# SETUP INSTRUCTIONS 2012

WWW.KTM.COM

## 1190 RC8 R EU/UK
## 1190 RC8 R FR
## 1190 RC8 R JP
## 1190 RC8 R USA

Art. no. 3211892en


KTM

# INTRODUCTION



The work described in these setup instructions must be performed before the vehicle is delivered to the customer.

Read the setup instructions in their entirety before beginning work.

Print out the current **PDI** form found on the **KTM DEALER.NET**.

These setup instructions were written to correspond to the latest state of this series. We reserve the right to make changes in the interest of technical advancement without at the same time updating this manual.
We shall not provide a description of general workshop methods. Likewise, safety rules that apply in a workshop are not specified here. It is assumed that the work will be performed by a fully trained mechanic.

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 belong to the regular scope of delivery.



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Issued by: TÜV Management Service

REG.NO. 12 100 6061

KTM-Sportmotorcycle AG
5230 Mattighofen, Austria

# 1 MEANS OF REPRESENTATION



## 1.1 Symbols used

The meaning of specific symbols is described below.

| | |
|---|---|
| ✓ | Indicates an expected reaction (e.g. of a work step or a function). |
| ✗ | Indicates an unexpected reaction (e.g. of a work step or a function). |
| ☛ | Indicates a page reference (more information is provided on the specified page). |
| i | Indicates information with more details or tips. |
| » | Indicates the result of a testing step. |
| V | Denotes a voltage measurement. |
| A | Denotes a current measurement. |
| Ω | Denotes a resistance measurement. |

## 1.2 Formats used

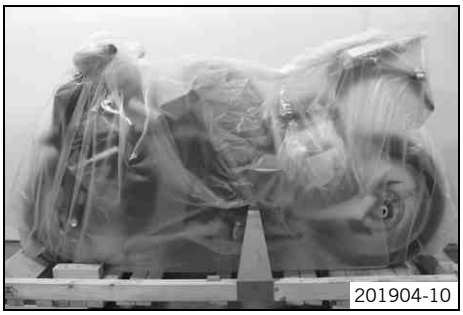
The typographical formats used in this document are explained below.

| | |
|---|---|
| **Proprietary name** | Identifies a proprietary name. |
| **Name®** | Identifies a protected name. |
| **Brand™** | Identifies a trademark. |

## 2.1 Unpacking and setting up the vehicle

**Preparatory work**

– Remove the carton.



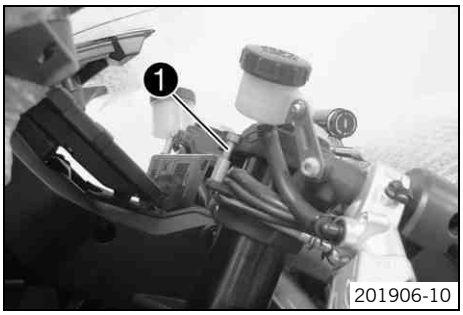

**Main work**

– Remove the adhesive tape in the upper area of the motorcycle.


– Roll down the film at the sides.

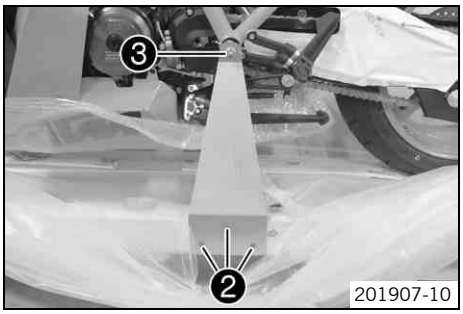
> **Info**
> To avoid damaging the motorcycle during unpacking, leave the other films on the vehicle until you have finished work on the vehicle.

– Remove the separate enclosure from the seat.
– Unpack the separate enclosure and check that it is complete based on the enclosure list.
– Check the vehicle for transport damage.



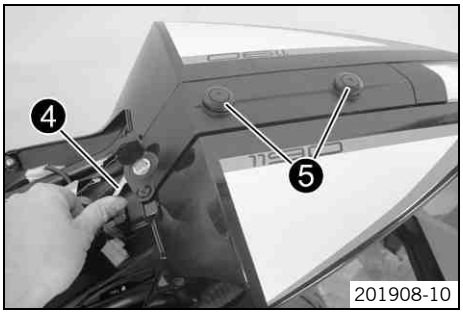

– Remove screw ❶ with the distance sleeve from both handlebar stubs.
– Adjust the handlebar height/position. (☛ p. 5)

> **Info**
> Mount the handlebar stubs in the low position.

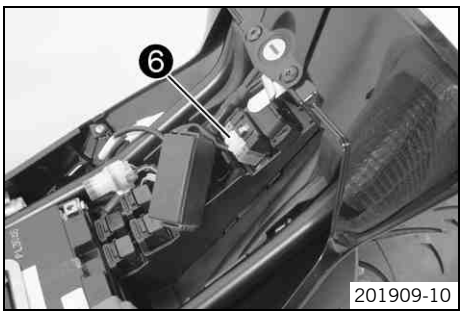



– An assistant holds the motorcycle.
– Remove screws ❷ of the retaining bracket on both sides.
– Remove nut ❸.
– Remove the retaining bracket and threaded rod on both sides.
– Push the motorcycle off of the pallet.

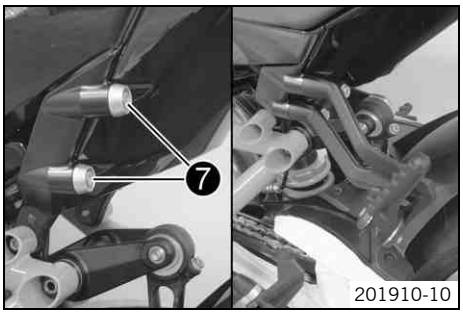

– Mount the reflector.




– Remove the seat. (☛ p. 7)
– Activate lever ❹.
– Remove locking caps ❺.
– Mount the passenger seat. (☛ p. 7)




– Recharge the battery. (☛ p. 8)
– Pull the fuse box out of the holder. Plug in connector ❻. Mount the fuse box again.
– Store the tool set below the seat (except USA).
– Fit the seat. (☛ p. 7)




– Remove screws ❼ and the bushings on both sides.
– Mount the passenger footrests on both sides with the screws from the separate enclosure.

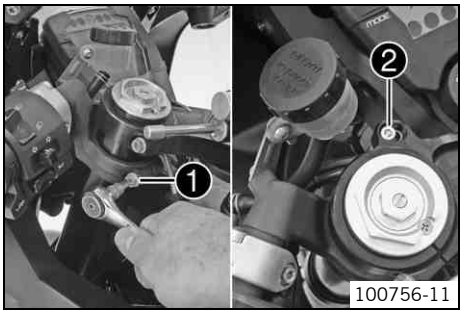
  Guideline

| | | |
|---|---|---|
| Screw, rear footrest bracket | M8 | 25 Nm<br>(18.4 lbf ft) |

– Remove the remaining films.
– Fill up with fuel. (☛ p. 9)
– Set the kilometers/miles **SET KM/MILES**. (☛ p. 10)
– Set the clock with **SET CLOCK**. (☛ p. 11)
– Print out the current **PDI** form found on **KTM DEALER.NET** and perform the delivery inspection.
– Perform a fault memory query.

## 3.1 Adjusting the handlebar height/position

**Info**
The handlebar stub position must be identical on the left and right of the vehicle.

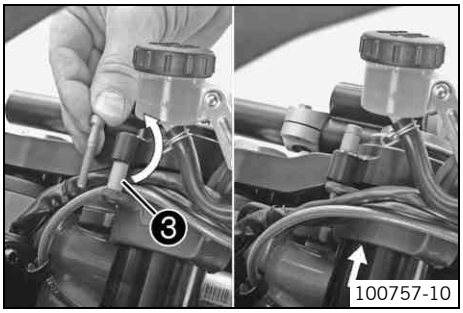



**Adjusting the high position of the handlebar stubs:**

– Loosen screw ❶.

**Info**
Loosen the screw several turns to prevent damage to the fork paint when moving the handlebar stub.

– Remove screw ❷.




– Remove distance sleeve ❸.
– All cables routed under the upper triple clamp must now be routed under the handlebar stub.
– Push the handlebar stub carefully up to the upper triple clamp. Watch out for the handlebar position difference.

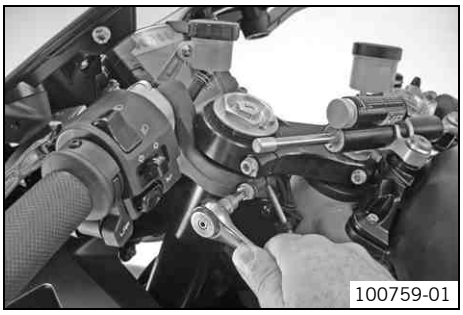
Guideline

| | |
|---|---|
| Handlebar position difference | 6.5° |

– Position the distance sleeve above the triple clamp.
– Mount and tighten screw.

Guideline

| | | |
|---|---|---|
| Remaining frame bolts | M5 | 5 Nm (3.7 lbf ft) |

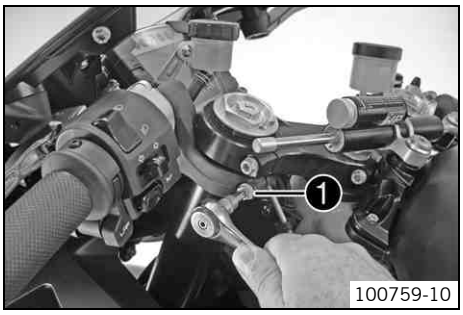



– Tighten the screw.

Guideline

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

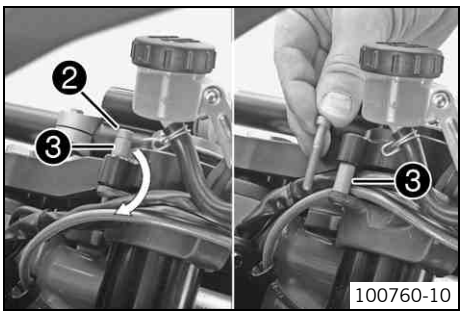
– Repeat the adjustments on the other handlebar stub.
– Move the handlebar to and fro over the entire steering range.
  » If the cables restrict the freedom of movement of the steering:
    – Correct the cable routing.
  » If a component restricts the freedom of movement of the steering or comes into contact with the trim:
    – Establish freedom of movement and reposition the component.




**Adjusting the low position of the handlebar stubs:**

– Loosen screw ❶.

**Info**
Loosen the screw several turns to prevent damage to the fork paint when moving the handlebar stub.




– Remove screw ❷ with distance sleeve ❸.
– Carefully shift the handlebar stub by the length of the distance sleeve. Watch out for the handlebar position difference.

Guideline

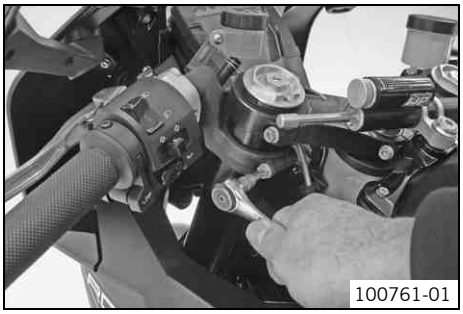
| | |
|---|---|
| Length, distance sleeve | 15 mm (0.59 in) |
| Handlebar position difference | 6.5° |

– Lay all cables between the upper triple clamp and the handlebar stub.
– Position the distance sleeve.

– Mount and tighten screw.

Guideline

| | | |
|---|---|---|
| Remaining frame bolts | M5 | 5 Nm (3.7 lbf ft) |



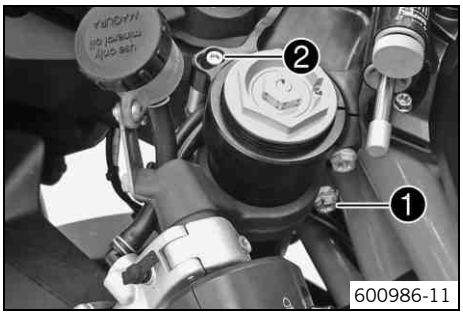

– Tighten the screw.

Guideline

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

– Repeat the adjustments on the other handlebar stub.
– Move the handlebar to and fro over the entire steering range.
  » If the cables restrict the freedom of movement of the steering:
    – Correct the cable routing.
  » If a component restricts the freedom of movement of the steering or comes into contact with the trim:
    – Establish freedom of movement and reposition the component.

**Adjusting the narrow position of the handlebar stubs:**



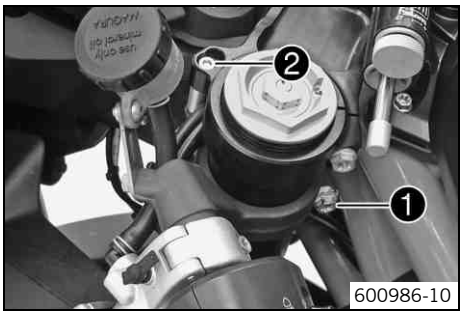

– Loosen screw ❶.

**Info**
Loosen the screw several turns to prevent damage to the fork paint when moving the handlebar stub.

– Remove screw ❷ with distance sleeve.
– Carefully turn the handlebar stub toward the fuel tank.

Guideline

| | |
|---|---|
| Handlebar position difference | 6.5° |




– Position the distance sleeve.
– Mount and tighten screw ❷.

Guideline

| | | |
|---|---|---|
| Remaining frame bolts | M5 | 5 Nm (3.7 lbf ft) |

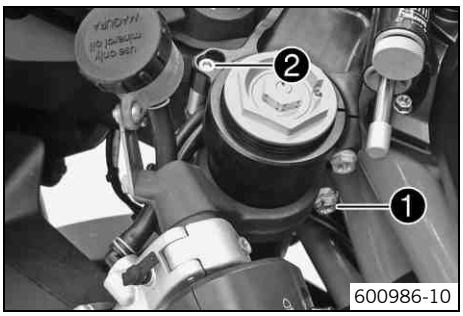
– Tighten screw ❶.

Guideline

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

– Repeat the adjustments on the other handlebar stub.
– Carefully move the handlebar to and fro over the entire steering range.
  » If a component restricts the freedom of movement of the steering or comes into contact with the trim:
    – Establish freedom of movement and reposition the component.

**Adjusting the wide position of the handlebar stubs:**



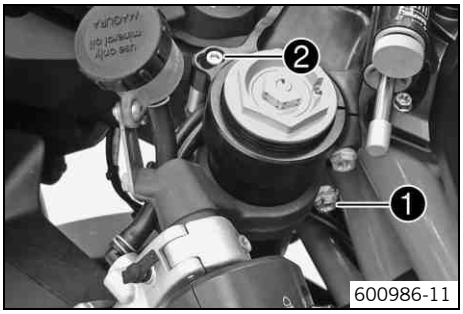

– Loosen screw ❶.

**Info**
Loosen the screw several turns to prevent damage to the fork paint when moving the handlebar stub.

– Remove screw ❷ with distance sleeve.
– Carefully turn the handlebar stub away from the fuel tank.

Guideline

| | |
|---|---|
| Handlebar position difference | 6.5° |




– Position the distance sleeve.
– Mount and tighten screw ❷.
  Guideline

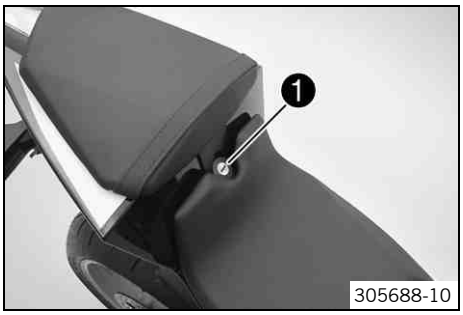
| | | |
|---|---|---|
| Remaining frame bolts | M5 | 5 Nm (3.7 lbf ft) |

– Tighten screw ❶.
  Guideline

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

– Repeat the adjustments on the other handlebar stub.
– Carefully move the handlebar to and fro over the entire steering range.
  » If a component restricts the freedom of movement of the steering or comes into contact with the trim:
    – Establish freedom of movement and reposition the component.

## 3.2 Removing the seat




– Insert the ignition key in the seat lock ❶ and turn it clockwise.
– Raise the rear of the seat, push it towards the rear, and remove it upwards.

## 3.3 Mounting the passenger seat


**Warning**
**Danger of accidents** The passenger seat can come loose from the anchoring if it is not mounted correctly.
  – After mounting the passenger seat, check that it is locked correctly by pulling up.

– Position the passenger seat in the space provided.
– Press down the passenger seat until it clicks into place.
– Finally, check that the passenger seat is correctly mounted.

## 3.4 Fitting the seat


– Position the recesses of the seat to the lugs on the frame, lower the rear end and simultaneously push it forward.
– Lock the seat by turning the ignition key in the seat lock.
– Remove the ignition key from the seat lock.
– Finally, check that the seat is correctly mounted.

## 3.5 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.

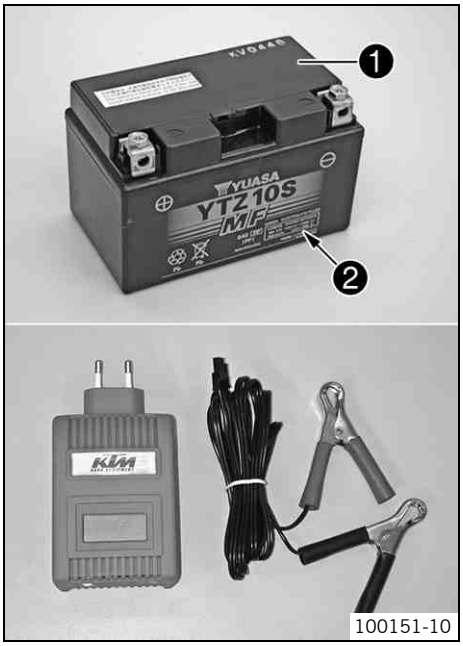
**Warning**
**Environmental hazard** The battery contains elements that are harmful to the environment.

- 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.

**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.



100151-10

**Preparatory work**
- Switch off all power consumers and switch off the engine.
- Remove the seat. (☛ p. 7)
- Disconnect the negative (minus) cable of the battery to avoid damage to the motorcycle's electronics.

**Main work**
- 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 ❶.
Charge the battery at no more than 10% of the capacity specified on the battery housing ❷.

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

Guideline

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

**Finishing work**
- Fit the seat. (☛ p. 7)
- Set the clock with **SET CLOCK**. (☛ p. 11)

## 3.6 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.
– Only refuel with clean fuel that meets the specified standards.

**Note**
**Material damage** Incorrect mapping damages the engine.

– Adjust the mapping of the engine electronics for the fuel quality currently in use.

**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.


– Switch off the engine.
– Open the filler cap. (☛ p. 9)
– Fill the fuel tank with fuel up to the lower edge ❶ of the fuel filler.

| | | |
|---|---|---|
| Total fuel tank capacity, approx. | 16.5 l (4.36 US gal) | Super unleaded (ROZ 95/RON 95/PON 91) (☛ p. 14) |
| | | Super unleaded (ROZ 98 / RON 98 / PON 94) (☛ p. 14) |

– Close the filler cap. (☛ p. 10)
– Adjust the mapping of the engine electronics. (☛ p. 11)

## 3.7 Opening the filler cap

**Danger**
**Fire hazard** Fuel is highly flammable.

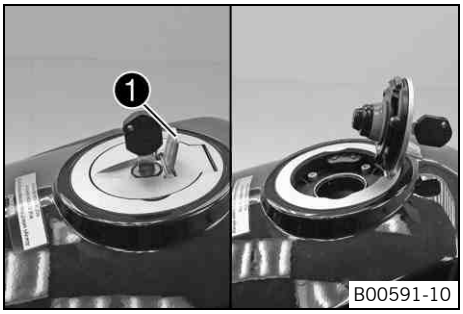
– Never refuel the vehicle near open flames or burning cigarettes, and always switch off the engine first. Be careful that no fuel is spilt, especially on hot vehicle components. Clean up spilt fuel immediately.
– Fuel in the fuel tank expands when warm and can escape if the tank is overfilled. See the 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 ❶ of the filler cap and insert the ignition key in the lock.

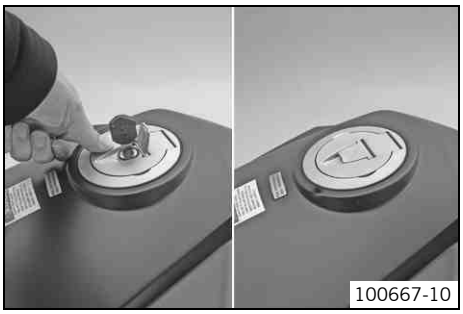
**Note**

**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° clockwise.
– Open the filler cap.

## 3.8 Closing the filler cap




**Warning**

**Fire hazard** Fuel is highly flammable, poisonous and harmful to your health.

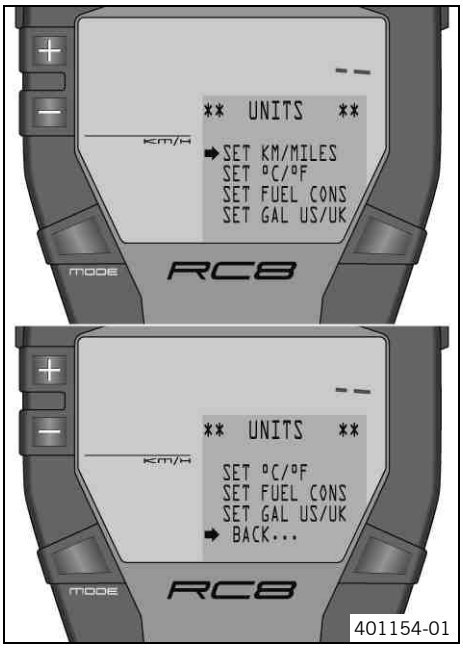
– When closing the filler cap, ensure that it is closed correctly. Change clothing that came into contact with fuel. Immediately clean skin that came into contact with fuel using soap and water.

– Close the filler cap. Push down the filler cap slightly until the lock closes.
– Remove the ignition key and close the cover.

## 3.9 Setting the kilometers/miles SET KM/MILES

**Info**

Making a country-specific setting.




**Condition**

The ignition is on.
The motorcycle is stationary.

– Press the button ➕ and the button ➖ for 3 - 5 seconds.
– Press the button ➖ three times until the symbol ➡ shows **UNITS** in the info display.
– Press the **MODE** button briefly.
– Press the **MODE** button briefly.

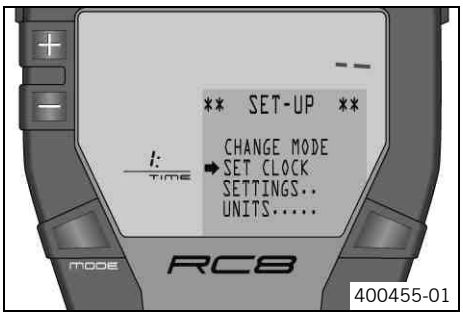
✓ The selected unit appears on the left in the display.

– Select the unit with the button ➕ or the button ➖.
– Press the **MODE** button briefly.

✓ The settings are stored and the display changes to the **UNITS** menu.

– Press the button ➖ briefly and repeatedly until the symbol ➡ shows **BACK...** in the info display.
– Press the **MODE** button briefly.
– Press the button ➖ briefly and repeatedly until the symbol ➡ shows **EXIT SETUP** in the info display.
– Press the **MODE** button briefly.

## 3.10 Setting the clock with SET CLOCK




**Condition**
The ignition is on.
The motorcycle is stationary.

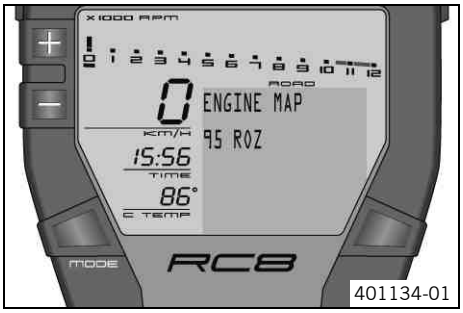
– Press the button ⊞ and the button ⊟ for 3 - 5 seconds.
– Press the button ⊟ once until the symbol ➜ shows **SET CLOCK** in the info display.
– Press the **MODE** button briefly.
  ✔ The hour is shown.
– Set the hour with the button ⊞ or the button ⊟.
– Press the **MODE** button briefly.
  ✔ The minutes are shown.
– Set the minutes with the button ⊞ or the button ⊟.
– Press the **MODE** button briefly.
  ✔ The settings are stored and the display changes to the **SET-UP** menu.
– Press the button ⊟ briefly and repeatedly until the symbol ➜ shows **EXIT SETUP** in the info display.
– Press the **MODE** button briefly.

## 3.11 Adjusting the mapping of the engine electronics ENGINE MAP

**Note**
**Material damage** Incorrect mapping damages the engine.

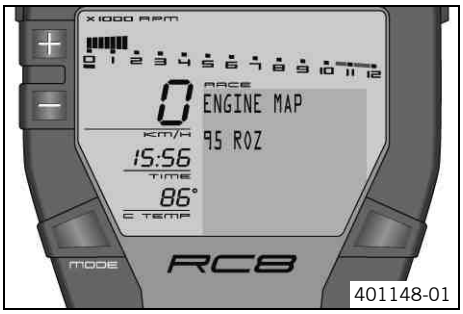
– Adjust the mapping of the engine electronics for the fuel quality currently in use.

**Condition**
The ignition is on.
The motorcycle is stationary.




**Condition**
**ROAD** mode

– Press the **MODE** button briefly and repeatedly until **ENGINE MAP** appears in the info display.
– Press the **MODE** button for 3 - 5 seconds.
– Select the mapping with the button ⊞ or the button ⊟.
– Press the **MODE** button for 3 - 5 seconds.
  ✔ The setting is stored.




**Condition**
**RACE** mode

– Press the **MODE** button briefly and repeatedly until **ENGINE MAP** appears in the info display.
– Press the **MODE** button for 3 - 5 seconds.
– Select the mapping with the button ⊞ or the button ⊟.
– Press the **MODE** button for 3 - 5 seconds.
  ✔ The setting is stored.

| | | | |
|---|---|---|---|
| Screw, side stand switch | M4 | 2 Nm (1.5 lbf ft) | **Loctite® 243™** |
| Remaining frame bolts | M5 | 5 Nm (3.7 lbf ft) | – |
| Screw, brake fluid reservoir of rear brake | M5 | 5 Nm (3.7 lbf ft) | **Loctite® 243™** |
| Screw, brake line holder | M5 | 5 Nm (3.7 lbf ft) | – |
| Screw, chain guard | M5 | 5 Nm (3.7 lbf ft) | – |
| Screw, chain sliding guard | M5 | 5 Nm (3.7 lbf ft) | – |
| Screw, fuel level indicator | M5 | 3 Nm (2.2 lbf ft) | – |
| Screw, fuel tank guard | M5x12 | 3 Nm (2.2 lbf ft) | – |
| Screw, steering damper fixing bracket | M5 | 5 Nm (3.7 lbf ft) | **Loctite® 243™** |
| Bolt, foot brake lever stub | M6 | 10 Nm (7.4 lbf ft) | **Loctite® 243™** |
| Remaining chassis nuts | M6 | 10 Nm (7.4 lbf ft) | – |
| Remaining chassis screws | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, exhaust clamp | M6 | 8 Nm (5.9 lbf ft) | – |
| Screw, exhaust heat shield | M6 | 15 Nm (11.1 lbf ft) | – |
| Screw, foot brake cylinder | M6 | 10 Nm (7.4 lbf ft) | **Loctite® 243™** |
| Screw, foot brake lever | M6 | 15 Nm (11.1 lbf ft) | **Loctite® 243™** |
| Screw, fuel pump | M6 | 6 Nm (4.4 lbf ft) | – |
| Screw, shift lever stub | M6 | 10 Nm (7.4 lbf ft) | **Loctite® 243™** |
| Screw, shift rod | M6 | 12 Nm (8.9 lbf ft) | **Loctite® 243™** |
| Screw, shift shaft deflector on chain securing guide | M6 | 7 Nm (5.2 lbf ft) | **Loctite® 243™** |
| Screw, shift shaft deflector on shift shaft | M6 | 18 Nm (13.3 lbf ft) | **Loctite® 243™** |
| Fork end pinch bolts | M8 | 15 Nm (11.1 lbf ft) | – |
| Nut, forked bracket on foot brake lever | M8 | 30 Nm (22.1 lbf ft) | **Loctite® 243™** |
| Remaining chassis nuts | M8 | 25 Nm (18.4 lbf ft) | – |
| Remaining chassis screws | M8 | 25 Nm (18.4 lbf ft) | – |
| Screw for lifting gear support, rear | M8 | 18 Nm (13.3 lbf ft) | – |
| Screw of rear brake caliper | M8 | 22 Nm (16.2 lbf ft) | **Loctite® 243™** |
| Screw, bottom triple clamp | M8 | 15 Nm (11.1 lbf ft) | – |
| Screw, clamp, eccentric shaft of deflector | M8 | 18 Nm (13.3 lbf ft) | – |
| Screw, front brake disc | M8 | 30 Nm (22.1 lbf ft) | **Loctite® 243™** |
| Screw, front footrest bracket | M8 | 25 Nm (18.4 lbf ft) | **Loctite® 243™** |
| Screw, handlebar stub | M8 | 20 Nm (14.8 lbf ft) | – |
| Screw, ignition lock | M8 | 16 Nm (11.8 lbf ft) | **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) | – |
| Screw, shift lever | M8 | 25 Nm (18.4 lbf ft) | **Loctite® 243™** |
| Screw, side stand bracket | M8 | 25 Nm (18.4 lbf ft) | **Loctite® 243™** |
| Screw, spring holder on side stand bracket | M8 | 15 Nm (11.1 lbf ft) | **Loctite® 243™** |
| Screw, steering damper clamp on console | M8 | 20 Nm (14.8 lbf ft) | **Loctite® 243™** |
| Screw, steering damper fixing bracket on triple clamp | M8 | 10 Nm (7.4 lbf ft) | **Loctite® 243™** |
| Screw, steering stem | M8 | 20 Nm (14.8 lbf ft) | – |
| Screw, subframe | M8 | 20 Nm (14.8 lbf ft) | **Loctite® 243™** |
| Screw, top triple clamp | M8 | 17 Nm (12.5 lbf ft) | – |
| Remaining chassis nuts | M10 | 45 Nm (33.2 lbf ft) | – |
| Remaining chassis screws | M10 | 45 Nm (33.2 lbf ft) | – |

| | | | |
|---|---|---|---|
| Screw, connecting lever, shock absorber deflector | M10 | 45 Nm (33.2 lbf ft) | **Loctite® 243™** |
| Screw, engine bearer | M10 | 45 Nm (33.2 lbf ft) | – |
| Screw, shock absorber | M10 | 45 Nm (33.2 lbf ft) | **Loctite® 243™** |
| Screw, side stand | M10 | 35 Nm (25.8 lbf ft) | **Loctite® 243™** |
| Rear sprocket bolt | M10x1.25 | 50 Nm (36.9 lbf ft) | **Loctite® 243™** |
| Screw, front brake caliper | M10x1.25 | 45 Nm (33.2 lbf ft) | **Loctite® 243™** |
| Nut of bell crank on frame | M14x1.5 | 100 Nm (73.8 lbf ft) | – |
| Lambda sensor | M18x1.5 | 45 Nm (33.2 lbf ft) | – |
| Nut, swingarm pivot | M19x1.5 | 130 Nm (95.9 lbf ft) | Thread greased |
| Screw, seat lock | M22x1.5 | 8 Nm (5.9 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 |
| Screw, steering head | M25x1.5 | 18 Nm (13.3 lbf ft) | – |

## Super unleaded (ROZ 95/RON 95/PON 91)

**According to**

– DIN EN 228 (ROZ 95/RON 95/PON 91)

**Guideline**

– Only use unleaded super fuel that matches or is equivalent to the specified fuel grade.

– Fuel with an ethanol content of up to 10 % (E10 fuel) is safe to use.

**Info**

Do **not** use fuel containing methanol (e. g. M15, M85, M100) or more than 10 % ethanol (e. g. E15, E25, E85, E100).

## Super unleaded (ROZ 98 / RON 98 / PON 94)

**According to**

– DIN EN 228 (ROZ 98 / RON 98 / PON 94)

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08/2012

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Photo: Mitterbauer/KTM