adjuster 2.
- Pull out wheel spindle ③ to the point where the chain adjuster is no longer in contact with the adjusting screw.

- Push the rear wheel forward as far as possible and take the chain off the rear sprocket.
- Withdraw the wheel spindle.
- Pull the rear wheel backward until the brake caliper support hangs free between the brake disc and the wheel rim.



Warning

- **Danger of accidents** Reduced braking efficiency caused by damaged brake discs.
- Always lay the wheel down in such a way that the brake discs are not damaged.
- Take the rear wheel carefully out of the swingarm without damaging the rim and/or brake disc.



Do not operate the foot brake when the rear wheel is removed.

Installing the rear wheel 🔧



Warning

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

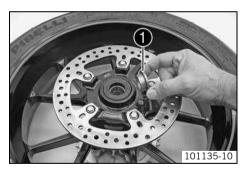
- Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.



Warning

Danger of accidents No braking effect when operating the rear brake.

- After installing the rear wheel, always operate the foot brake until the pressure point is reached.



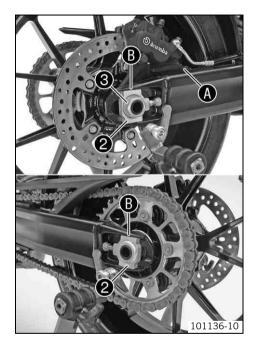
- − Check the rear hub shock absorbers. ◀ (♥ p. 109)
- Check the wheel bearing for damage and wear.
 - » If the wheel bearing is broken or worn:
 - Replace the wheel bearing. 🔌
- Remove spacer ①. Clean and grease the mating surfaces of the spacers and the shaft seal rings.

Long-life grease (🕶 p. 199)

- Install the spacer.
- Clean and grease the thread of the wheel spindle and nut.

Long-life grease (* p. 199)

- Clean the fixing locations on the brake caliper support and swingarm.



- Engage the counter bearing of the brake caliper support (a) and swingarm. Lay the chain on the rear sprocket and mount the wheel spindle.
- Mount chain adjuster 2 and nut 3.



Mount the left and right chain adjusters in the same position.

 Push the rear wheel forward so that the chain adjusters are in contact with the adjusting screws, and tighten the nut.

Guideline

In order for the rear wheel to be correctly aligned, the markings on the left and right chain adjusters must be in the same position relative to the reference marks **(B**).

| Nut, rear wheel spindleM25x1.590 NmThread greased(66.4 lbf ft) |
|--|
|--|

- Operate the foot brake lever repeatedly until the brake linings lie on the brake disc and there is a pressure point.
- Check the chain tension. (* p. 87)

Checking rear hub shock absorbers 🔌

Info

The engine power is transmitted by the rear sprocket to the rear wheel through five shock absorbers. They eventually wear out during operation. If the shock absorbers are not changed in time, the rear sprocket carrier and the rear hub are damaged.

– Remove the rear wheel. 🔌 (🕶 p. 107)



- Remove the rear sprocket carrier.
- Check the rear hub for damage and wear.
 - » If the rear hub shock absorbers are damaged or worn:
 - Change the rear hub shock absorber. 🔌
- Position the rear sprocket carrier.

Info

- A set of bolts and shock absorbers should have as little free travel as possible to increase the service life of the shock absorbers.
- Install the rear wheel. 🔌 (🕶 p. 108)

Checking the tire condition



Warning

Danger of accidents Uncontrollable vehicle handling in the event of a flat tire.

- In the interest of safety, replace damaged or worn tires immediately. (Your authorized KTM workshop will be glad to help.)



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 Uncontrollable handling characteristic due to non-approved and/or non-recommended tires/wheels.

- Only tires/wheels approved by KTM and with the corresponding speed index should be used.



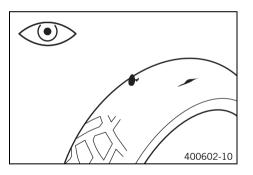
Warning

Danger of accidents Reduced road grip with new tires.

- New tires have a smooth rolling surface and therefore cannot provide full road grip. The entire rolling surface must be roughened in the first 200 kilometers (124.3 miles) by moderate riding at alternating angles. The full grip levels are not achieved until the tires have been run in.

Info

The type, condition and air pressure of the tires all have a major impact on the handling of the motorcycle. Worn tires have a negative effect on vehicle handling, especially on wet surfaces.



- 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.

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.

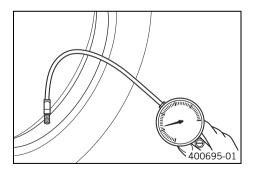
Info

- The tire's date of manufacture is usually part of the tire markings and is indicated by the last four digits of the **DOT** marking. 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 five years old:
 - Change the tires.

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

| Tire air pressure, solo | | |
|---|------------------|--|
| Front | 2.2 bar (32 psi) | |
| Rear | 2.2 bar (32 psi) | |
| Tire air pressure with passenger/full payload | | |
| Front | 2.4 bar (35 psi) | |
| Rear | 2.5 bar (36 psi) | |

» If the tire pressure does not meet specifications:

- Correct the tire pressure.

Info

i

The rubber seal in the dust cap prevents air from leaking out of the tire if the valve is faulty.

Removing the battery 🔧



Warning

Risk of injury Battery acid and battery gases cause serious chemical burns.

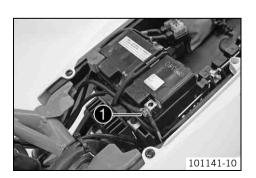
- Keep batteries out of the reach of children.
- Wear suitable protective clothing and goggles.
- Avoid contact with battery acid and battery gases.
- Keep the battery away from sparks or open flames. Charge only in well-ventilated areas.
- In the event of skin contact, rinse with large amounts of water. If battery acid gets in the eyes, rinse with water for at least 15 minutes and contact a physician.

Λ

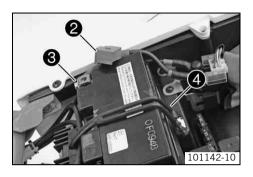
Caution

Danger of accidents If the vehicle is operated with a discharged battery or without a battery, electronic components and safety equipment may be damaged.

- Never operate the vehicle with a discharged battery or without a battery.

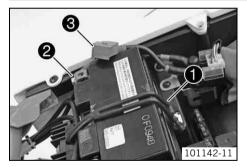


- Switch off all power consumers and the engine.
- Disconnect negative (minus) cable **1** of the battery.



- Remove positive terminal cover 2. _
- Disconnect the positive (plus) cable **3** of the battery. _
- Detach rubber band **4**. _
- Pull the battery up and out of the battery rack. _

Installing the battery 🔧

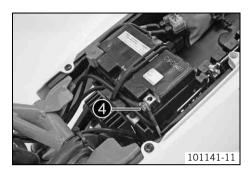


Position the battery in the battery rack.



The terminals of the battery must face in the direction of travel.

- Attach rubber band **①**. _
- Reconnect the positive (plus) **2** cable of the battery. _
- Position positive terminal cover **③**. _



Recharging the battery 🔧



Warning

Risk of injury Battery acid and battery gases cause serious chemical burns.

- Keep batteries out of the reach of children.
- Wear suitable protective clothing and goggles.
- Avoid contact with battery acid and battery gases.
- Keep the battery away from sparks or open flames. Charge only in well-ventilated areas.
- In the event of skin contact, rinse with large amounts of water. If battery acid gets in the eyes, rinse with water for at least 15 minutes and contact a physician.



Warning

Environmental hazard Battery parts and acid are harmful to the environment.

Do not discard batteries with the household trash. Dispose of a defective battery in an environmentally compatible manner.
 Give the battery to your KTM dealer or to a recycling center that accepts used batteries.

- Reconnect the negative (minus) cable 4 of the battery.
- Set the clock. (***** p. 40)



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.

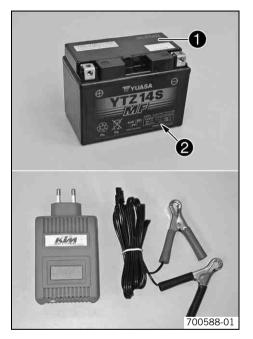
Rapid recharging with a high charging current shortens the battery's service life.

If the charging current, charging voltage and charging time are exceeded, electrolyte escapes through the safety valves. This reduces the battery capacity.

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 sulfate, destroying the battery. The battery is maintenance-free, i.e., the acid level does not have to be checked.

- Switch off all power consumers and switch off the engine.
- Disconnect the negative (minus) cable of the battery to avoid damage to the motorcycle's electronics.



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.

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

Battery charger (58429074000)

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

Info

Never remove lid **1**.

Charge the battery at no more than 10% of the capacity specified on battery housing $\boldsymbol{2}$.

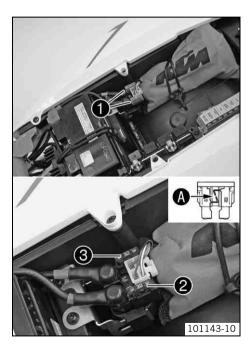
- Switch off the charger after charging. Disconnect the battery.

Guideline

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

Info

The main fuse protects all power consumers of the vehicle. The main fuse is under the seat.



- Switch off all power consumers and the engine.
- Remove protection covers ①.
- Remove the faulty main fuse 2.

• Info A de

A defective fuse can be identified by the burned-out fuse wire (a). A reserve fuse (c) is located in the starter relay.

- Install a new main fuse.

Fuse (58011109130) (🕶 p. 186)



Tip

Place the spare fuse in the starter relay so that it is available if needed.

- Attach the protection covers ①.
- Mount the seat. (🕶 p. 82)

Changing the fuses of individual power consumers

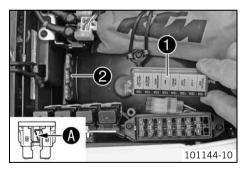
Warning

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



- Switch off all power consumers and the engine.
- Open fuse box cover ①.
- Check the fuses.



A defective fuse can be identified by the burned-out fuse wire (a). Spare fuses (2) are also found in the storage compartment.

- Remove the faulty fuse.

Guideline

Fuse **IGNITION, FUEL PUMP** - 10 A - ignition, fuel pump, immobilizer, alarm system (optional)

Fuse **H/L BEAM, POSITION** - 15 A - high beam, low beam, parking light, license plate lamp

Fuse HORN, BRAKE LIGHT - 10 A - horn, brake light, hazard warning flasher

Fuse FAN - 10 A - radiator fan

Fuse POWER RELAY - 10 A - ignition (EFI control unit)

Fuse **ACC1, CLOCK** - 10 A - combination instrument, socket, supplementary devices (permanent positive), alarm system (optional)

Fuse ACC2 - 10 A - supplementary equipment (accessories connected to the ignition switch)

Fuse ABS, OPTIONAL - not used

Use spare fuses with the correct rating only.

Fuse (58011109110) (🕶 p. 186)

Fuse (58011109115) (* p. 186)

Tip

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

- Close the fuse box cover.
- Mount the seat. (🕶 p. 82)

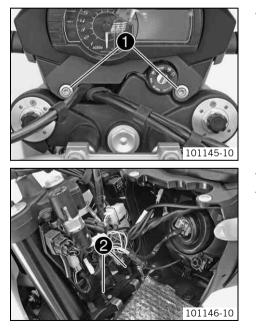
Changing the headlight bulb

Note

Damage to reflector Reduced luminance.

 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.

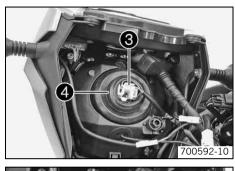
Switch off all power consumers and the engine.

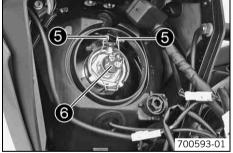


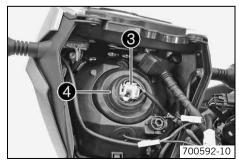
Remove screws 1.

_

- Cover the fender with a cloth.
- Swing the headlight mask forward and pull it upward out of holding lugs 2.







- Disconnect connector **3**.
- Remove rubber cap **4**.

- Push off retaining clamp **6** on both sides, squeeze and fold down.
- Remove headlight bulb 6. _
- Position the new headlight bulb in the headlight housing. _

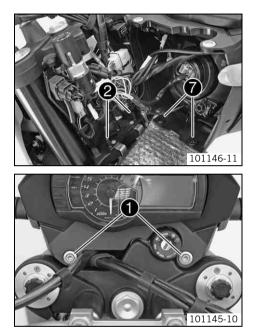
Low beam/high beam (H4/socket P43t) (P. 186)



Info

Insert the headlight bulb so that the bayonet lugs latch into the slots.

- Position the retaining clamp. _
- Mount rubber cap **4**. _
- Plug in connector **3**.



Changing the parking light bulb

Note

Damage to reflector Reduced luminance.

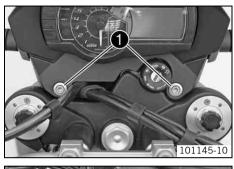
- Grease on the lamp will evaporate due to the heat and be deposited on the reflector. Clean the lamp and keep it free of grease before mounting.
 - Switch off all power consumers and the engine.

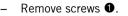
Position holes **1** onto holding lugs **2**.

Position the headlight mask. Mount and tighten screws ①.
 Guideline

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

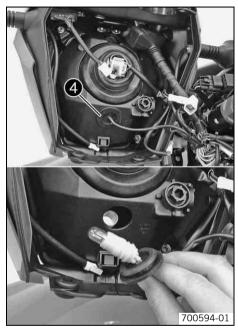
- Check that the lighting is functioning properly.







- Cover the fender with a cloth.
- Swing the headlight mask forward and pull it upward out of holding lugs **2**.

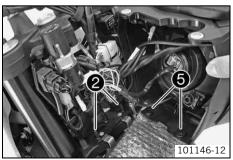


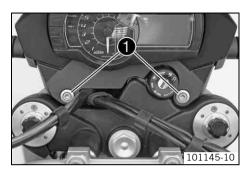
- Pull the parking light ⁽⁴⁾ carefully out of the holder.
- Remove the bulb.
- Position a new light bulb in the holder.

Parking light (W5W/socket W2.1x9.5d) (🕶 p. 186)

- Carefully position the holder with the bulb into the holder in the headlight.

- Position holes 6 onto holding lugs 2.





- Position the headlight mask. Mount and tighten screws **①**.

Guideline

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

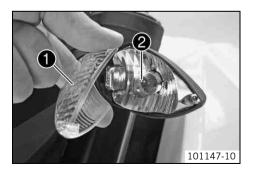
- Check that the lighting is functioning properly.

Changing the turn signal bulb

Note

Damage to reflector Reduced luminance.

 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.



- Remove the screw on the rear of the turn signal housing.
- Carefully remove diffuser ①.
- Press bulb ② carefully into the socket, turn it counterclockwise by about 30°, and pull it out of the socket.
- Press the new bulb carefully into the socket and turn it clockwise until it stops.

Turn signal (RY10W/socket BAU15s) (* p. 186)

- Check the turn signal to make sure it is functioning properly.
- Position the diffuser.
- Insert the screw and first turn it counterclockwise until it engages in the thread. Tighten the screw slightly.

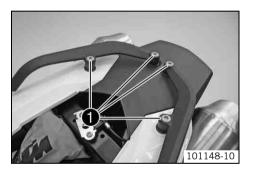
127

Changing the brake light bulb

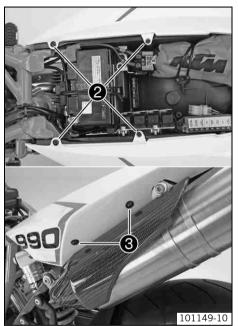
Note

Damage to reflector Reduced luminance.

 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.

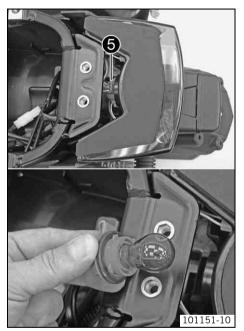


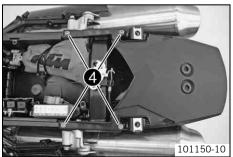
- Remove screws **①**.
- Remove the grab handles.



- Remove screws 2.
- Remove screws **③** on the left and right rear side part.
- Remove the rear side part.

- 4 0 0 101150-10
- Remove screws 4.
- Remove the top part.





- Turn bulb socket **G** counterclockwise all the way and take it out of the tail light.
- Push the bulb carefully into the socket, turn it counterclockwise and pull it out of the socket.
- Press the new bulb carefully into the socket and turn it clockwise until it stops.

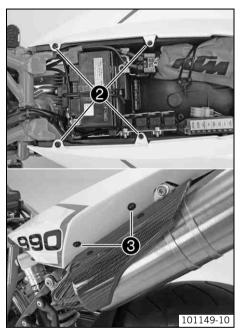
Brake light (P21W/socket BA15s) (* p. 187)

- Insert the bulb socket into the tail light and turn clockwise until it stops.
- Check that the brake light system is functioning properly.

- Position the rear top part.
- Mount and tighten screws 4.

Guideline

| Remaining chassis screws | M6 | 10 Nm (7.4 lbf ft) |
|--------------------------|----|--------------------|
| 8 | | |





- Position the rear side parts.
- Mount and tighten screws **2**.

Guideline

| Remaining chassis screws | M5 | 5 Nm (3.7 lbf ft) |
|--------------------------|----|-------------------|
|--------------------------|----|-------------------|

– Mount and tighten screws $\ensuremath{\mathfrak{S}}$ on the left and right rear side part.

Guideline

| Screw, rear side part | EJOT | Initial screw con- nection 3.3 Nm (2.43 lbf ft) Subsequent screw |
|-----------------------|------|--|
| | | connection 2 Nm (1.5 lbf ft) |

- Position the grab handles.
- Mount and tighten screws **①**.

Guideline

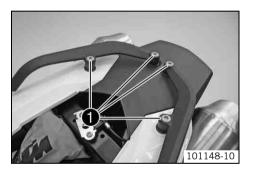
| Remaining chassis screws | M8 | 25 Nm (18.4 lbf ft) |
|--------------------------|----|------------------------|
|--------------------------|----|------------------------|

Changing the tail light bulbs

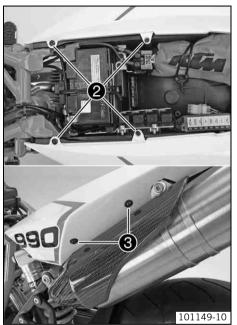
Note

Damage to reflector Reduced luminance.

 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.

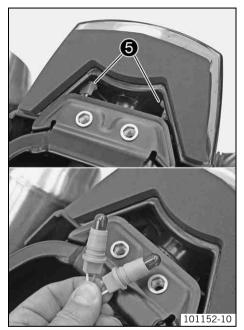


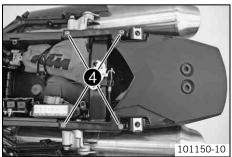
- Remove screws ①.
- Remove the grab handles.



- Remove screws 2.
- Remove screws **③** on the left and right rear side part.
- Remove the rear side part.

- 4 0 0 101150-10
- Remove screws 4.
- Remove the top part.





- Pull bulb holders **③** carefully out of the bracket.
- Remove the bulb.
- Position a new light bulb in the holder.

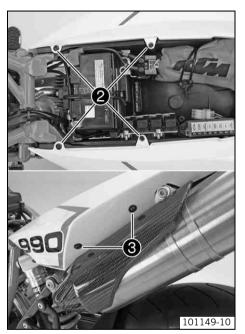
Tail light (W5W/socket W2.1x9.5d) (* p. 187)

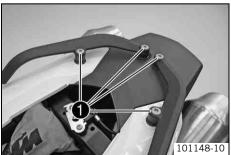
- Carefully position the holders with the bulbs into the holder in the tail light.
- Check that the tail light bulbs are functioning properly.

- Position the rear top part.
- Mount and tighten screws 4.

Guideline

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





- Position the rear side parts.
- Mount and tighten screws **2**.

Guideline

| Remaining chassis screws | M5 | 5 Nm (3.7 lbf ft) |
|--------------------------|----|-------------------|
|--------------------------|----|-------------------|

– Mount and tighten screws $\ensuremath{\mathfrak{S}}$ on the left and right rear side part.

Guideline

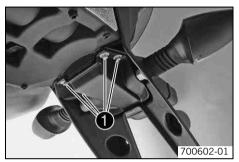
| Screw, rear side part | EJOT | Initial screw con- nection 3.3 Nm (2.43 lbf ft) Subsequent screw |
|-----------------------|------|--|
| | | connection 2 Nm (1.5 lbf ft) |

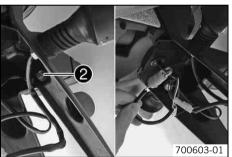
- Position the grab handles.
- Mount and tighten screws **①**.

Guideline

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

Changing the license plate lamp



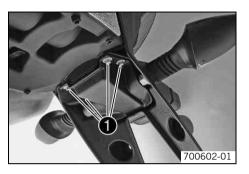


- Remove screws 1.
- Remove the license plate lamp cover.

- Pull holder **2** carefully out of the bracket.
- Remove the bulb.
- Position a new light bulb in the holder.

License plate lamp (W5W/socket W2.1x9.5d) (p. 187)

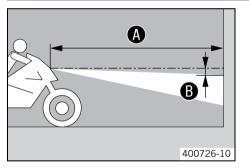
- Carefully position the holder with the bulb into the bracket.



- Position the cover.

- Mount and tighten screws **1**.
- Check that the license plate lamp is functioning properly.

Checking the headlight setting



- Park the vehicle on a horizontal surface in front of a light-colored wall and make a mark at the level of the center of the headlight.
- Make another mark at a distance of **1** under the first mark.

Guideline

| Distance ⁽³⁾ 5 cm (2 in) |
|-------------------------------------|
|-------------------------------------|

Park the vehicle at a distance of
vertically in front of the wall and switch on the low
beam headlight.

Guideline

|--|

- The rider, with luggage and passenger if applicable, now mounts the motorcycle.
- Check the headlight setting.

The light-dark boundary must lie exactly on the lower mark when the motorcycle is ready to operate with the rider mounted along with any luggage and a passenger if applicable.

- » If the boundary between light and dark does not meet specifications:

Adjusting headlight range



- Turn screw **1** to adjust the headlight range.

Guideline

For a motorcycle with rider, and with luggage and a passenger if applicable, the light/dark boundary must be exactly on the lower mark (applied in: Checking headlight adjustment).

Info

Turn clockwise to increase the headlight range; turn counterclockwise to reduce the headlight range.

Activating/deactivating the ignition key

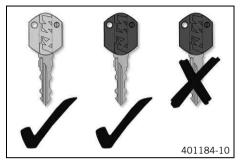
Info

dure.

The orange programming key must only be used for activating and deactivating!

If a black ignition key is lost or replaced, the black ignition keys must be activated/deactivated using the orange programming key. This will also prevent the vehicle from being operated without authorization with the lost black ignition key. You can activate or deactivate up to four black ignition keys. Only the black ignition keys trained during an activation procedure are valid. All black ignition keys not trained in the activation procedure are invalid, but can be retrained in a further activation proce-

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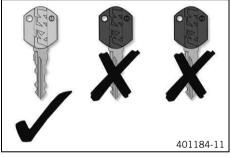
Loss of a black ignition key (second black ignition key available):

The following procedure deactivates all activated black ignition keys that are not included in the procedure.

– Press the emergency OFF switch into the position \bigcirc .

- Insert the orange programming key in the ignition lock.
- Switch on the ignition by turning the orange programming key to the **ON** position \bigcirc .
 - ✓ **FI** Warning lamp [⊕] (**MIL**) lights up, switches off, and then starts to flash.
 - ✓ Immobilizer indicator lamp [⊕] lights up.
- Switch off the ignition by turning the orange programming key to the OFF position ⊗.
- Pull out the programming key.
- Insert the black ignition key in the ignition lock.
- Switch on the ignition by turning the ignition key to the $\textbf{ON} \bigcirc$ position.
 - ✓ **FI** Warning lamp [⊕] (**MIL**) lights up, switches off, and then starts to flash.
 - Immobilizer indicator lamp

 lights up, switches off briefly, and lights up again.
- Switch off the ignition by turning the ignition key to the **OFF** \otimes position.
- Remove the black ignition key.
- Insert the orange programming key in the ignition lock.
- Switch on the ignition by turning the orange programming key to the **ON** position \bigcirc .
 - ✓ **FI** Warning lamp [⊕] (**MIL**) lights up, switches off, and then starts to flash.





- ✓ Immobilizer indicator lamp ⓐ lights up, switches off briefly and flashes; the number of flashes equals the number of functional black ignition keys including the orange programming key. In this case, twice.
- Switch off the ignition by turning the orange programming key to the **OFF** position \otimes .
- Pull out the programming key.
 - ✓ The lost black ignition key is deactivated.
 - ✓ The existing black ignition key is reactivated.

Loss of both black ignition keys (no black ignition key available):

This procedure is important to prevent misuse of the lost black ignition key.

- Press the emergency OFF switch into the position ∩.

- Insert the orange programming key in the ignition lock.
- Switch on the ignition by turning the orange programming key to the **ON** position \bigcirc .
 - FI Warning lamp (I) (MIL) lights up, switches off, and then starts to flash.
 - ✓ Immobilizer indicator lamp [ⓐ] lights up.
- Switch off the ignition by turning the orange programming key to the **OFF** position \otimes .
- Switch on the ignition by turning the orange programming key to the **ON** position \bigcirc .
 - ✓ **FI** Warning lamp [⊕] (**MIL**) lights up, switches off, and then starts to flash.
 - ✓ Immobilizer indicator lamp [®] lights up, switches off briefly and flashes; the number of flashes equals the number of functional black ignition keys including the orange programming key. In this case once, since all black ignition keys are deactivated.

- Switch off the ignition by turning the orange programming key to the **OFF** position \otimes .
- Pull out the programming key.
 - ✓ All black ignition keys are deactivated.
- Order a new black ignition key according to the key number on the **KEYCODECARD** and activate it.

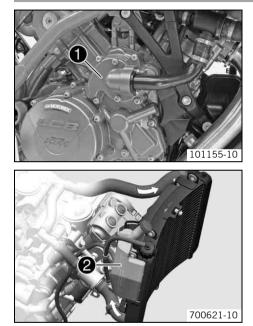
Activating the ignition key:

- Press the emergency OFF switch into the position $\bigcirc.$
- Insert the orange programming key in the ignition lock.
- Switch on the ignition by turning the orange programming key to the **ON** position \bigcirc .
 - ✓ **FI** Warning lamp [⊕] (**MIL**) lights up, switches off, and then starts to flash.
 - ✓ Immobilizer indicator lamp [ⓐ] lights up.
- Switch off the ignition by turning the orange programming key to the OFF position ∞.
- Pull out the programming key.
- Insert the black ignition key in the ignition lock.
- Switch on the ignition by turning the ignition key to the $\textbf{ON} \bigcirc$ position.
 - ✓ **FI** Warning lamp [⊕] (**MIL**) lights up, switches off, and then starts to flash.
 - Immobilizer indicator lamp

 lights up, switches off briefly, and lights up again.
- Switch off the ignition by turning the ignition key to the $OFF \otimes$ position.
- Remove the black ignition key.
- To activate further ignition keys, repeat the last 4 steps with the respective ignition key.
- Insert the orange programming key in the ignition lock.
- Switch on the ignition by turning the orange programming key to the **ON** position \bigcirc .
 - ✓ FI Warning lamp [⊕] (MIL) lights up, switches off, and then starts to flash.

- Immobilizer indicator lamp
 lights up, switches off briefly and flashes; the number of flashes equals the number of functional black ignition keys including the orange programming key.
- Switch off the ignition by turning the orange programming key to the **OFF** position \otimes .
- Pull out the programming key.
 - ✓ All black ignition keys are activated included in this job sequence are activated.

Cooling system



The water pump **1** in the engine forces the coolant to flow.

The pressure in the cooling system resulting from heat is regulated by a valve in the radiator cap. This permits the specified coolant temperature without causing any malfunctions.

125 °C (257 °F)

Cooling takes place by means of the air stream and a radiator fan, which is controlled by a thermoswitch.

The lower the speed, the less the cooling effect. Dirty cooling fins also reduce the cooling effect.

The heat expansion causes the surplus coolant to flow into the compensating tank **2**. When the temperature falls, this surplus coolant is sucked back into the cooling system.

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.

Avoid contact between coolant and skin, eyes and clothing. If it gets into your eyes, rinse immediately with water and contact
a doctor. Wash affected skin areas immediately with soap and water. If coolant is swallowed, contact a doctor immediately.
Change clothes that have come into contact with coolants. Keep coolant out of the reach of children.

Condition

The engine is cold.

- Stand the motorcycle upright on a horizontal surface.
- Remove radiator cap ① and plug ② from the compensating tank.
- Check the coolant antifreeze.

−25... −45 °C (−13... −49 °F)

- » If the coolant antifreeze does not meet specifications:
 - Correct the coolant antifreeze.
- Check the coolant level in the compensating tank.

The coolant level must be between the upper marking ③ and lower marking ④.

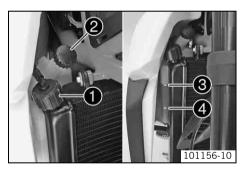
- » If the coolant level in the compensating tank does not meet specifications, but the tank is not empty:
 - Add coolant to the upper marking.

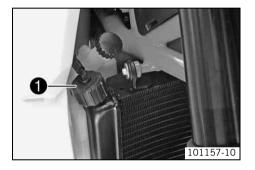
Alternative 1

Coolant (* p. 194)

Alternative 2

```
Coolant (mixed ready to use) (* p. 194)
```





- » If there is no coolant in the compensating tank:
 - Check the cooling system for leaks.



- Fill/bleed the cooling system. ◀ (♥ p. 148)
- Mount cap ② of the compensating tank.
- Check the coolant level in the radiator.

The radiator must be completely filled.

- » If the coolant level does not meet specifications:
 - Correct the coolant level and determine the reason for the coolant loss.

Alternative 1

Coolant (* p. 194)

Alternative 2

Coolant (mixed ready to use) (* p. 194)

- $\, * \,$ If more coolant needed to be added than the specified value: $\, > 0.50$ l (> 0.53 qt.)
 - Fill/bleed the cooling system. ◀ (☞ p. 148)
- Mount radiator cap **①**.

Checking the coolant level in the compensating tank



Warning

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

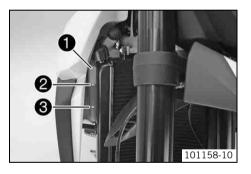
Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine
and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.



Warning

Danger of poisoning Coolant is poisonous and a health hazard.

 Avoid contact between coolant and skin, eyes and clothing. If it gets into your eyes, rinse immediately with water and contact a doctor. Wash affected skin areas immediately with soap and water. If coolant is swallowed, contact a doctor immediately. Change clothes that have come into contact with coolants. Keep coolant out of the reach of children.



Condition

The engine is cold. The radiator is completely full.

- Stand the motorcycle on a horizontal surface.
- Check the coolant level in the compensating tank **①**.

The coolant level must be between the upper marking ${f Q}$ and lower marking ${f S}$.

- » If the coolant level in the compensating tank does not meet specifications, but the tank is not empty:
 - Remove the compensating tank cap.
 - Add coolant to the upper marking.

Alternative 1

Coolant (* p. 194)

Alternative 2

Coolant (mixed ready to use) (* p. 194)

- Mount the cap of the compensating tank.
- » If there is no coolant in the compensating tank:
 - Check the cooling system for leaks.

Info

Do not start up the motorcycle!

− Fill/bleed the cooling system. ◄ (♥ p. 148)

Draining the coolant 🔧



Warning

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

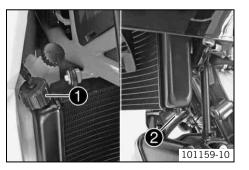
Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine
and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.



Warning

Danger of poisoning Coolant is poisonous and a health hazard.

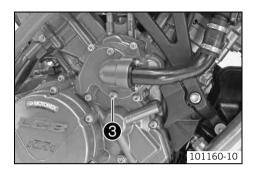
 Avoid contact between coolant and skin, eyes and clothing. If it gets into your eyes, rinse immediately with water and contact a doctor. Wash affected skin areas immediately with soap and water. If coolant is swallowed, contact a doctor immediately. Change clothes that have come into contact with coolants. Keep coolant out of the reach of children.



- Reset the fuel tank. (
 p. 83)
- Place a suitable container under the radiator.
- Remove radiator cap **1**.
- Remove screw 2.
- Completely drain the coolant.
- Mount screw **2** with a new seal ring and tighten it.

Guideline

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



- Place a suitable container under the engine.
- Remove screw 3.
- Completely drain the coolant.
- Mount screw **3** with a new seal ring and tighten it.

Guideline

| Screw, water pump cover M6 10 Nm (7.4 lbf ft) |
|---|
|---|

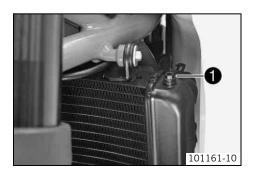
Filling/bleeding the cooling system 🔌



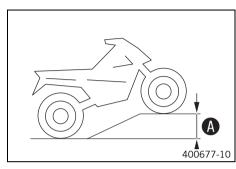
Warning

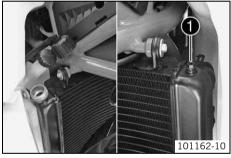
Danger of poisoning Coolant is poisonous and a health hazard.

 Avoid contact between coolant and skin, eyes and clothing. If it gets into your eyes, rinse immediately with water and contact a doctor. Wash affected skin areas immediately with soap and water. If coolant is swallowed, contact a doctor immediately. Change clothes that have come into contact with coolants. Keep coolant out of the reach of children.



- Reset the fuel tank. (
 p. 83)
- Ensure that the drain plug on the radiator and the water pump cover are tightened.
- Remove bleeder screw ①.





Position the vehicle as shown and secure it against rolling. Height difference @ must be reached.

Guideline

| leight difference 🚯 | 50 cm (19.7 in) |
|---------------------|-----------------|

Info

To make sure that all of the air can escape from the cooling system, raise the front of the vehicle. A poorly bled cooling system is less effective at cooling and the engine can overheat.

Remove the radiator cap and pour in coolant until it emerges without bubbles at the vent hole, and then immediately mount and tighten the bleeder screw $\mathbf{0}$.

Alternative 1

Coolant (* p. 194)

Alternative 2

Coolant (mixed ready to use) (p. 194)

- Fill the radiator completely with coolant. Mount the radiator cap.
- Lean the vehicle on the side stand
- Check the coolant level in the compensating tank. (* p. 145)

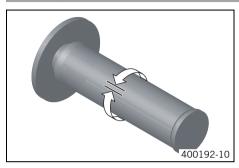
Danger

Danger of poisoning Exhaust gases are poisonous 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 run it until it reaches operating temperature.

- ✓ Six bars of the temperature display light up.
- Stop the engine and allow it to cool down.
- When the engine is cool, check the coolant level in the radiator and add coolant if necessary.
- Check the coolant level in the compensating tank. (* p. 145)
- Position the fuel tank. (* p. 84)

Checking the play in the throttle cable



- Move the handlebar to the straight-ahead position. Move the throttle grip backwards and forwards to ascertain the play in the throttle cable.

| Play in throttle cable3 5 mm (0.12 0.2 in) |
|--|
|--|

- » If the throttle cable play does not meet specifications:
 - Adjust the play in the throttle cable.

 (* p. 152)

Danger

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

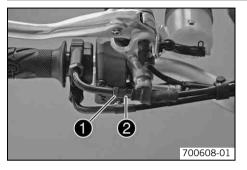
- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.
- Start the engine and let it run idle. Move the handlebar to and fro over the entire steering range.

The idle speed must not change.

- » If the idle speed changes:
 - Adjust the play in the throttle cable.

 (* p. 152)

Adjusting the play in the throttle cable 🔌



- Move the handlebar to the straight-ahead position.
- Use the KTM diagnostics tool to set the throttle stepper motor to the basic position.
- Loosen counter nut **①**.
- Set the play in the throttle cable by turning adjusting screw ②.
 Guideline

| Play in throttle cable | 3 5 mm (0.12 0.2 in) |
|------------------------|----------------------|
|------------------------|----------------------|

Tighten counter nut ①.

Ignition curve plug-in connector



The plug-in connection is located under the seat in front of the fuse box. By disconnecting the plug-in connector, the ignition curve for fuel with an octane rating below 95 (ROZ 95/RON 95/PON 91) is activated. While the engine will have a slightly lower power output, this setting prevents engine damage by hindering spark knocking due to poor fuel quality.

Possible states

- Plug-in connector disconnected Fuel with an octane rating of 80 to 94 (RON) can be used for one tank full.
- Plug-in connector connected Fuel with an octane rating of 95 or higher can be used.

Adjusting the ignition curve to the fuel quality

- Switch off the ignition by turning the ignition key to the **OFF** \otimes position.

To activate the ignition curve for low octane fuel:

Note

Engine damage Low-quality fuel damages the engine.

- Operate the vehicle with fuel with an octane rating below 95 (ROZ 95 / RON 95 / PON 91) for no more than one tank full.
- The ignition curve must be adjusted to low octane fuel.
- Disconnect plug-in connector.
 - Plug-in connector disconnected Fuel with an octane rating of 80 to 94 (RON) can be used for one tank full. (* p. 152)

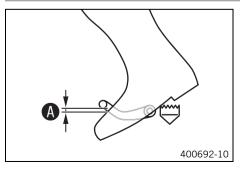
Activate the ignition curve for fuel with an octane rating of 95 or higher (ROZ 95/RON 95/PON 91):

Connect plug-in connector.

✓ Plug-in connector connected – Fuel with an octane rating of 95 or higher can be used. (♥ p. 152)

– Mount the seat. (🕶 p. 82)

Checking the basic position of the shift lever



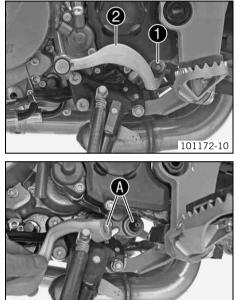
- Sit on the vehicle in the riding position and determine the distance () between the upper edge of your boot and the shift lever.

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

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

 (* p. 154)

Adjusting the basic position of the shift lever 🔧



101173-10

Remove screw $\mathbf{0}$ and remove shift lever $\mathbf{2}$.

- Clean gear teeth () of the shift lever and shift shaft.
- Mount the shift lever on the shift shaft in the required position and engage the gearing.

• Info The

The range of adjustment is limited.

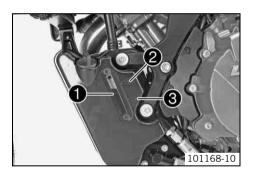
The shift lever must not come into contact with any other vehicle components during the shift procedure.

- Mount and tighten screw.

Guideline

| Screw, shift lever | M6 | 10 Nm (7.4 lbf ft) | Loctite [®] 243™ |
|--------------------|----|-----------------------|---------------------------|
|--------------------|----|-----------------------|---------------------------|

Checking the engine oil level



Danger

Danger of poisoning Exhaust gases are poisonous 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 run it until it reaches operating temperature.
 - ✓ Six bars of the temperature display light up.
- Switch off the engine.
- Park the motorcycle on a horizontal surface in a vertical position (not on the side stand).

Info

After switching off the engine, wait one minute before checking the level.

- Check the engine oil level at oil level viewer **①**.

The engine oil level must be between the upper marking **2** and lower marking **3**.

- » If the engine oil level is not at the specified level:
 - Add engine oil. (🕶 p. 162)

Changing the engine oil and filter, cleaning the oil screens \boldsymbol{A}



- Drain the engine oil and filter, clean the oil screens. 🔌 (🕶 p. 156)
- Fill up with engine oil. 🔧 (🖛 p. 161)

Draining the engine oil and filter, cleaning the oil screens 🔌



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.



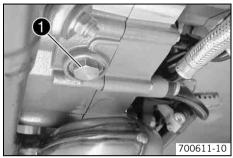
Warning

Environmental hazard Hazardous substances cause environmental damage.

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

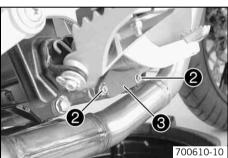
Info

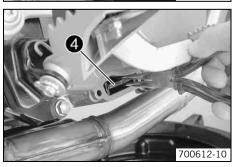
Drain the engine oil only when the engine is warm.



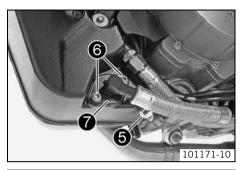
- Place a suitable container under the engine.
- Remove the oil drain plug **1** with the magnet and seal ring.
- Fully drain the engine oil out of the engine.

- Remove screws **2** and cover **3**.

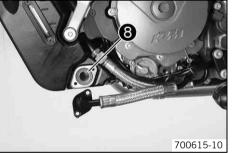


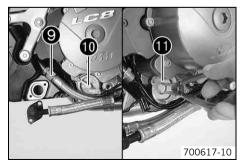


- Pull oil screen **4** out of the engine case with pliers.



- Place a suitable container under the engine.
- Remove oil drain plug 6.
- Fully drain the engine oil out of the oil tank.
- Remove screws ③ and move oil line ⑦ to one side.



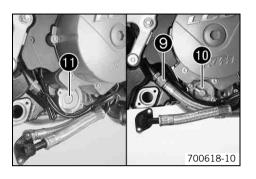


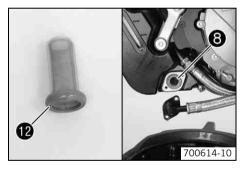
- Pull oil sieve ⁽³⁾ out of the oil tank.

- Remove screw connections **9** and move the oil line to one side.
- Remove screws. Take off oil filter cover **1** with the O-ring.
- Pull oil filter **1** out of the oil filter housing.

Circlip pliers reverse (51012011000)

- Completely drain the engine oil.
- Clean all oil screens and oil drain plugs with a magnet.
- Clean all sealing surfaces.

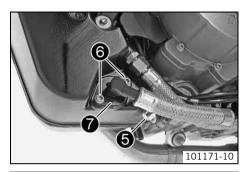


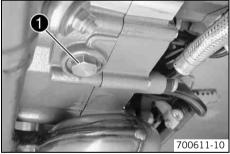


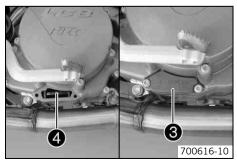
- Insert oil filter ①.
- Lubricate the O-ring of the oil filter cover.

| Remaining engine screws | M5 | 6 Nm (4.4 lbf ft) | |
|---|------------------|------------------------|--|
| Position the oil line. Mount and tighten scre | w cap 9 . | | |
| Guideline | | | |
| Nut, oil line | M16x1.5 | 25 Nm (18.4 lbf ft) | |

- Check seal ring **@** of the oil sieve for damage and correct seating.
- Insert oil sieve ⁽³⁾ into the oil tank.







- Position oil line **1**. Mount and tighten screws **3**.

Guideline

| | Remaining engine screws | M6 | 10 Nm (7.4 lbf ft) | |
|--|-------------------------|---------|--------------------|--|
| Mount oil drain plug S with the magnet and new seal and tighten. | | | | |
| | Guideline | | | |
| | | M10 1 F | | |

| Oil drain plug with magnet | M12x1.5 | 25 Nm (18.4 lbf ft) |
|----------------------------|---------|------------------------|
|----------------------------|---------|------------------------|

 Mount oil drain plug
 with the magnet and new seal ring and tighten. Guideline

| Oil drain plug with magnet | M22x1.5 | 35 Nm (25.8 lbf ft) | |
|----------------------------|---------|------------------------|--|
|----------------------------|---------|------------------------|--|

- Slide oil sieve **4** into the engine case with the **TOP** marking facing up.
- Check the form ring in cover ⁽³⁾ for damage and correct seating.
- Position the cover. Mount and tighten the screws. Guideline

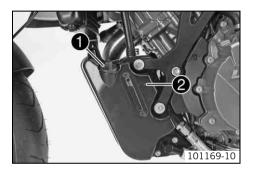
| Screw, clutch cover | M6 | 10 Nm (7.4 lbf ft) |
|---------------------|----|--------------------|
|---------------------|----|--------------------|

160

Filling up with engine oil 🔌

lnfo

Too little engine oil or poor-quality engine oil results in premature wear to the engine.



- The oil must be added in two steps.

| Engine oil | 3.80 I (1.004 US gal) | External temperature: ≥ 0 °C (≥ 32 °F) | Engine oil (SAE 10W/50) (• p. 195) |
|------------|--------------------------|--|--|
| | | External temperature: < 0 °C (< 32 °F) | Engine oil (SAE 5W/40) (& p. 195) |

- Remove plug ① and add engine oil to the top marking ②.
- Mount the plug.



Danger

Danger of poisoning Exhaust gases are poisonous 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 run it until it reaches operating temperature.
 - ✓ Six bars of the temperature display light up.
- Check the lubrication system for leaks.
- Switch off the engine.
- Park the motorcycle on a horizontal surface in a vertical position (not on the side stand).

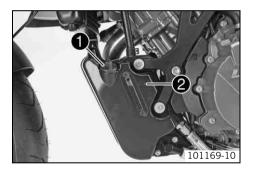
161

- Remove the plug.
- Add engine oil to the top marking **2**.
- Mount the plug.

Adding engine oil

Info

Too little engine oil or poor-quality engine oil results in premature wear to the engine. The engine oil level must be corrected when the engine is warm.



Remove plug ① and add engine oil to the top marking ②.

Condition

External temperature: \geq 0 °C (\geq 32 °F)

Engine oil (SAE 10W/50) (* p. 195)

Condition

```
External temperature: < 0 °C (< 32 °F)
```

Engine oil (SAE 5W/40) (* p. 195)

• Info

For optimal performance of the engine oil, do not mix different types of engine oil.

We recommend changing the engine oil, if necessary.

Mount the plug.

CLEANING, CARE

Cleaning motorcycle

Note

Material damage Damage and destruction of components by high-pressure cleaning equipment.

Never clean the vehicle with high-pressure cleaning equipment or a strong water-jet. The excessive pressure can penetrate electrical
components, socket connects, throttle cables, and bearings, etc., and can damage or destroy these parts.

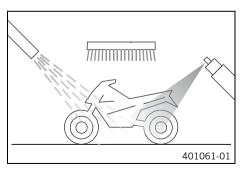
Warning

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.
- 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. 199)

Info

•

Clean the vehicle using warm water containing normal motorcycle cleaner and a soft sponge.

If the vehicle was operated in road salt, clean it with cold water. Warm water would enhance the corrosive effects of salt.

- After the motorcycle has been thoroughly cleaned with a gentle jet of water, it should be dried with compressed air and a cloth.

Warning

Danger of accidents Reduced braking efficiency due to wet or dirty brakes.

- Clean or dry dirty or wet brakes by riding and braking gently.
- After cleaning, ride the vehicle a short distance until the engine warms up, applying the brakes occasionally.

Info

•

- The heat produced causes water at inaccessible positions in the engine and on the brakes to evaporate.
- After the motorcycle has cooled off, lubricate all moving parts and bearings.
- Clean the chain. (* p. 86)
- Treat bare metal parts (except for brake discs and exhaust system) with anti-corrosion materials.

Cleaning and preserving materials for metal, rubber and plastic (* p. 198)

- Treat all painted parts with a mild paint polish.

High-luster polish for paint (* p. 198)

Oil the ignition/steering lock, tank lock, and seat lock.

Universal oil spray (* p. 199)

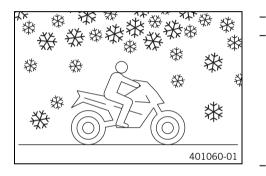
CLEANING, CARE

Protective treatment for winter operation

Info

If you use the motorcycle in winter, you must expect salt on the roads. You should therefore take precautions against aggressive road salt.

If the vehicle was operated in road salt, clean it with cold water. Warm water would enhance the corrosive effects of salt.



- Clean the motorcycle. (🕶 p. 163)
- Treat the engine, the swingarm, and all other bare or galvanized parts (except brake discs) with a wax-based anti-corrosion substance.

Info

i

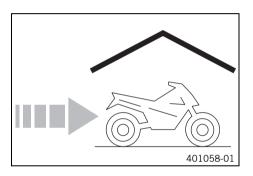
- To prevent serious reduction of the braking efficiency, make sure no anti-corrosion substance gets on to the brake discs. After riding on salted roads, thoroughly wash the motorcycle with cold water and dry it well.
- Clean the chain. (🕶 p. 86)

STORAGE

Storage

Info

If you want to garage the motorcycle for a longer period, take the following actions. 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.



- Make sure the fuel tanks are as empty as possible so that you can fill up with fresh fuel when you put the motorcycle back into operation.
- Clean the motorcycle. (* p. 163)
- Change the engine oil and filter, clean the oil screens. ◀ (♥ p. 156)
- Check the antifreeze and coolant level. (* p. 143)
- Check the tire air pressure. (* p. 112)
- Remove the battery. 🔌 (🕶 p. 114)
- Recharge the battery. 🔌 (🕶 p. 116)

Guideline

| Storage temperature of battery without | 0 35 °C (32 95 °F) |
|--|--------------------|
| direct sunshine | |

 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 front wheel stand. (* p. 79)

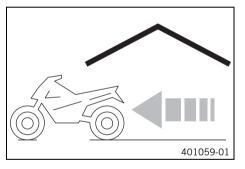
- Cover the motorcycle with a tarp or cover that is permeable to air.

Info

Do not use non-porous materials since they prevent humidity from escaping, thus causing corrosion.

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.

Preparing for use after storage



- Take the motorcycle off of the front wheel stand. (* p. 79)
- Take the motorcycle off of the rear wheel stand. (* p. 80)
- − Recharge the battery. ◀ (♥ p. 116)
- Install the battery. 🔧 (🕶 p. 115)
- Set the clock. (* p. 40)
- Refuel. (* p. 65)
- Take a test ride.

TROUBLESHOOTING

| Faults | Possible cause | Action |
|---|---|---|
| The engine does not turn when the starter button is pressed | Operating error | Carry out the start procedure. (|
| | Battery discharged | – Recharge the battery. 🔌 (🕶 p. 116) |
| | | Check the closed current. |
| | IGNITION, FUEL PUMP, or POWER RELAY fuse blown | Change the fuses of individual power consumers. (* p. 120) |
| | Main fuse burned out | - Change the main fuse. (* p. 118) |
| | Ignition/steering lock or emergency | - Check the emergency OFF switch. 🔧 |
| | OFF switch defective | – Check the ignition/steering lock. 🔧 |
| | Defect in safety start system | – Check the safety start system. 🔧 |
| | Immobilizer control unit not activated | – Activate the immobilizer control unit. 🔧 |
| | Malfunction in CAN bus communica- tion | - Check the CAN bus communication. |
| | Combination instrument defective | Check the combination instrument. |
| | Control unit for electric start lock defective | Check the control unit of the electric start lock. |
| Engine turns only if the clutch lever is | The vehicle is in gear | - Shift the transmission to neutral. |
| drawn | Defect in safety start system | – Check the safety start system. 🔧 |
| Engine turns although a gear is engaged | Defect in safety start system | Check the safety start system. |
| Engine turns but does not start | Coupling of fuel hose connection not connected | Reconnect coupling of fuel hose connection. |
| | Socket connector of cable harness oxi- dized | Clean the socket connector and treat it with con- tact spray. |
| | Defect in fuel injection system | Read out the fault memory using the KTM diag- nostics tool. |

TROUBLESHOOTING

| Faults | Possible cause | Action |
|---|--|---|
| Engine has too little power | Air filter very dirty | – Change the air filter. 🔌 |
| | Defect in fuel injection system | Read out the fault memory using the KTM diag- nostics tool. |
| | Ignition curve for low octane fuel activated | Refuel with fuel with an octane rating of 95 or higher. |
| | | Connect plug-in connector. |
| Engine overheats | Too little coolant in cooling system | Check the cooling system for leaks. |
| | | Check the antifreeze and coolant level. (* p. 143) |
| | Radiator fins very dirty | Clean radiator fins. |
| | Foam formation in cooling system | - Drain the coolant. 🔌 (🕶 p. 147) |
| | | − Fill/bleed the cooling system. ◄ (♥ p. 148) |
| | Buckled or damaged radiator hose | – Change the radiator hose. 🔧 |
| | Fuse FAN blown | Change the fuses of individual power consumers. (* p. 120) |
| | Thermostat defective | - Check the thermostat. 🔺 |
| | Defect in radiator fan system | – Check the radiator fan system. 🔧 |
| | Air in cooling system | − Fill/bleed the cooling system. ◄ (◄ p. 148) |
| Warning lamp FI (MIL) lights up/flashes | Defect in fuel injection system | Read out the fault memory using the KTM diag- nostics tool. |
| Engine dies during a trip | Lack of fuel | – Refuel. (* p. 65) |
| | IGNITION, FUEL PUMP, or POWER RELAY fuse blown | Change the fuses of individual power consumers. (* p. 120) |
| High oil consumption | Engine oil level too high | - Check the engine oil level. (* p. 155) |

TROUBLESHOOTING

| Faults | Possible cause | Action |
|---|--|---|
| High oil consumption | Engine oil too thin (low viscosity) | Change the engine oil and filter, clean the oil screens. ▲ (♥ p. 156) |
| Headlight and parking light are not functioning | Fuse H/L BEAM, POSITION blown | Change the fuses of individual power consumers. (* p. 120) |
| Turn signal, hazard warning flasher, brake light and horn are not functional | Fuse HORN, BRAKE LIGHT, SPEEDO blown | Change the fuses of individual power consumers. (* p. 120) |
| Battery discharged | Ignition not switched off when vehicle was parked | - Recharge the battery. 🔌 (🕶 p. 116) |
| | Battery is not charged by the alternator | – Check the charging voltage. 🔌 |
| Combination instrument shows nothing in the display | Fuse ACC1, CLOCK blown | Change the fuses of individual power consumers. (* p. 120) |
| Speedometer in combination instru- ment not functioning | Wiring harness of wheel revolution counter damaged or plug-in connec- tor oxidized | Check the wheel speed sensor. |

IMMOBILIZER BLINK CODE

| Blink code of immobilizer indica- tor lamp | |
|---|--|
| | 12 Immobilizer indicator lamp flashes 1x short, 1 second pause, 2x short |
| Error level condition | All ignition keys inactive |
| Blink code of immobilizer indica- tor lamp | |
| | 13 Immobilizer indicator lamp flashes 1x short, 1 second pause, 3x short |
| Error level condition | Malfunction, antenna of immobilizer control unit |
| Blink code of immobilizer indica- tor lamp | 14 Immobilizer indicator lamp flashes 1x short, 1 second pause, 4x short |
| Error level condition | Malfunction in transponder of black ignition key |
| Blink code of immobilizer indica- tor lamp | 15 Immobilizer indicator lamp flashes 1x short, 1 second pause, 5x short |
| Error level condition | Black ignition key inactive |
| Blink code of immobilizer indica- tor lamp | 16 Immobilizer indicator lamp flashes 1x short, 1 second pause, 6x short |
| Error level condition | Malfunction, encryption, immobilizer control unit to black ignition key |

IMMOBILIZER BLINK CODE

| Blink code of immobilizer indica- tor lamp | | |
|---|---|--|
| | 21 Immobilizer indicator lamp flashes 2x short, 1 second pause, 1x short | |
| Error level condition | Immobilizer control unit not activated | |
| Blink code of immobilizer indica- tor lamp | | |
| | 31 Immobilizer indicator lamp flashes 3x short, 1 second pause, 1x short | |
| Error level condition | Malfunction, encryption query from EFI control unit to immobilizer control unit | |
| Blink code of immobilizer indica- tor lamp | | |
| | 32 Immobilizer indicator lamp flashes 3x short, 1 second pause, 2x short | |
| Error level condition | Malfunction in CAN bus communication | |
| Blink code of immobilizer indica- tor lamp | Columnative indicator lana flasher (u short | |
| | 60 Immobilizer indicator lamp flashes 6x short | |
| Error level condition | E ² PROM malfunction | |

| Blink code FI of warning lamp (MIL) | FI |
|--|--|
| | 02 Warning lamp FI (MIL) flashes 2x short |
| Error level condition | Circuit ignition pulse generator - circuit fault |
| Blink code FI of warning lamp (MIL) | F |
| | 06 Warning lamp FI (MIL) flashes 6x short |
| Error level condition | Throttle valve sensor circuit A - input signal too low |
| | Throttle valve sensor circuit A - input signal too high |
| Blink code FI of warning lamp (MIL) | FI |
| | 07 Warning lamp FI (MIL) flashes 7x short |
| Error level condition | Throttle position sensor circuit B - input signal too low |
| | Throttle position sensor circuit B - input signal too high |
| Blink code FI of warning lamp (MIL) | F |
| | 09 Warning lamp FI (MIL) flashes 9x short |
| Error level condition | Manifold absolute pressure sensor cylinder 1 - input signal too low |
| | Manifold absolute pressure sensor cylinder 1 - input signal too high |
| Blink code FI of warning lamp (MIL) | F |
| | 11 Warning lamp FI (MIL) flashes 1x long, 1x short |
| Error level condition | Manifold absolute pressure sensor cylinder 2 - input signal too low |
| | Manifold absolute pressure sensor cylinder 2 - input signal too high |

| Blink code FI of warning lamp (MIL) | (FI) | |
|--|---|--|
| | 12 Warning lamp FI (MIL) flashes 1x long, 2x short | |
| Error level condition | Coolant temperature sensor - input signal too low | |
| | Coolant temperature sensor - input signal too high | |
| Blink code FI of warning lamp (MIL) | F | |
| | 13 Warning lamp FI (MIL) flashes 1x long, 3x short | |
| Error level condition | Intake air temperature sensor - input signal too low | |
| | Intake air temperature sensor - input signal too high | |
| Blink code FI of warning lamp (MIL) | F | |
| | 14 Warning lamp FI (MIL) flashes 1x long, 4x short | |
| Error level condition | Ambient air pressure sensor - input signal too low | |
| | Ambient air pressure sensor - input signal too high | |
| Blink code FI of warning lamp (MIL) | F | |
| | 15 Warning lamp FI (MIL) flashes 1x long, 5x short | |
| Error level condition | Rollover sensor (A/D type) - input signal too low | |
| | Rollover sensor (A/D type) - input signal too high | |
| Blink code FI of warning lamp (MIL) | F | |
| | 17 Warning lamp FI (MIL) flashes 1x long, 7x short | |
| Error level condition | Lambda sensor cylinder 1, sensor 1 - circuit fault | |

| Blink code FI of warning lamp (MIL) | FI |
|--|--|
| | 18 Warning lamp FI (MIL) flashes 1x long, 8x short |
| Error level condition | Lambda sensor cylinder 2, sensor 1 - circuit fault |
| Blink code FI of warning lamp (MIL) | FI |
| | 24 Warning lamp FI (MIL) flashes 2x long, 4x short |
| Error level condition | Power supply - circuit fault |
| Blink code FI of warning lamp (MIL) | FI |
| | 25 Warning lamp FI (MIL) flashes 2x long, 5x short |
| Error level condition | Side stand (A/D type) - malfunction in circuit |
| Blink code FI of warning lamp (MIL) | F |
| | 33 Warning lamp FI (MIL) flashes 3x long, 3x short |
| Error level condition | Injector cylinder 1 - circuit fault |
| Blink code FI of warning lamp (MIL) | F |
| | 34 Warning lamp FI (MIL) flashes 3x long, 4x short |
| Error level condition | Injector cylinder 2 - circuit fault |

| Blink code FI of warning lamp (MIL) | (FI) |
|--|---|
| | 37 Warning lamp FI (MIL) flashes 3x long, 7x short |
| Error level condition | Ignition coil 1, cylinder 1 - circuit fault |
| Blink code FI of warning lamp (MIL) | F |
| | 38 Warning lamp FI (MIL) flashes 3x long, 8x short |
| Error level condition | Ignition coil 1, cylinder 2 - circuit fault |
| Blink code FI of warning lamp (MIL) | FI |
| | 41 Warning lamp FI (MIL) flashes 4x long, 1x short |
| Error level condition | Fuel pump control - interruption/short circuit to ground |
| | Fuel pump control - input signal too high |
| Blink code FI of warning lamp (MIL) | F |
| | 45 FI Warning lamp (MIL) flashes 4x long, 5x short |
| Error level condition | Heating lambda sensor cylinder 1, sensor 1 - interruption/short circuit to ground |
| | Heating lambda sensor cylinder 1, sensor 1 - input signal too high |
| Blink code FI of warning lamp (MIL) | F |
| | 46 Warning lamp FI (MIL) flashes 4x long, 6x short |
| Error level condition | Heating lambda sensor cylinder 2, sensor 1 - interruption/short circuit to ground |
| | Heating lambda sensor cylinder 2, sensor 1 - input signal too high |

| Blink code FI of warning lamp (MIL) | (FI) | |
|--|--|--|
| | 49 Warning lamp FI (MIL) flashes 4x long, 9x short | |
| Error level condition | Motor drive circuit A - circuit fault | |
| Blink code FI of warning lamp (MIL) | F | |
| | 50 Warning lamp FI (MIL) flashes 5x long | |
| Error level condition | Motor drive circuit B - circuit fault | |
| Blink code FI of warning lamp (MIL) | (F) | |
| | 53 Warning lamp FI (MIL) flashes 5x long, 3x short | |
| Error level condition | Fuel evaporation system - short circuit to ground or open circuit | |
| | Fuel evaporation system - input signal too high | |
| Blink code FI of warning lamp (MIL) | F | |
| | 54 Warning lamp FI (MIL) flashes 5x long, 4x short | |
| Error level condition | Secondary air valve - interruption/short circuit to ground | |
| | Secondary air valve - input signal too high | |
| Blink code FI of warning lamp (MIL) | F | |
| | 68 Warning lamp FI (MIL) flashes 6x long, 8x short | |
| Error level condition | Manifold absolute pressure sensor cylinder 1 - connection leaks | |

| Blink code FI of warning lamp (MIL) | F |
|--|--|
| | 69 Warning lamp FI (MIL) flashes 6x long, 9x short |
| Error level condition | Manifold absolute pressure sensor cylinder 2 - connection leaks |
| Blink code FI of warning lamp (MIL) | E) 81 Warning lamp FI (MIL) flashes 8x long, 1x short |
| Error level condition | Immobilizer control unit - circuit fault |
| Blink code FI of warning lamp (MIL) | FI 91 Warning lamp FI (MIL) flashes 9x long, 1x short |
| Error level condition | Malfunction in CAN bus communication |

TECHNICAL DATA - ENGINE

| Design | 2-cylinder 4-stroke Otto motor, 75° V arrangement, water-cooled |
|---------------------------|---|
| Displacement | 999 cm ³ (60.96 cu in) |
| Stroke | 62.4 mm (2.457 in) |
| Bore | 101 mm (3.98 in) |
| Compression ratio | 11.5:1 |
| Control | DOHC, 4 valves per cylinder, chain-driven |
| Valve - diameter | |
| Exhaust | 33 mm (1.3 in) |
| Intake | 38 mm (1.5 in) |
| Valve clearance | |
| Exhaust at: 20 °C (68 °F) | 0.25 0.30 mm (0.0098 0.0118 in) |
| Intake at: 20 °C (68 °F) | 0.10 0.15 mm (0.0039 0.0059 in) |
| Crankshaft bearing | Sleeve bearing |
| Conrod bearing | Sleeve bearing |
| Piston | Forged light alloy |
| Piston ring | 1 L-ring, 1 tapered compression piston ring, 1 oil scraper ring |
| Engine lubrication | Dry sump lubrication system with two rotor pumps |
| Primary transmission | 35:67 |
| Clutch | Multidisc clutch in oil bath/hydraulically activated |
| Transmission | 6-gears, claw-shifted |
| Transmission ratio | |
| 1st gear | 12:35 |
| 2nd gear | 15:32 |
| 3rd gear | 18:30 |
| 4th gear | 20:27 |

TECHNICAL DATA - ENGINE

| 5th gear | 24:27 | |
|--------------------------|---|--|
| 6th gear | 27:26 | |
| Mixture preparation | Electronic fuel injection | |
| Ignition system | Contactless controlled fully electronic ignition with digital ignition adjustment | |
| Alternator | 12 V, 450 W | |
| Spark plug | NGK LKAR8BI9 | |
| Spark plug electrode gap | 0.8 mm (0.031 in) | |
| Cooling | Water cooling, permanent circulation of coolant by water pump | |
| Idle speed | 1,400 1,500 rpm | |
| Cold start device | Electric starter | |

Capacity- engine oil

| Engine oil3.80 (1.004 US gal) | 3.80 I (1.004 US gal) | External temperature: ≥ 0 °C (≥ 32 °F) | Engine oil (SAE 10W/50) (• p. 195) |
|---------------------------------|-----------------------|---|---|
| | | External temperature: < 0 °C (< 32 °F) | Engine oil (SAE 5W/40) (• p. 195) |

| Capacity - coolant | | |
|--------------------|-------------------|--|
| Coolant | 2.30 I (2.43 qt.) | Coolant (🕶 p. 194) |
| | | Coolant (mixed ready to use) (P. 194) |

| Hose clip, intake flange | M4 | 1.5 Nm (1.11 lbf ft) | - |
|---|----|----------------------|---------------------------|
| Oil jet | M4 | 6 Nm (4.4 lbf ft) | Loctite [®] 243™ |
| Remaining engine screws | M5 | 6 Nm (4.4 lbf ft) | - |
| Screw, bearing retainer | M5 | 6 Nm (4.4 lbf ft) | Loctite [®] 243™ |
| Screw, connecting angle on valve cover | M5 | 3 Nm (2.2 lbf ft) | Loctite [®] 243™ |
| Screw, gear sensor | M5 | 3 Nm (2.2 lbf ft) | Loctite [®] 243™ |
| Screw, locking lever | M5 | 6 Nm (4.4 lbf ft) | Loctite [®] 243™ |
| Nut, cylinder head | M6 | 8 Nm (5.9 lbf ft) | - |
| Plug, vacuum connection | M6 | 5 Nm (3.7 lbf ft) | Loctite [®] 243™ |
| Remaining engine screws | M6 | 10 Nm (7.4 lbf ft) | - |
| Screw in alternator cover | M6 | 10 Nm (7.4 lbf ft) | - |
| Screw, bearing bolt in alternator cover | M6 | 10 Nm (7.4 lbf ft) | Loctite [®] 243™ |
| Screw, camshaft bearing support | M6 | 10 Nm (7.4 lbf ft) | - |
| Screw, clutch cover | M6 | 10 Nm (7.4 lbf ft) | - |
| Screw, clutch spring | M6 | 10 Nm (7.4 lbf ft) | - |
| Screw, engine case | M6 | 10 Nm (7.4 lbf ft) | - |
| Screw, freewheel holder | M6 | 10 Nm (7.4 lbf ft) | Loctite [®] 243™ |
| Screw, freewheel ring | M6 | 13 Nm (9.6 lbf ft) | Loctite [®] 648™ |
| Screw, oil pump housing | M6 | 10 Nm (7.4 lbf ft) | Loctite [®] 243™ |
| Screw, pulse generator | M6 | 10 Nm (7.4 lbf ft) | Loctite [®] 243™ |
| Screw, shift drum locating | M6 | 10 Nm (7.4 lbf ft) | Loctite [®] 243™ |
| Screw, shift lever | M6 | 10 Nm (7.4 lbf ft) | Loctite [®] 243™ |
| Screw, starter motor | M6 | 10 Nm (7.4 lbf ft) | - |
| Screw, stator | M6 | 10 Nm (7.4 lbf ft) | Loctite [®] 243™ |

| Screw, valve cover | M6 | 10 Nm (7.4 lbf ft) | - |
|--|---------|---|---|
| Screw, water pump cover | M6 | 10 Nm (7.4 lbf ft) | - |
| Screw, water pump wheel | M6 | 10 Nm (7.4 lbf ft) | Loctite [®] 243™ |
| Stud, cylinder head in cylinder | M6 | | Loctite [®] 243™ |
| Stud, cylinder head in engine case | M6 | 10 Nm (7.4 lbf ft) | - |
| Vacuum connection | M6 | 5 Nm (3.7 lbf ft) | Loctite [®] 243™ |
| Oil jet | M6x0.75 | 4 Nm (3 lbf ft) | Loctite [®] 243™ |
| Bearing bolt, timing chain guide rail | M8 | 15 Nm (11.1 lbf ft) | Loctite [®] 243™ |
| Bearing bolt, timing chain tensioning rail | M8 | 20 Nm (14.8 lbf ft) | Loctite [®] 243™ |
| Screw, camshaft bearing support | M8 | Step 1 10 Nm (7.4 lbf ft) Step 2 18 Nm (13.3 lbf ft) | - |
| Screw, clutch cover | M8 | 15 Nm (11.1 lbf ft) | - |
| Screw, cylinder head | M8 | Step 1 18 Nm (13.3 lbf ft) Step 2 23 Nm (17 lbf ft) | Loctite [®] 243™ |
| Stud, exhaust flange | M8 | 15 Nm (11.1 lbf ft) | - |
| Bearing bolt, timing gears | M10 | 30 Nm (22.1 lbf ft) | - |
| Nut, cylinder head (exterior) | M10 | Step 1 23 Nm (17 lbf ft) Step 2 | Only applies when using: Box wrench attachment 13mm (60029081000) |
| | | 34 Nm (25.1 lbf ft) | Lubricated with engine oil |

| Nut, cylinder head on chain shaft | M10 | Step 1 25 Nm (18.4 lbf ft) Step 2 38 Nm (28 lbf ft) | Lubricated with engine oil |
|------------------------------------|----------|---|----------------------------|
| Plug, clutch lubrication | M10 | 15 Nm (11.1 lbf ft) | - |
| Stud, cylinder head in engine case | M10 | 20 Nm (14.8 lbf ft) | - |
| Oil pressure sensor | M10x1 | 10 Nm (7.4 lbf ft) | - |
| Screw, conrod bearing | M1Ox1 | Step 1 25 Nm (18.4 lbf ft) Step 2 30 Nm (22.1 lbf ft) Step 3 60° | _ |
| Spark plug | M12x1.25 | 18 Nm (13.3 lbf ft) | - |
| Coolant temperature sensor | M12x1.5 | 12 Nm (8.9 lbf ft) | - |
| Plus, cylinder head (2nd cylinder) | M12x1.5 | 25 Nm (18.4 lbf ft) | - |
| Plug, oil filter housing | M14x1.5 | 15 Nm (11.1 lbf ft) | Loctite [®] 243™ |
| Bleeder flange, alternator cover | M16x1.5 | 10 Nm (7.4 lbf ft) | Loctite [®] 243™ |
| Plug, timing-chain tensioner | M16x1.5 | 20 Nm (14.8 lbf ft) | - |
| Rotor screw | M16x1.5 | 150 Nm (110.6 lbf ft) | Loctite [®] 243™ |
| Nut, balancer shaft | M20x1.5 | 120 Nm (88.5 lbf ft) | Loctite [®] 243™ |
| Nut, engine sprocket | M20x1.5 | 100 Nm (73.8 lbf ft) | Loctite [®] 243™ |
| Screw-in fitting, cooling system | M20x1.5 | 10 Nm (7.4 lbf ft) | Loctite [®] 577 |
| Nut, inner clutch hub | M22x1.5 | 130 Nm (95.9 lbf ft) | Loctite [®] 243™ |
| Oil drain plug with magnet | M22x1.5 | 35 Nm (25.8 lbf ft) | - |
| Screw in alternator cover | M24x1.5 | 8 Nm (5.9 lbf ft) | - |

| Nut, primary gear | M33LHx1.5 | 130 Nm (95.9 lbf ft) | Loctite [®] 243™ |
|-------------------|-----------|----------------------|---------------------------|
|-------------------|-----------|----------------------|---------------------------|

TECHNICAL DATA - CHASSIS

| Frame | Lattice frame made of chrome molybdenum steel tubing, powder- |
|---|---|
| | coated |
| Fork | WP Suspension Up Side Down 4860 ROMA PA |
| Shock absorber | WP Suspension 4618 BAVP DCC |
| Suspension travel | · |
| Front | 160 mm (6.3 in) |
| Rear | 180 mm (7.09 in) |
| Brake system | · |
| Front | Double disc brake with radially screwed four-piston brake calipers, float-mounted brake discs |
| Rear | Single disc brake with dual-piston brake caliper, rigid-mounted brake disc |
| Brake discs - diameter | |
| Front | 305 mm (12.01 in) |
| Rear | 240 mm (9.45 in) |
| Brake discs - wear limit | · |
| Front | 4.5 mm (0.177 in) |
| Brake disc - wear limit | · |
| Rear | 4.5 mm (0.177 in) |
| Tire air pressure, solo | |
| Front | 2.2 bar (32 psi) |
| Rear | 2.2 bar (32 psi) |
| Tire air pressure with passenger/full payload | · |
| Front | 2.4 bar (35 psi) |
| Rear | 2.5 bar (36 psi) |

TECHNICAL DATA - CHASSIS

| Secondary drive ratio | 17:41 |
|-------------------------------------|-----------------------------|
| Chain | 5/8 x 5/16" X-ring |
| Steering head angle | 65.6° |
| Wheelbase | 1,505±15 mm (59.25±0.59 in) |
| Seat height, unloaded | 875 mm (34.45 in) |
| Ground clearance, unloaded | 195 mm (7.68 in) |
| Weight without fuel, approx. | 189 kg (417 lb.) |
| Maximum permissible front axle load | 160 kg (353 lb.) |
| Maximum permissible rear axle load | 250 kg (551 lb.) |
| Maximum permissible total weight | 400 kg (882 lb.) |

| Battery | YTZ14S | Battery voltage: 12 V Nominal capacity: 11.2 Ah maintenance-free |
|---------|-------------|--|
| Fuse | 58011109110 | 10 A |
| Fuse | 58011109115 | 15 A |
| Fuse | 58011109130 | 30 A |

Lighting equipment

| Low beam/high beam | H4/socket P43t | 12 V 60/55 W |
|---------------------------------------|----------------------|-----------------|
| Parking light | W5W/socket W2.1x9.5d | 12 V 5 W |
| Instrument lights and indicator lamps | LED | |
| Turn signal | RY10W/socket BAU15s | 12 V 10 W |

TECHNICAL DATA - CHASSIS

| Tail light | W5W/socket W2.1x9.5d | 12 V 5 W |
|--------------------|----------------------|--------------|
| Brake light | P21W/socket BA15s | 12 V 21 W |
| License plate lamp | W5W/socket W2.1x9.5d | 12 V 5 W |

Tires

| Front tire | Rear tire |
|---|--|
| 120/70 ZR 17 M/C 58W TL Pirelli DRAGON SUPERCORSA PRO | 180/55 ZR 17 M/C 73W TL Pirelli DRAGON SUPERCORSA PRO |
| Additional information is available in the Service section under: http://www.ktm.com | |

Capacity - fuel

| Total fuel tank capacity, approx. | 15 I (4 US gal) | Super unleaded (ROZ 95 / RON 95 / PON 91) (* p. 197) |
|-----------------------------------|-----------------|--|
| Fuel reserve, approx. | | 3.5 (3.7 qt.) |

TECHNICAL DATA - FORK

| Fork part number | | 14.18.7E.21 | | |
|--------------------------------------|------------------------|---|--|--|
| Fork | | WP Suspension Up Side Down 4860 ROMA PA | | |
| Compression damping | | | | |
| Comfort | | 20 clicks | | |
| Standard | | 15 clicks | | |
| Sport | | 10 clicks | | |
| Full payload | | 10 clicks | | |
| Rebound damping | | | | |
| Comfort | | 20 clicks | | |
| Standard | | 15 clicks | | |
| Sport | | 10 clicks | | |
| Full payload | | 10 clicks | | |
| Spring preload - Preload Adjust | ster | | | |
| Comfort | | 5 turns | | |
| Standard | | 5 turns | | |
| Sport | | 3 turns | | |
| Full payload | | 3 turns | | |
| Spring length with preload spacer(s) | | 386 mm (15.2 in) | | |
| Spring rate | | | | |
| Medium (standard) | | 7.5 N/mm (42.8 lb/in) | | |
| Fork length | | 877 mm (34.53 in) | | |
| Air chamber length | | 100±20 mm (3.94±0.79 in) | | |
| Fork oil per fork leg | 750 ml (25.36 fl. oz.) | Fork oil (SAE 5) (🕶 p. 196) | | |

TECHNICAL DATA - SHOCK ABSORBER

| Shock absorber part number | 15.18.7E.03 | |
|---------------------------------|-----------------------------|--|
| Shock absorber | WP Suspension 4618 BAVP DCC | |
| Compression damping, low-speed | · · · · · · | |
| Comfort | 25 clicks | |
| Standard | 20 clicks | |
| Sport | 15 clicks | |
| Full payload | 15 clicks | |
| Compression damping, high-speed | | |
| Comfort | 2 turns | |
| Standard | 1.5 turns | |
| Sport | 1 turn | |
| Full payload | 1 turn | |
| Rebound damping | | |
| Comfort | 20 clicks | |
| Standard | 15 clicks | |
| Sport | 10 clicks | |
| Full payload | 10 clicks | |
| Spring preload | | |
| Comfort | 11 mm (0.43 in) | |
| Standard | 11 mm (0.43 in) | |
| Sport | 11 mm (0.43 in) | |
| Full payload | 13 mm (0.51 in) | |
| Spring rate | · | |
| Medium (standard) | 140 N/mm (799 lb/in) | |
| Spring length | 200 mm (7.87 in) | |

TECHNICAL DATA - SHOCK ABSORBER

| Gas pressure | 10 bar (145 psi) |
|----------------------|--|
| Static sag | 20 mm (0.79 in) |
| Fitted length | 372 mm (14.65 in) |
| Shock absorber fluid | Shock absorber oil (SAE 2,5) (50180342S1) (* p. 196) |

TECHNICAL DATA - CHASSIS TIGHTENING TORQUES

| Screw, rear side part | EJOT | Initial screw connection 3.3 Nm (2.43 lbf ft) Subsequent screw connec- tion 2 Nm (1.5 lbf ft) | - |
|--------------------------------------|------|---|---------------------------|
| Screw, side stand switch | M4 | 2 Nm (1.5 lbf ft) | Loctite [®] 243™ |
| Remaining chassis screws | M5 | 5 Nm (3.7 lbf ft) | - |
| Screw, chain sliding guard | M5 | 5 Nm (3.7 lbf ft) | - |
| Screw, closure flange, fuel tank | M5 | 3.3 Nm (2.43 lbf ft) | - |
| Screw, engine oil level viewer | M5 | 3.3 Nm (2.43 lbf ft) | - |
| Screw, foot brake lever stub | M5 | 6 Nm (4.4 lbf ft) | Loctite [®] 243™ |
| Nut, tail light | M6 | 8 Nm (5.9 lbf ft) | - |
| Remaining chassis nuts | M6 | 15 Nm (11.1 lbf ft) | - |
| Remaining chassis screws | M6 | 10 Nm (7.4 lbf ft) | - |
| Screw, chain sliding guard | M6 | 6 Nm (4.4 lbf ft) | Loctite [®] 243™ |
| Screw, foot brake cylinder | M6 | 10 Nm (7.4 lbf ft) | Loctite [®] 243™ |
| Screw, fuel pump | M6 | 6 Nm (4.4 lbf ft) | - |
| Screw, fuel tap | M6 | 6 Nm (4.4 lbf ft) | - |
| Screw, magnetic holder on side stand | M6 | 6 Nm (4.4 lbf ft) | Loctite [®] 243™ |
| Screw, seat bracket, fuel tank | M6 | 3.3 Nm (2.43 lbf ft) | - |
| Screw, splash protector | M6 | 6 Nm (4.4 lbf ft) | Loctite [®] 243™ |
| Screw, spoiler | M6 | 3.3 Nm (2.43 lbf ft) | - |
| Remaining chassis nuts | M8 | 30 Nm (22.1 lbf ft) | - |
| Remaining chassis screws | M8 | 25 Nm (18.4 lbf ft) | - |
| Screw, bottom triple clamp | M8 | 15 Nm (11.1 lbf ft) | - |

TECHNICAL DATA - CHASSIS TIGHTENING TORQUES

| Screw, exhaust clamp on main silencer | M8 | 20 Nm (14.8 lbf ft) | - |
|---|----------|---------------------|---------------------------|
| Screw, exhaust clamp on manifold | M8 | 35 Nm (25.8 lbf ft) | - |
| Screw, fork stub | M8 | 15 Nm (11.1 lbf ft) | - |
| Screw, front brake disc | M8 | 30 Nm (22.1 lbf ft) | Loctite [®] 243™ |
| Screw, handlebar clamp | M8 | 20 Nm (14.8 lbf ft) | - |
| Screw, handrail | M8 | 20 Nm (14.8 lbf ft) | - |
| Screw, ignition lock (ratchet screw) | M8 | | Loctite [®] 243™ |
| Screw, rear brake disc | M8 | 30 Nm (22.1 lbf ft) | Loctite [®] 243™ |
| Screw, rear footrest bracket | M8 | 25 Nm (18.4 lbf ft) | Loctite [®] 243™ |
| Screw, side stand holder | M8 | 25 Nm (18.4 lbf ft) | Loctite [®] 243™ |
| Screw, steering stem | M8 | 20 Nm (14.8 lbf ft) | - |
| Screw, top triple clamp | M8 | 20 Nm (14.8 lbf ft) | - |
| Engine carrying screw | M10 | 45 Nm (33.2 lbf ft) | - |
| Remaining chassis nuts | M10 | 50 Nm (36.9 lbf ft) | - |
| Remaining frame bolts | M10 | 45 Nm (33.2 lbf ft) | - |
| Screw, handlebar support | M10 | 20 Nm (14.8 lbf ft) | - |
| Screw, side stand | M10 | 35 Nm (25.8 lbf ft) | Loctite [®] 243™ |
| Screw, side stand bracket | M10 | 45 Nm (33.2 lbf ft) | Loctite [®] 243™ |
| Screw connection, rear hub shock absorber/rear sprocket | M10x1.25 | 50 Nm (36.9 lbf ft) | Loctite [®] 243™ |
| Screw, front brake caliper | M10x1.25 | 45 Nm (33.2 lbf ft) | Loctite [®] 243™ |
| Screw, lower subframe | M10x1.25 | 45 Nm (33.2 lbf ft) | Loctite [®] 243™ |
| Screw, upper subframe | M10x1.25 | 45 Nm (33.2 lbf ft) | Loctite [®] 243™ |
| Oil drain plug with magnet | M12x1.5 | 25 Nm (18.4 lbf ft) | _ |

TECHNICAL DATA - CHASSIS TIGHTENING TORQUES

| Screw connection, suction line | M14x1.5 | 45 Nm (33.2 lbf ft) | Loctite [®] 577 |
|--------------------------------|---------|----------------------|--------------------------|
| Screw, bottom shock absorber | M14x1.5 | 80 Nm (59 lbf ft) | Thread greased |
| Screw, top shock absorber | M14x1.5 | 80 Nm (59 lbf ft) | Thread greased |
| Nut, oil line | M16x1.5 | 25 Nm (18.4 lbf ft) | - |
| Nut, swingarm pivot | M19x1.5 | 130 Nm (95.9 lbf ft) | Thread greased |
| Screw, steering head | M20x1.5 | 12 Nm (8.9 lbf ft) | - |
| Bolt, front axle | M25x1.5 | 45 Nm (33.2 lbf ft) | - |
| Nut, rear wheel spindle | M25x1.5 | 90 Nm (66.4 lbf ft) | Thread greased |

Brake fluid DOT 4 / DOT 5.1

According to

– DOT

Guideline

Use only brake fluid that complies with the specified standard (see specifications on the container) and that possesses the corresponding properties. KTM recommends Castrol and Motorex[®] products.

Supplier

Castrol

- RESPONSE BRAKE FLUID SUPER DOT 4

Motorex®

Brake Fluid DOT 5.1

Coolant

Guideline

Use only suitable coolant (also in countries with high temperatures). Use of low-quality antifreeze can lead to corrosion and foaming.
 KTM recommends Motorex[®] products.

Mixture ratio

| Antifreeze protection: -2545 °C (-13 | 50 % corrosion inhibitor/antifreeze |
|--------------------------------------|-------------------------------------|
| -49 °F) | 50 % distilled water |

Coolant (mixed ready to use)

| Antifreeze -40 °C (-40 °F) |
|----------------------------|
|----------------------------|

Supplier

Motorex[®]

Anti Freeze

Engine oil (SAE 10W/50)

According to

- JASO T903 MA (🕶 p. 200)
- SAE (🕶 p. 200) (SAE 10W/50)

Guideline

Use only engine oils that comply with the specified standards (see specifications on the container) and that possess the corresponding
properties. KTM recommends Motorex[®] products.

Fully synthetic engine oil

Supplier

Motorex®

Power Synt 4T

Engine oil (SAE 5W/40)

According to

- JASO T903 MA (* p. 200)
- SAE (* p. 200) (SAE 5W/40)

Guideline

Use only engine oils that comply with the specified standards (see specifications on the container) and that possess the corresponding
properties. KTM recommends Motorex[®] products.

Synthetic engine oil

Supplier Motorex®

Power Synt 4T

Fork oil (SAE 5)

According to

– SAE (* p. 200) (SAE 5)

Guideline

 Use only oils that comply with the specified standards (see specifications on the container) and that possess the corresponding properties. KTM recommends Motorex[®] products.

Supplier

Motorex®

Racing Fork Oil

Hydraulic fluid (15)

According to

– ISO VG (15)

Guideline

Use only hydraulic oil that complies with the specified standard (see specifications on the container) and that possesses the corresponding properties. KTM recommends Motorex[®] products.

Supplier

Motorex®

– Hydraulic Fluid 75

Shock absorber oil (SAE 2,5) (50180342S1)

According to

– SAE (🕶 p. 200) (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)

According to

– DIN EN 228 (ROZ 95 / RON 95 / PON 91)

AUXILIARY SUBSTANCES

Chain cleaner

Guideline

- KTM recommends **Motorex**[®] products.

Supplier

Motorex®

– Chain Clean

Chain lube for road use

Guideline

KTM recommends Motorex[®] products.

Supplier

Motorex®

- Chainlube Road

Cleaning and preserving materials for metal, rubber and plastic

Guideline

- KTM recommends Motorex® products.

Supplier

Motorex®

Protect & Shine

High-luster polish for paint

Guideline

KTM recommends Motorex[®] products.

Supplier

Motorex®

Moto Polish

AUXILIARY SUBSTANCES

Long-life grease

Guideline

- KTM recommends **Motorex[®]** products.

Supplier

Motorex®

- Bike Grease 2000

Motorcycle cleaner

Guideline

- KTM recommends **Motorex®** products.

Supplier

Motorex®

- Moto Clean 900

Universal oil spray

Guideline

- KTM recommends **Motorex**[®] products.

Supplier

Motorex®

Joker 440 Synthetic

STANDARDS

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. With 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.

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