

450 SX-F EU
450 SX-F USA
450 SX-F FACTORY EDITION USA
450 XC-F USA

Art. no. 3213090en



KTM

DEAR KTM CUSTOMER

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

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

Enter the serial numbers of your vehicle below.

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

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

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











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1.1 Symbols used

The meaning of specific symbols is described below.

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

1.2 Formats used

The typographical formats used in this document are explained below.

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

2.1 Use definition - intended use

KTM sport motorcycles are designed and built to withstand the normal stresses and strains of competitive use. The motorcycles comply with currently valid regulations and categories of the top international motorsport organizations.



Info

The motorcycle may only be used in closed off areas remote from public road traffic.

2.2 Safety advice

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



Info

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

2.3 Degrees of risk and symbols



Danger

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



Warning

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



Caution

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

Note

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



Warning

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

2.4 Tampering warning

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

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

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

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

2.5 Safe operation



Danger

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

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



Danger

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

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



Warning

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

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

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

The vehicle should only be used by trained persons.

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

Adhere to the information and warning labels on the vehicle.

2.6 Protective clothing



Warning

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

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

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

2.7 Work rules

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

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

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

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

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

2.8 Environment

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

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

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

2.9 Owner's Manual

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

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

If you would like to know more about the vehicle or have questions on the material you read, please contact an authorized KTM dealer.

The Owner's Manual is an important component of the vehicle and should be handed over to the new owner if the vehicle is sold.

3.1 Guarantee, warranty

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

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

3.2 Operating and auxiliary substances



Warning

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

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

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

3.3 Spare parts, accessories

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

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

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

3.4 Service

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

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

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

3.5 Figures

The figures contained in the manual may depict special equipment.

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

3.6 Customer service

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

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

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

4.1 View of vehicle, front left (example)



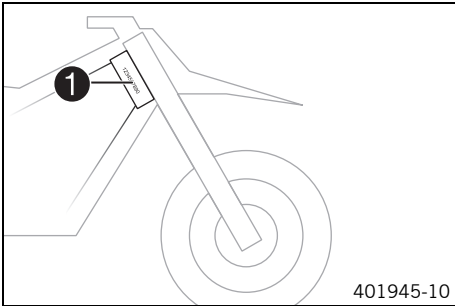
- | | |
|---|-----------------------------|
| 1 | Kill switch (☛ p. 11) |
| 2 | Clutch lever (☛ p. 11) |
| 3 | Filler cap |
| 4 | Air filter box lid |
| 5 | Cold start button (☛ p. 14) |
| 6 | Shift lever (☛ p. 15) |
| 7 | Chain guide |

4.2 View of vehicle, rear right (example)



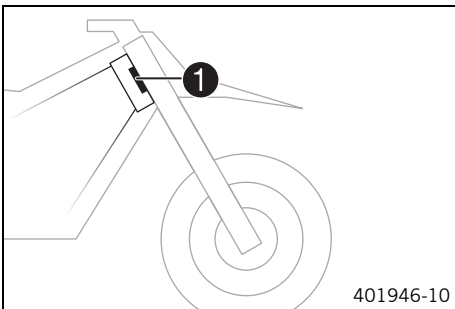
- | | |
|---|--------------------------------------|
| 1 | Electric starter button (☞ p. 11) |
| 2 | Hand brake lever (☞ p. 11) |
| 3 | Level viewer for brake fluid, rear |
| 4 | Shock absorber part number (☞ p. 10) |
| 5 | Foot brake lever (☞ p. 16) |
| 6 | Fork part number (☞ p. 10) |

5.1 Chassis number



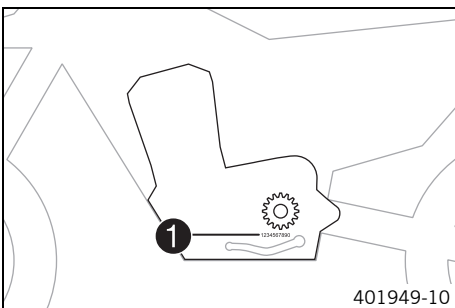
The chassis number ❶ is stamped on the right side of the steering head.

5.2 Type label



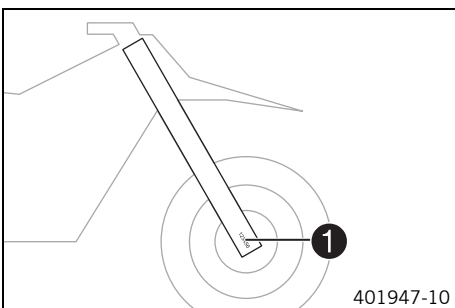
The type label ❶ is fixed to the front of the steering head.

5.3 Engine number



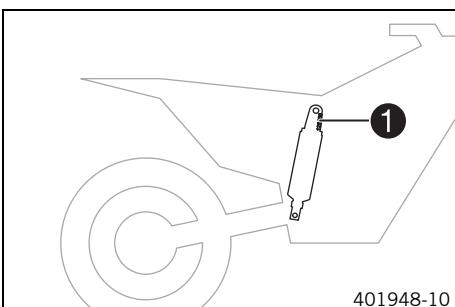
The engine number ❶ is stamped on the left side of the engine under the engine sprocket.

5.4 Fork part number



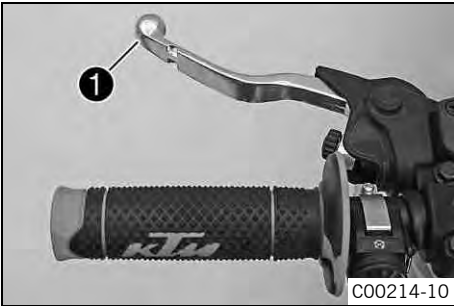
The fork part number ❶ is stamped on the inner side of the axle clamp.

5.5 Shock absorber part number



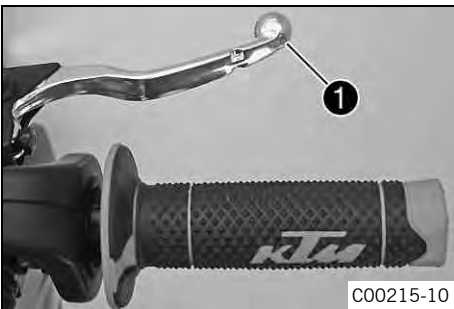
The shock absorber part number ❶ is stamped on the top of the shock absorber above the adjusting ring on the engine side.

6.1 Clutch lever



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

6.2 Hand brake lever



Hand brake lever ❶ is located on the right side of the handlebar. The hand brake lever is used to activate the front brake.

6.3 Throttle grip



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

6.4 Kill switch



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

Possible states

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

6.5 Electric starter button

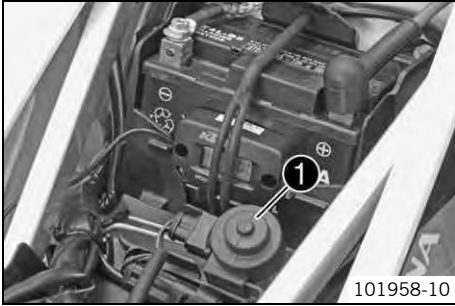


Electric starter button ❶ is fitted on the right side of the handlebar.

Possible states

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

6.6 Map-Select switch for the basic setting (SX-F Factory Edition)



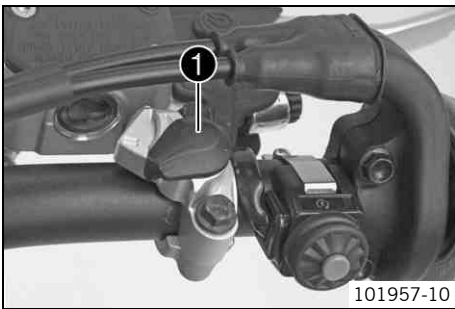
The **Map-Select** switch for the basic setting ① is fitted under the seat.

Possible states

| | |
|----------|--|
| 1 | SOFT – The mapping with reduced peak performance for better ride-ability is activated. |
| 2 | ADVANCED – The mapping for performance with a very direct response is activated. |
| 3 - 9, 0 | STANDARD – The mapping for performance with a balanced response is activated. |

The **Map-Select** switch for the basic setting is used to make a preselection of the engine characteristics.

6.7 Map-Select switch for vehicle operation (SX-F Factory Edition)



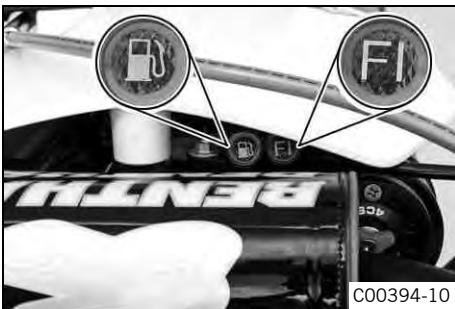
The **Map-Select** switch for vehicle operation ① is fitted on the right side of the handlebar.

Possible states

| | |
|----|--|
| I | STANDARD – STANDARD mapping is always activated in this setting. |
| II | SOFT or ADVANCED – The mapping that is set on the Map-Select switch for the basic setting is activated in this setting. |

The **Map-Select** switch for vehicle operation is used to change the engine characteristics on the handlebar. This change is activated when the engine is idling or after the motorcycle is restarted.

6.8 Overview of indicator lamps



Possible states

| | |
|--|---|
| | FI warning lamp (MIL) lights up/flashes orange – The OBD (on-board diagnosis) has detected an emission- or safety-critical error. |
|--|---|

(XC-F)

| | |
|--|---|
| | The fuel level warning lamp lights up orange – The fuel level has reached the reserve mark. |
|--|---|

6.9 Opening the filler cap



Danger

Fire hazard Fuel is highly flammable.

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



Warning

Danger of poisoning Fuel is poisonous and a health hazard.

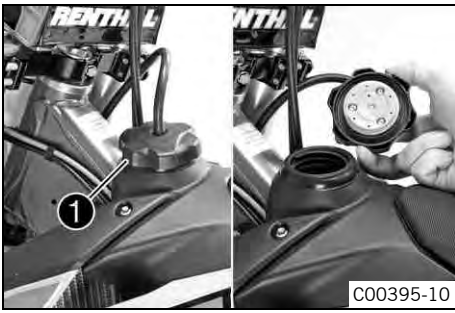
- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician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



Warning

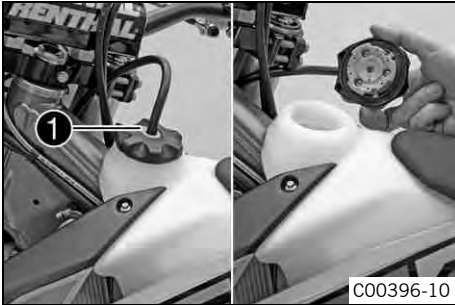
Environmental hazard Improper handling of fuel is a danger to the environment.

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



(All SX-F models)

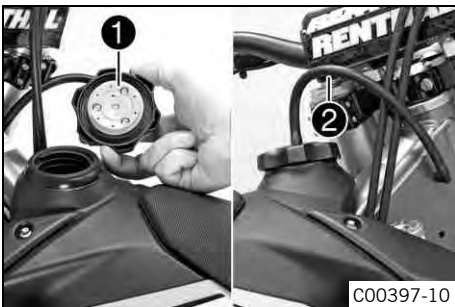
- Turn filler cap ❶ counterclockwise and lift it off.



(XC-F)

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

6.10 Closing the filler cap

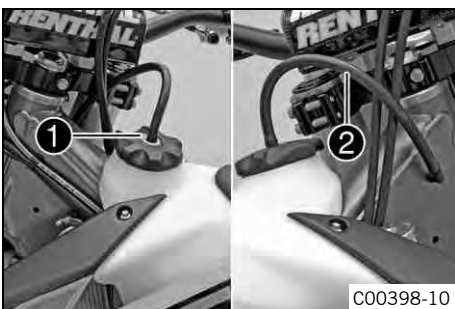


(All SX-F models)

- Mount filler cap ❶ and turn it clockwise until the fuel tank is tightly closed.

i Info

Run the fuel tank breather hose ❷ without kinks.



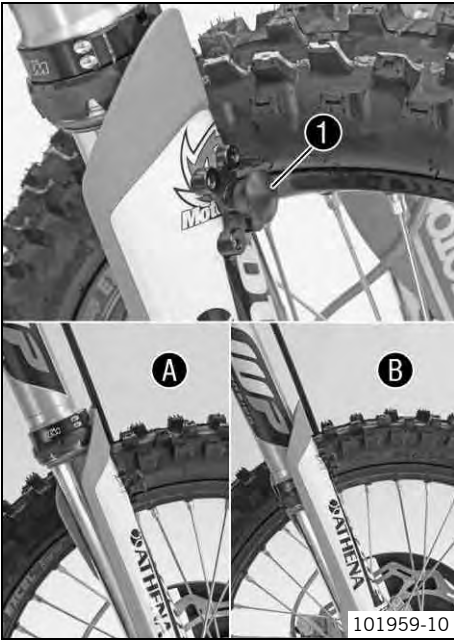
(XC-F)

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

i Info

Run the fuel tank breather hose ❷ without kinks.

6.11 Factory Start (SX-F Factory Edition)



The Factory Start ① is mounted on the right fork protector.

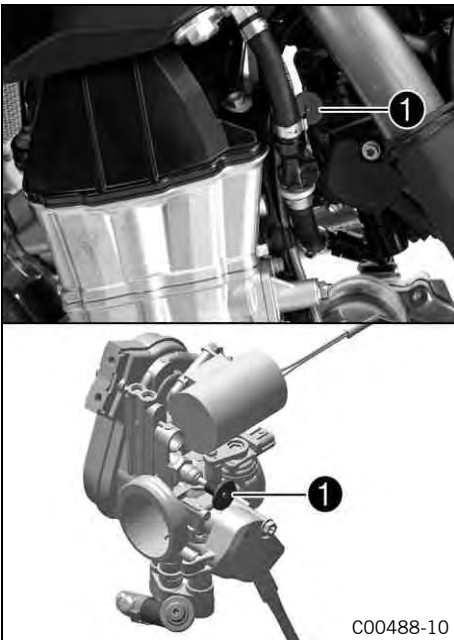
Possible states

- ① Factory Start is deactivated – The fork is in the normal operating mode.
- ② Factory Start is activated – The fork is compressed and the front of the motorcycle is lowered.

By activating the Factory Start, the front of the motorcycle is lowered; this causes the front wheel to rise up off the ground later during acceleration.

When the fork compresses for the first time, the Factory Start lock button is released automatically. From this point on, the fork operates as if the Factory Start were deactivated or not installed.

6.12 Cold start button



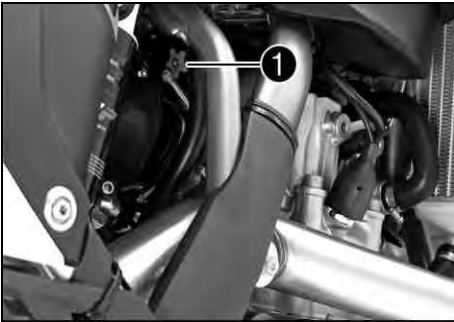
The cold start button ① is fitted on the left on the throttle valve body.

When the engine is cold and outside temperatures are low, the injection system extends the injection time. To combust the increased amount of fuel, the engine is supplied with additional oxygen by pulling the cold start button.

Possible states

- The cold start button is activated – The cold start button is pulled out all the way.
- The cold start button is deactivated – The cold start button is pushed in all the way.

6.13 Idle speed adjusting screw

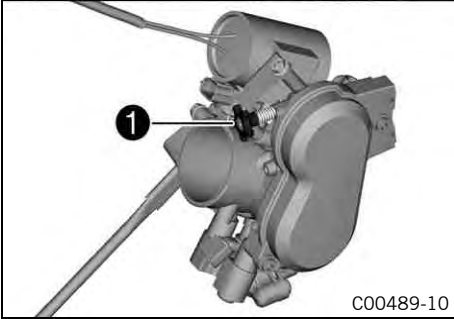


The idle setting of the throttle valve body has a big influence on the vehicle's starting behavior, on stable idling, and on vehicle response when the throttle is opened. This means that an engine with a correctly set idle speed is easier to start than if the idle is set wrongly.

The idle speed is adjusted with idle speed adjusting screw **1**.

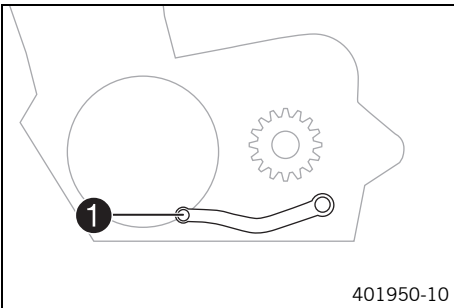
Increase the idle speed by turning the idle speed adjusting screw clockwise.

Decrease the idle speed by turning the idle speed adjusting screw counterclockwise.



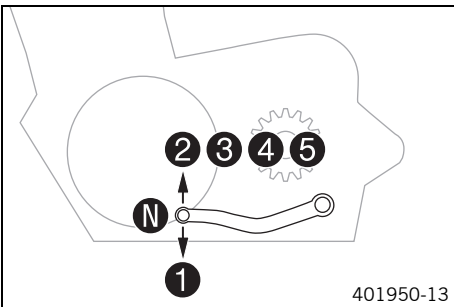
C00489-10

6.14 Shift lever



401950-10

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

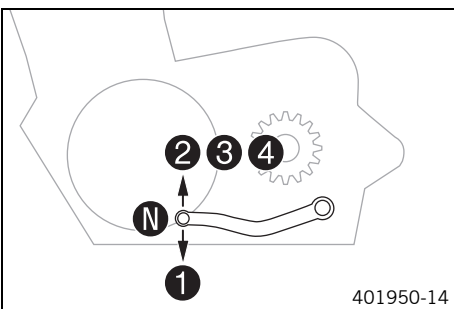


401950-13

(All USA models)

The gear positions can be seen in the photograph.

The neutral or idle position is between the first and second gears.



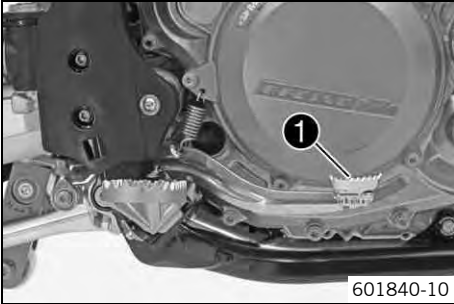
401950-14

(SX-F EU)

The gear positions can be seen in the photograph.

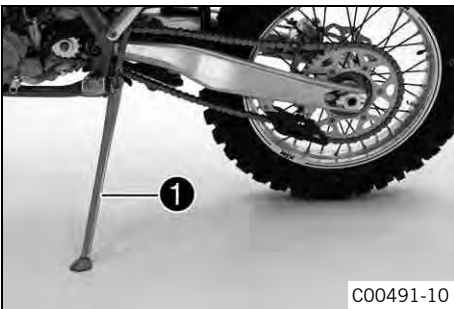
The neutral or idle position is between the first and second gears.

6.15 Foot brake lever



Foot brake lever **1** is located in front of the right footrest. The foot brake lever is used to activate the rear brake.

6.16 Side stand (XC-F)



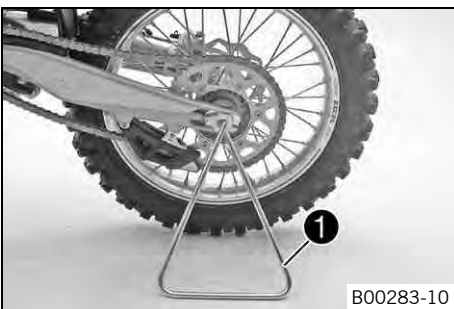
The side stand **1** is on the left side of the vehicle.



The side stand is used to park the motorcycle.

i Info
When you are riding, side stand **1** must be folded up and secured with rubber band **2**.

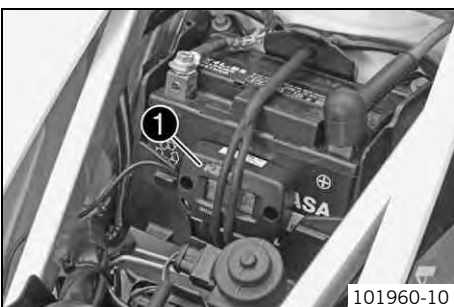
6.17 Plug-in stand (All SX-F models)



The holder for the plug-in stand **1** is the left side of the wheel spindle. The plug-in stand is used to park the motorcycle.

i Info
Remove the plug-in stand before starting on a trip.

6.18 Service hour counter (SX-F Factory Edition)



The service hour counter **1** is attached to the battery below the seat. It shows the total number of service hours of the engine.

The service hour counter begins counting when the engine is started and stops when the engine is switched off.

i Info
The value indicated by the service hour counter cannot be cleared or adjusted.

7.1 Advice on first use



Danger

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

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



Warning

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

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



Warning

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

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



Warning

Danger of accidents Critical riding behavior due to inappropriate riding.

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



Warning

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

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



Warning

Danger of accidents Failure of brake system.

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



Warning

Danger of accidents Unstable riding behavior.

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



Warning

Risk of misappropriation Usage by unauthorized persons.

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



Info

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

- Make sure that the pre-delivery inspection work has been carried out by an authorized KTM workshop.
 - ✓ You receive a delivery certificate and the service record at vehicle handover.
- Before your first trip, read the entire operating instructions carefully.
- Get to know the controls.
- Adjust the basic position of the clutch lever. (☞ p. 59)
- Adjust the basic position of the hand brake lever. (☞ p. 61)
- Adjust the basic position of the foot brake lever. ☞ (☞ p. 65)
- Adjust the basic position of the shift lever. ☞ (☞ p. 81)
- Get used to handling the motorcycle on a suitable piece of land before making a longer trip.



Info

Your motorcycle is not authorized for riding on public roads.

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

- Try also to ride as slowly as possible and in a standing position to get a better feeling for the vehicle.
- Do not make any offroad trips that over-stress your ability and experience.
- Hold the handlebar firmly with both hands and keep your feet on the footrests when riding.

(All SX-F models)

- Do not transport luggage.

(XC-F)

- If you carry any baggage, make sure it is fixed firmly as close as possible to the center of the vehicle and ensure even weight distribution between the front and rear wheels.



Info

Motorcycles react sensitively to any changes of weight distribution.

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

Guideline

| | |
|-------------------------------------|------------------|
| Maximum permissible overall weight | 335 kg (739 lb.) |
| Maximum permissible front axle load | 145 kg (320 lb.) |
| Maximum permissible rear axle load | 190 kg (419 lb.) |

- Run in the engine. (☞ p. 18)

7.2 Running in the engine

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

Guideline

| | |
|------------------------------------|-----------|
| Maximum engine speed | |
| During the first operating hour | 7,000 rpm |
| Maximum engine performance | |
| During the first 3 operating hours | ≤ 75 % |

- Avoid fully opening the throttle!

7.3 Preparing the vehicle for difficult riding conditions



Info

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

- Clean the air filter and air filter box. ☞ (☞ p. 49)



Info

Check the air filter approx. every 30 minutes.

- Seal the air filter box. ☞ (☞ p. 49)
- Secure the air filter box lid. ☞ (☞ p. 49)
- Additionally secure the rubber grip. (☞ p. 59)
- Check the electrical connector for humidity and corrosion and to ensure it is firmly seated.
 - » If humidity, corrosion or damage is found:
 - Clean and dry the connector, or change it if necessary.

Difficult riding conditions are:

- Rides on dry sand. (☞ p. 19)
- Rides on wet sand. (☞ p. 19)
- Rides on wet and muddy surfaces. (☞ p. 20)
- Rides at high temperature and slow speed. (☞ p. 20)
- Rides at low temperatures or in snow. (☞ p. 20)

7.4 Preparing for rides on dry sand



- Fit a dust cover on the air filter.

Dust protection device for air filter (77206920000)



Info

See the **KTM PowerParts** fitting instructions.



- Fit a sand cover on the air filter.

Sand protection device for air filter (77206922000)



Info

See the **KTM PowerParts** fitting instructions.



- Clean the chain.

Chain cleaner (☛ p. 102)

- Fit the steel sprocket.



Tip

Do not grease the chain.

- Clean the radiator fins.
- Straighten bent radiator fins carefully.

7.5 Preparing for rides on wet sand



- Fit a rain cover on the air filter.

Waterproofing device for air filter (77206921000)



Info

See the **KTM PowerParts** fitting instructions.



- Clean the chain.

Chain cleaner (☛ p. 102)

- Fit the steel sprocket.



Tip

Do not grease the chain.

- Clean the radiator fins.
- Straighten bent radiator fins carefully.

7.6 Preparing for rides on wet and muddy surfaces



- Fit a waterproofing device on the air filter.

Waterproofing device for air filter (77206921000)



Info

See the **KTM PowerParts** fitting instructions.



- Fit the steel sprocket.
- Clean the motorcycle. (☛ p. 86)
- Straighten bent radiator fins carefully.

7.7 Preparing for rides at high temperature and slow speed



- Adjust the secondary drive to the road conditions.



Info

The engine oil quickly gets hot if the clutch has to be operated very often due to an excessively high secondary drive.

- Clean the chain.

Chain cleaner (☛ p. 102)

- Clean radiator fins.
- Straighten bent radiator fins carefully.
- Check the coolant level. (☛ p. 77)

7.8 Preparing for rides at low temperatures or in snow



- Fit a waterproofing device on the air filter.

Waterproofing device for air filter (77206921000)



Info

See the **KTM PowerParts** fitting instructions.

8.1 Checks and maintenance work when preparing for use



Info

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

- Check the engine oil level. (☛ p. 82)
- Check the brake fluid level of the front brake. (☛ p. 62)
- Check the rear brake fluid level. (☛ p. 66)
- Check the front brake linings. (☛ p. 63)
- Check the rear brake linings. (☛ p. 67)
- Check that the brake system is functioning properly.
- Check the coolant level. (☛ p. 77)
- Check for chain dirt accumulation. (☛ p. 54)
- Check the chain, rear sprocket, engine sprocket, and chain guide. (☛ p. 56)
- Check the chain tension. (☛ p. 54)
- Check the tire condition. (☛ p. 72)
- Check the tire air pressure. (☛ p. 72)
- Check the spoke tension. (☛ p. 72)
- Clean the dust boots of the fork legs. (☛ p. 37)
- Bleed the fork legs. (☛ p. 36)
- Check the air filter.
- Check the settings of all controls and ensure that they can be operated smoothly.
- Check all screws, nuts and hose clamps regularly for tightness.
- Check the fuel supply.

8.2 Starting



Danger

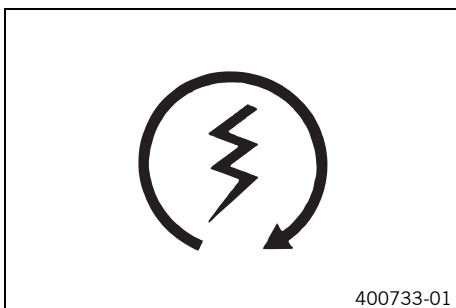
Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and/or death.

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

Note

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

- Always warm up the engine at low engine speeds.



(All SX-F models)

- Remove the plug-in stand.

(XC-F)

- Raise the motorcycle off of the stand and secure the stand with the rubber band.
- Shift gear to neutral.

Condition

Ambient temperature: < 20 °C (< 68 °F)

- Pull the cold start button out all the way.
- Press the electric starter button (Ⓢ).



Info

Press the electric starter button for at most 5 seconds. Wait for a least 5 seconds before trying again.

FI warning lamp lights up briefly as a functional control when starting.

8.3 Starting off

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

8.4 Shifting, riding



Warning

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

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



Info

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

- When conditions allow (incline, road situation, etc.), you can shift into a higher gear. To do so, release the throttle while simultaneously pulling the clutch lever, shift into the next gear, release the clutch and open the throttle.
- If, when starting, you have increased the idle speed, press the cold start button in all the way after the engine has heated up.
- When you reach maximum speed after fully opening the throttle, turn back the throttle to about $\frac{3}{4}$ of its range. This barely reduces vehicle speed but lowers fuel consumption considerably.
- Always open the throttle only as much as the engine can handle – abrupt throttle opening increases fuel consumption.
- To shift down, brake and close the throttle at the same time.
- Pull the clutch lever and shift into a lower gear, release the clutch lever slowly and open the throttle or shift again.
- Switch off the engine if you expect to be standing for a long time.

Guideline

≥ 1 min

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

8.5 Applying the brakes



Warning

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

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



Warning

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

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



Warning

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

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

- On sandy, wet or slippery surfaces, use the rear brake.
- Braking should always be completed before you go into a bend. Change down to a lower gear appropriate to your road speed.
- On long downhill stretches, use the braking effect of the engine. Change down one or two gears, but do not overstress the engine. In this way, you have to apply the brakes far less frequently and the brake system does not overheat.

8.6 Stopping, parking



Warning

Risk of misappropriation Usage by unauthorized persons.

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



Warning

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

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

Note

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

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

Note

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

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

-
- Brake the motorcycle.
 - Shift gear to neutral.
 - Press and hold the kill switch ☒ while the engine is idling until the engine stops.
 - Park the motorcycle on firm ground.

8.7 Transport

Note

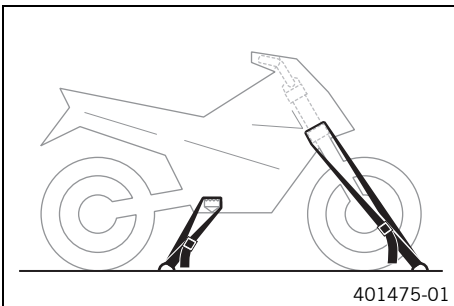
Danger of damage The parked vehicle may roll away or fall over.

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

Note

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

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



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

8.8 Refueling

**Danger**

Fire hazard Fuel is highly flammable.

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

**Warning**

Danger of poisoning Fuel is poisonous and a health hazard.

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

Note

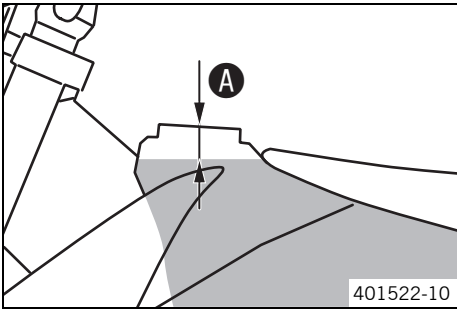
Material damage Premature clogging of the fuel filter.

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

**Warning**

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

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



- Switch off the engine.
- Open the filler cap. (☛ p. 12)
- Fill the fuel tank with fuel up to measurement **A**.

Guideline

| | | |
|---|---------------------|--|
| Measurement of A | 35 mm (1.38 in) | |
| Total fuel tank capacity, approx. (All SX-F models) | 7.5 l (1.98 US gal) | Super unleaded (ROZ 95/RON 95/PON 91) (☛ p. 101) |
| Total fuel tank capacity, approx. (XC-F) | 9 l (2.4 US gal) | Super unleaded (ROZ 95/RON 95/PON 91) (☛ p. 101) |

- Close the filler cap. (☛ p. 13)

9.1 Service schedule

| | Every 40 operating hours - corresponds to about 280 liters of fuel (74 US gal) | Every 30 operating hours - corresponds to about 210 liters of fuel (55.5 US gal) | Every 20 operating hours - corresponds to about 140 liters of fuel (37 US gal) | Once after 10 operating hours / Every 10 operating hours - corresponds to about 70 liters of fuel (18.5 US gal) / after every race | Once after 1 operating hour - corresponds to about 7 liters of fuel (1.8 US gal) |
|--|--|--|--|--|--|
| Read out the fault memory using the KTM diagnostics tool. 🛠️ | ○ | ● | ● | ● | ● |
| Check and charge the battery. 🛠️ | | ● | ● | ● | ● |
| Check the front brake linings. (📖 p. 63) | | ● | ● | ● | ● |
| Check the rear brake linings. (📖 p. 67) | | ● | ● | ● | ● |
| Check the brake discs. (📖 p. 61) | | ● | ● | ● | ● |
| Check the brake lines for damage and leakage. | | ● | ● | ● | ● |
| Check the rear brake fluid level. (📖 p. 66) | | ● | ● | ● | ● |
| Check the free travel of the foot brake lever. (📖 p. 65) | | ● | ● | ● | ● |
| Check the frame and swingarm. 🛠️ | | ● | ● | ● | ● |
| Check the swingarm bearing. 🛠️ | | | ● | | ● |
| Check the shock absorber linkage. 🛠️ | | ● | ● | ● | ● |
| Conduct a minor fork service. (SX-F EU, SX-F USA) 🛠️ | | ● | ● | ● | ● |
| Conduct a major fork service. (SX-F EU, SX-F USA) 🛠️ | | | | ● | |
| Perform a fork service. (XC-F) 🛠️ | | ○ | | | ● |
| Check the tire condition. (📖 p. 72) | ○ | ● | ● | ● | ● |
| Check the tire air pressure. (📖 p. 72) | ○ | ● | ● | ● | ● |
| Check the wheel bearing for play. 🛠️ | | ● | ● | ● | ● |
| Check the wheel hubs. 🛠️ | | ● | ● | ● | ● |
| Check the rim run-out. 🛠️ | ○ | ● | ● | ● | ● |
| Check the spoke tension. (📖 p. 72) | ○ | ● | ● | ● | ● |
| Check the chain, rear sprocket, engine sprocket, and chain guide. (📖 p. 56) | | ● | ● | ● | ● |
| Check the chain tension. (📖 p. 54) | ○ | ● | ● | ● | ● |
| Grease all moving parts (e.g., hand lever, chain, ...) and check for smooth operation. 🛠️ | | ● | ● | ● | ● |
| Check/correct the fluid level of the hydraulic clutch. (📖 p. 59) | | ● | ● | ● | ● |
| Check the brake fluid level of the front brake. (📖 p. 62) | | ● | ● | ● | ● |
| Check the free travel of the hand brake lever. (📖 p. 61) | | ● | ● | ● | ● |
| Check the steering head bearing play. (📖 p. 42) | ○ | ● | ● | ● | ● |
| Check the valve clearance. 🛠️ | ○ | | | ● | |
| Check the clutch. 🛠️ | | | ● | | ● |
| Change the engine oil and oil filter and clean the oil screens. 🛠️ (📖 p. 83) | ○ | ● | ● | ● | ● |
| Check all hoses (e. g. fuel, cooling, bleeding, drainage) and sleeves for tearing, leaks and incorrect routing. 🛠️ | ○ | ● | ● | ● | ● |
| Check the antifreeze and coolant level. (📖 p. 77) | ○ | ● | ● | ● | ● |
| Check the cables for damage and routing without sharp bends. 🛠️ | | ● | ● | ● | ● |
| Check that the cables are undamaged, routed without sharp bends and set correctly. | ○ | ● | ● | ● | ● |
| Clean the air filter and air filter box. 🛠️ (📖 p. 49) | | ● | ● | ● | ● |
| Change the glass fiber yarn filling of the main silencer. 🛠️ (📖 p. 50) | | | ● | | ● |
| Check the screws and nuts for tightness. 🛠️ | ○ | ● | ● | ● | ● |
| Change the fuel screen. 🛠️ (📖 p. 82) | ○ | ● | ● | ● | ● |
| Check the fuel pressure. 🛠️ | | ● | ● | ● | ● |
| Check idle. | ○ | ● | ● | ● | ● |
| Final check: Check the vehicle for safe operation and take a test ride. | ○ | ● | ● | ● | ● |
| Read out the fault memory using the KTM diagnostics tool after a test ride. 🛠️ | ○ | ● | ● | ● | ● |
| Make the service entry in KTM DEALER.NET and in the service record. 🛠️ | ○ | ● | ● | ● | ● |

- One-time interval
- Periodic interval

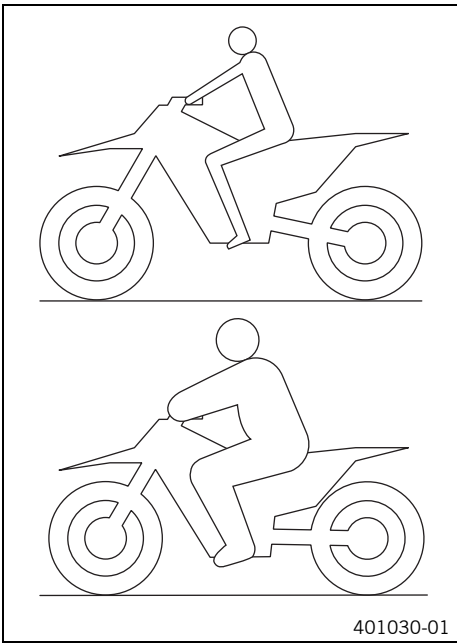
9.2 Service work (as additional order)

| | Annually | | | |
|--|----------|---|---|---|
| Every 100 operating hours - corresponds to about 700 liters of fuel (185 US gal) | | | | |
| Every 50 operating hours - corresponds to about 350 liters of fuel (92.5 US gal) | | | | |
| Every 40 operating hours - corresponds to about 280 liters of fuel (74 US gal) | | | | |
| Once after 20 operating hours | | | | |
| Change the front brake fluid. 🛠️ | | | | ● |
| Change the rear brake fluid. 🛠️ | | | | ● |
| Change the hydraulic clutch fluid. 🛠️ (🔧 p. 59) | | | | ● |
| Grease the steering head bearing. 🛠️ (🔧 p. 43) | | | | ● |
| Service the shock absorber. (SX-F EU, SX-F USA, XC-F) 🛠️ | ○ | ● | | |
| Change the spark plug and spark plug connector. 🛠️ | | | | ● |
| Change the piston. 🛠️ | | | ● | ● |
| Check/measure the cylinder. 🛠️ | | | ● | ● |
| Check the cylinder head. 🛠️ | | | ● | ● |
| Change the valves, valve springs and valve spring seats. 🛠️ | | | | ● |
| Check the camshaft and rocker arm. 🛠️ | | | ● | ● |
| Change the connecting rod, conrod bearing, and crank pin. 🛠️ | | | | ● |
| Change the shaft seal rings of the water pump. 🛠️ | | | ● | ● |
| Check the transmission and shift mechanism. 🛠️ | | | | ● |
| Check the oil pressure regulator valve. 🛠️ | | | | ● |
| Change the suction pump. 🛠️ | | | | ● |
| Check the pressure pump and lubrication system. 🛠️ | | | | ● |
| Replace the timing chain. 🛠️ | | | | ● |
| Check the timing assembly. 🛠️ | | | ● | ● |
| Change all engine bearings. 🛠️ | | | | ● |

- One-time interval
- Periodic interval

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

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



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

Guideline

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

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

10.2 Compression damping of the shock absorber

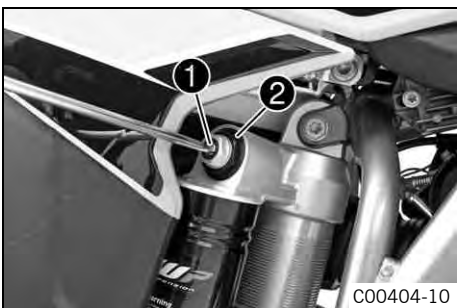
The compression damping of the shock absorber is divided into two ranges: high-speed and low-speed. High-speed and low-speed refer to the compression speed of the rear wheel suspension and not to the vehicle speed. The high-speed setting, for example, has an effect on the landing after a jump: the rear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

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

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

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

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



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

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

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

Guideline

| | |
|---|-----------|
| Compression damping, low-speed (SX-F EU) | |
| Comfort | 17 clicks |
| Standard | 15 clicks |
| Sport | 13 clicks |
| Compression damping, low-speed (SX-F USA) | |
| Comfort | 17 clicks |
| Standard | 15 clicks |
| Sport | 13 clicks |
| Compression damping, low-speed (SX-F Factory Edition) | |
| Comfort | 17 clicks |
| Standard | 15 clicks |
| Sport | 13 clicks |
| Compression damping, low-speed (XC-F) | |
| Comfort | 17 clicks |
| Standard | 15 clicks |
| Sport | 13 clicks |

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

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

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

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

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



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

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

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

Guideline

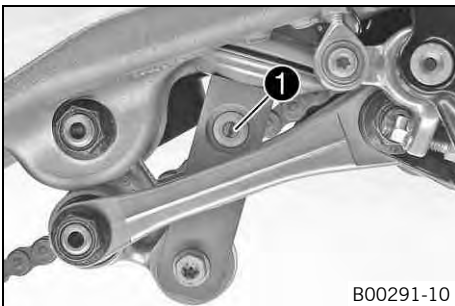
| | |
|--|-----------|
| Compression damping, high-speed (SX-F EU) | |
| Comfort | 2.5 turns |
| Standard | 2 turns |
| Sport | 1.5 turns |
| Compression damping, high-speed (SX-F USA) | |
| Comfort | 2.5 turns |
| Standard | 2 turns |
| Sport | 1.5 turns |
| Compression damping, high-speed (SX-F Factory Edition) | |
| Comfort | 2.5 turns |
| Standard | 2 turns |
| Sport | 1.5 turns |
| Compression damping, high-speed (XC-F) | |
| Comfort | 2.5 turns |
| Standard | 2 turns |
| Sport | 1.5 turns |

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

10.5 Adjusting the rebound damping of the shock absorber

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

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



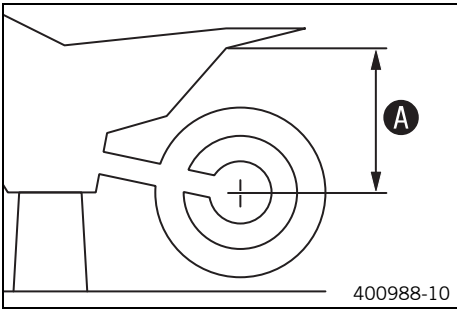
- Turn adjusting screw **1** clockwise up to the last perceptible click.
- Turn counterclockwise by the number of clicks corresponding to the shock absorber type.

Guideline

| | |
|--|-----------|
| Rebound damping (SX-F EU) | |
| Comfort | 17 clicks |
| Standard | 15 clicks |
| Sport | 13 clicks |
| Rebound damping (SX-F USA) | |
| Comfort | 17 clicks |
| Standard | 15 clicks |
| Sport | 13 clicks |
| Rebound damping (SX-F Factory Edition) | |
| Comfort | 17 clicks |
| Standard | 15 clicks |
| Sport | 13 clicks |
| Rebound damping (XC-F) | |
| Comfort | 17 clicks |
| Standard | 15 clicks |
| Sport | 13 clicks |

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

10.6 Measuring rear wheel sag unloaded



Preparatory work

- Raise the motorcycle with the lift stand. (🔧 p. 36)

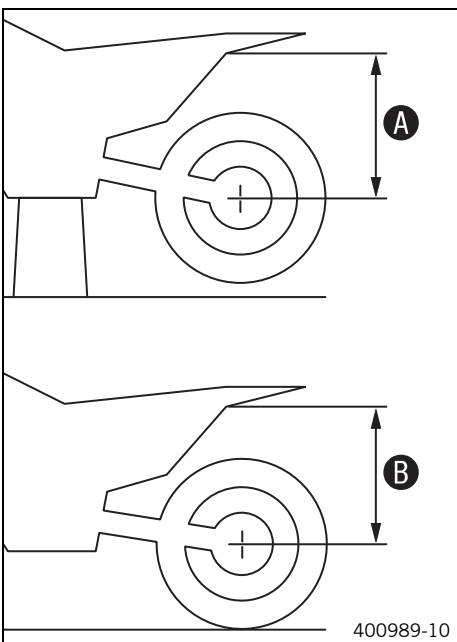
Main work

- Measure the vertical distance between the rear axle and a fixed point such as a marking on the side cover.
- Note down the value as dimension **A**.

Finishing work

- Remove the motorcycle from the lift stand. (🔧 p. 36)

10.7 Checking the static sag of the shock absorber



- Measure distance **A** of rear wheel unloaded. (🔧 p. 30)
- Hold the motorcycle upright with the aid of an assistant.
- Measure the distance between the rear axle and the fixed point again.
- Note down the value as dimension **B**.

Info

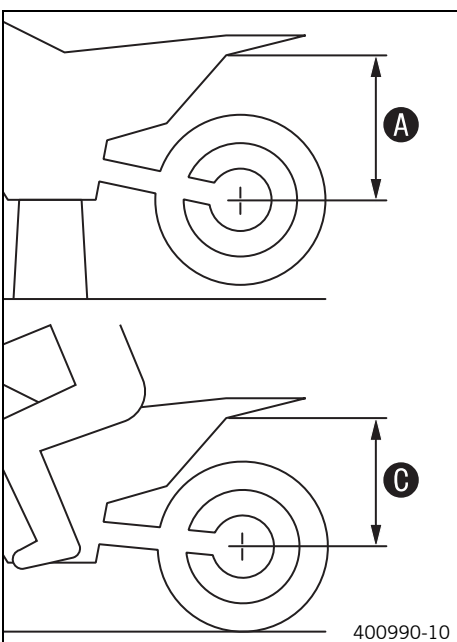
The static sag is the difference between measurements **A** and **B**.

- Check the static sag.

| | |
|-----------------------------------|-----------------|
| Static sag (SX-F EU) | 30 mm (1.18 in) |
| Static sag (SX-F USA) | 30 mm (1.18 in) |
| Static sag (SX-F Factory Edition) | 30 mm (1.18 in) |
| Static sag (XC-F) | 30 mm (1.18 in) |

- » If the static sag is less or more than the specified value:
 - Adjust the spring preload of the shock absorber. 🛠️ (🔧 p. 31)

10.8 Checking the riding sag of the shock absorber



- Measure distance **A** of rear wheel unloaded. (🔧 p. 30)
- With another person holding the motorcycle, the rider, wearing full protective clothing, sits on the seat in a normal sitting position (feet on footrests) and bounces up and down a few times.
 - ✓ The rear wheel suspension levels out.
- Another person now remeasures the distance between the rear axle and a fixed point.
- Note down the value as dimension **C**.

Info

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

- Check the riding sag.

| | |
|-----------------------------------|------------------|
| Riding sag (SX-F EU) | 90 mm (3.54 in) |
| Riding sag (SX-F USA) | 100 mm (3.94 in) |
| Riding sag (SX-F Factory Edition) | 100 mm (3.94 in) |
| Riding sag (XC-F) | 100 mm (3.94 in) |

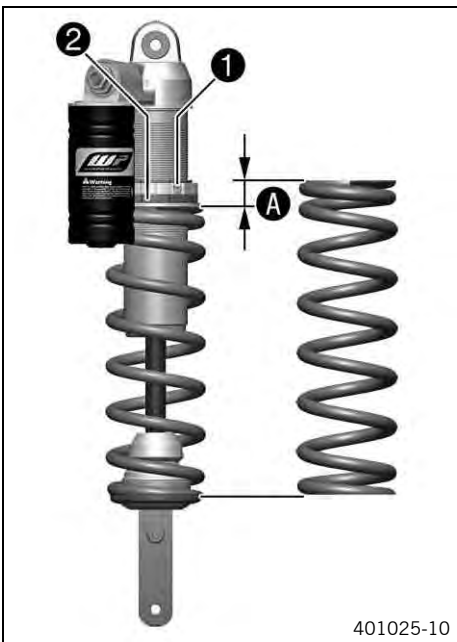
- » If the riding sag differs from the specified measurement:
 - Adjust the riding sag. 🛠️ (📖 p. 31)

10.9 Adjusting the spring preload of the shock absorber 🛠️

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

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

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



Preparatory work

- Raise the motorcycle with the lift stand. (📖 p. 36)
- Remove the manifold. 🛠️
- Remove the shock absorber. 🛠️ (📖 p. 45)
- After removing the shock absorber, clean it thoroughly.

Main work

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

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

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

Guideline

| | |
|---------------------------------------|-----------------|
| Spring preload (SX-F EU) | 14 mm (0.55 in) |
| Spring preload (SX-F USA) | 12 mm (0.47 in) |
| Spring preload (SX-F Factory Edition) | 8 mm (0.31 in) |
| Spring preload (XC-F) | 12 mm (0.47 in) |

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

- Tighten screw ①.

Guideline

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

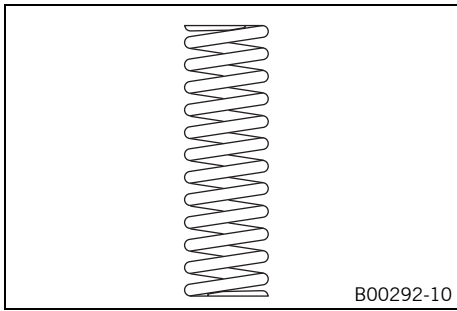
Finishing work

- Install the shock absorber. 🛠️ (📖 p. 46)
- Install the manifold. 🛠️
- Remove the motorcycle from the lift stand. (📖 p. 36)

10.10 Adjusting the riding sag 🛠️

Preparatory work

- Raise the motorcycle with the lift stand. (📖 p. 36)
- Remove the manifold. 🛠️
- Remove the shock absorber. 🛠️ (📖 p. 45)
- After removing the shock absorber, clean it thoroughly.



Main work

- Choose and mount a suitable spring.

Guideline

| | |
|---|---------------------|
| Spring rate (SX-F EU) | |
| Weight of rider: 65... 75 kg (143... 165 lb.) | 54 N/mm (308 lb/in) |
| Weight of rider: 75... 85 kg (165... 187 lb.) | 57 N/mm (325 lb/in) |
| Weight of rider: 85... 95 kg (187... 209 lb.) | 60 N/mm (343 lb/in) |
| Spring rate (SX-F USA) | |
| Weight of rider: 65... 75 kg (143... 165 lb.) | 54 N/mm (308 lb/in) |
| Weight of rider: 75... 85 kg (165... 187 lb.) | 57 N/mm (325 lb/in) |
| Weight of rider: 85... 95 kg (187... 209 lb.) | 60 N/mm (343 lb/in) |
| Spring rate (SX-F Factory Edition) | |
| Weight of rider: 65... 75 kg (143... 165 lb.) | 54 N/mm (308 lb/in) |
| Weight of rider: 75... 85 kg (165... 187 lb.) | 57 N/mm (325 lb/in) |
| Weight of rider: 85... 95 kg (187... 209 lb.) | 60 N/mm (343 lb/in) |
| Spring rate (XC-F) | |
| Weight of rider: 65... 75 kg (143... 165 lb.) | 54 N/mm (308 lb/in) |
| Weight of rider: 75... 85 kg (165... 187 lb.) | 57 N/mm (325 lb/in) |
| Weight of rider: 85... 95 kg (187... 209 lb.) | 60 N/mm (343 lb/in) |



Info

The spring rate is shown on the outside of the spring.

Finishing work

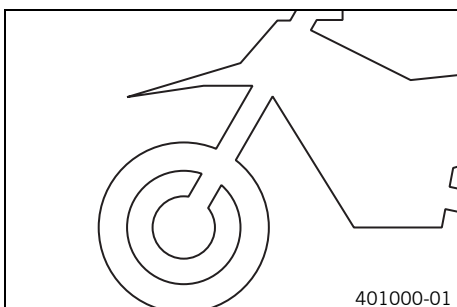
- Install the shock absorber. (🔧 (☞ p. 46)
- Install the manifold. (🔧)
- Check the static sag of the shock absorber. (☞ p. 30)
- Check the riding sag of the shock absorber. (☞ p. 30)
- Adjust the rebound damping of the shock absorber. (☞ p. 29)
- Remove the motorcycle from the lift stand. (☞ p. 36)

10.11 Checking the basic setting of the fork



Info

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



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

10.12 Adjusting the compression damping of the fork

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



(SX-F EU, SX-F USA)

- Turn adjusting screws **1** clockwise all the way.

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

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

Guideline

| Compression damping (SX-F EU) | |
|--------------------------------|-----------|
| Comfort | 14 clicks |
| Standard | 12 clicks |
| Sport | 10 clicks |
| Compression damping (SX-F USA) | |
| Comfort | 14 clicks |
| Standard | 12 clicks |
| Sport | 10 clicks |

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



(SX-F Factory Edition, XC-F)

- Turn the white adjusting screw **2** all the way clockwise.

i Info
Adjusting screw **2** is located at the upper end of the left fork leg. The compression damping is located in the left fork leg (white adjusting screw). The rebound damping is located in the right fork leg (red adjusting screw).

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

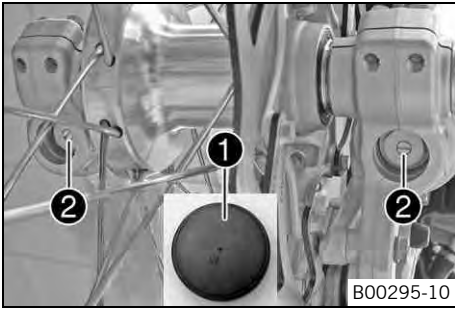
Guideline

| Compression damping (SX-F Factory Edition) | |
|--|-----------|
| Comfort | 17 clicks |
| Standard | 15 clicks |
| Sport | 13 clicks |
| Compression damping (XC-F) | |
| Comfort | 15 clicks |
| Standard | 13 clicks |
| Sport | 11 clicks |

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

10.13 Adjusting the rebound damping of the fork

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



(SX-F EU, SX-F USA)

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

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

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

Guideline

| Rebound damping (SX-F EU) | |
|----------------------------|-----------|
| Comfort | 14 clicks |
| Standard | 12 clicks |
| Sport | 10 clicks |
| Rebound damping (SX-F USA) | |
| Comfort | 14 clicks |
| Standard | 12 clicks |
| Sport | 10 clicks |

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

- Mount protection caps **1**.

(SX-F Factory Edition, XC-F)

- Turn the red adjusting screw **3** all the way clockwise.

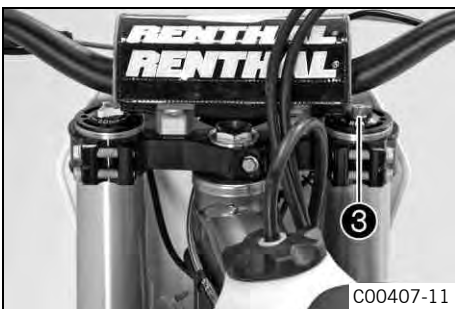
i Info
Adjusting screw **3** is located at the upper end of the right fork leg. The rebound damping is located in the right fork leg (red adjusting screw). The compression damping is located in the left fork leg (white adjusting screw).

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

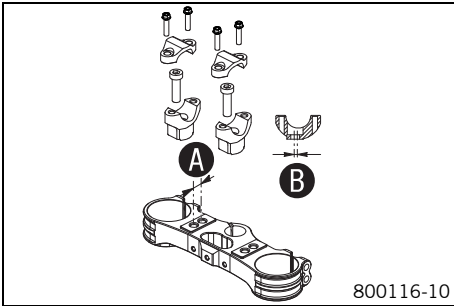
Guideline

| Rebound damping (SX-F Factory Edition) | |
|--|-----------|
| Comfort | 17 clicks |
| Standard | 15 clicks |
| Sport | 13 clicks |
| Rebound damping (XC-F) | |
| Comfort | 15 clicks |
| Standard | 13 clicks |
| Sport | 11 clicks |

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



10.14 Handlebar position



800116-10

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

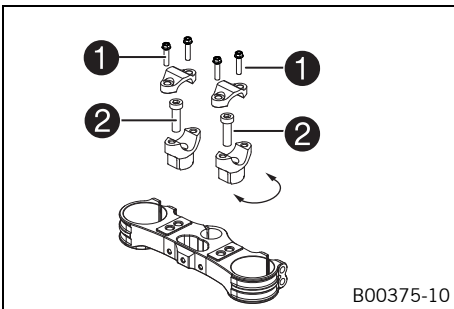
| | |
|-----------------|-----------------|
| Hole distance A | 15 mm (0.59 in) |
|-----------------|-----------------|

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

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

The handlebar can be mounted in four different positions. In this way, the handlebar can be mounted in the position that is most comfortable for the rider.

10.15 Adjusting the handlebar position



B00375-10

- Remove screws **1**. Take off the handlebar clamps. Take off the handlebar and lay it to one side.



Info

Protect the components against damage by covering them. Do not bend the cables and lines.

- Remove screws **2**. Remove the handlebar supports.
- Place the handlebar supports in the required position. Mount and tighten screws **2**.

Guideline

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



Info

Position the left and right handlebar supports evenly.

- Position the handlebar.



Info

Make sure the cables and wiring are positioned correctly.

- Position the handlebar clamps. Mount and tighten screws **1** evenly.

Guideline

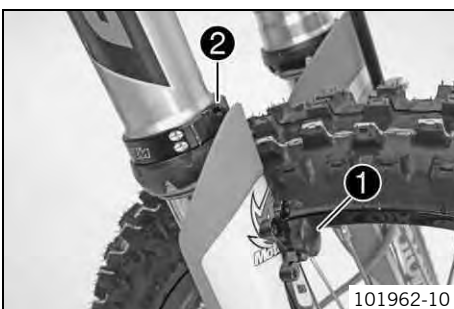
| | | |
|------------------------|----|------------------------|
| Screw, handlebar clamp | M8 | 20 Nm (14.8 lbf ft) |
|------------------------|----|------------------------|

10.16 Activating the Factory Start (SX-F Factory Edition)



Info

In cold weather, the lock button may freeze up, preventing it from being released during compression.



101962-10

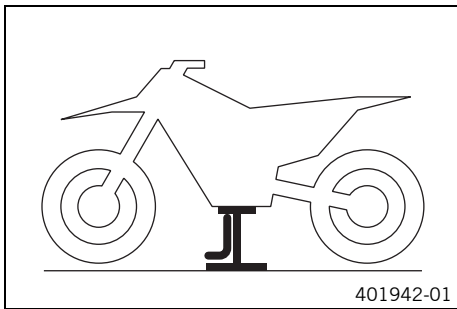
- Check lock button **1** to ensure it can move easily.
- Bend over the handlebars while sitting on the motorcycle. Grip the rim and compress the fork. Press lock button **1** and decompress slowly until the lock button engages in lock ring **2**.
- ✓ When the fork compresses for the first time, the lock button is released automatically.

11.1 Raising the motorcycle with the lift stand

Note

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

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



- Raise the motorcycle at the frame underneath the engine.
 - ✓ The wheels must no longer touch the ground.
- Secure the motorcycle against falling over.

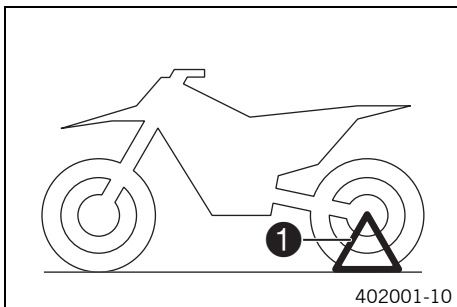
Lift stand (54829055000)

11.2 Removing the motorcycle from the lift stand

Note

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

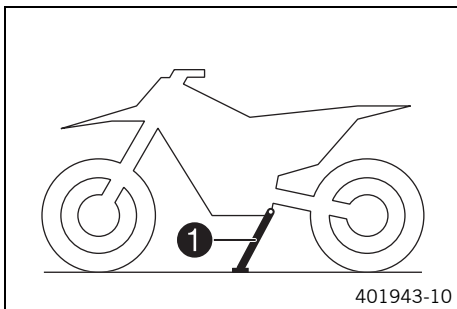
- Always place the vehicle on a firm and even surface.



(All SX-F models)

- Remove the motorcycle from the lift stand.
- Remove the lift stand.
- To park the motorcycle, insert plug-in stand ❶ into the left side of the wheel spindle.

i Info Remove the plug-in stand before riding.



(XC-F)

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

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

11.3 Bleeding the fork legs



Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 36)

Main work

- Release bleeder screws ❶.
 - ✓ Any excess pressure escapes from the interior of the fork.
- Mount and tighten bleeder screws.

Finishing work

- Remove the motorcycle from the lift stand. (☛ p. 36)

11.4 Cleaning the dust boots of the fork legs

Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 36)

(SX-F EU, SX-F USA, XC-F)

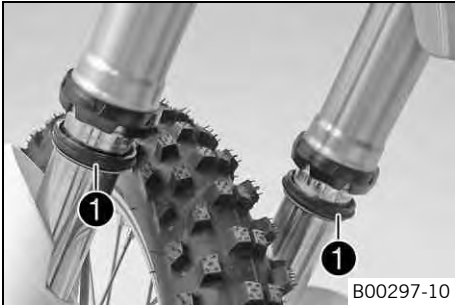
- Loosen the fork protection. (☞ p. 37)

(SX-F Factory Edition)

- Remove the fork protector. ☞ (☞ p. 39)

Main work

- Push dust boots ❶ of both fork legs downward.



Info

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



Warning

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

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

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

| |
|--------------------------------|
| Universal oil spray (☞ p. 103) |
|--------------------------------|

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

Finishing work

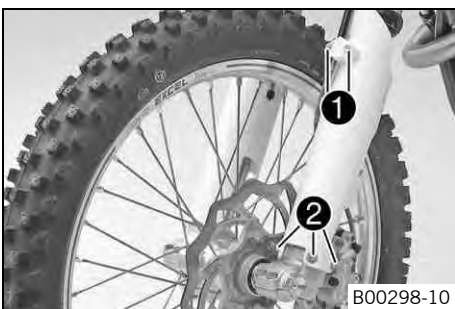
(SX-F EU, SX-F USA, XC-F)

- Position the fork protection. (☞ p. 37)

(SX-F Factory Edition)

- Install the fork protector. ☞ (☞ p. 40)
- Remove the motorcycle from the lift stand. (☞ p. 36)

11.5 Loosening the fork protection (SX-F EU, SX-F USA, XC-F)



- Remove screws ❶ and take off the clamp.
- Remove screws ❷ on the left fork leg. Push the fork protection downwards.
- Remove the screws on the right fork leg. Push the fork protection downwards.

11.6 Positioning the fork protection (SX-F EU, SX-F USA, XC-F)



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

Guideline

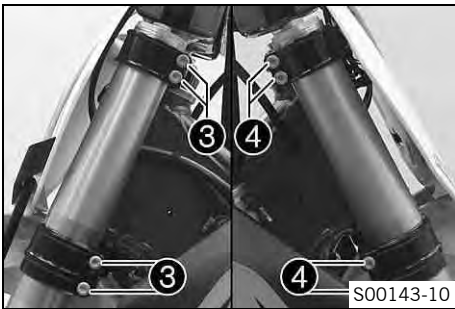
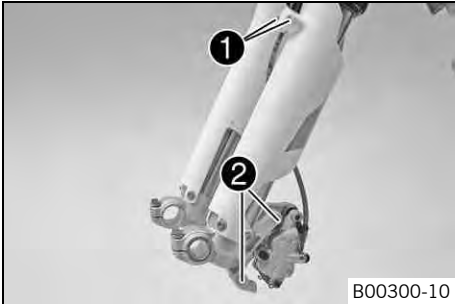
| | | |
|---------------------------|----|--------------------|
| Remaining screws, chassis | M6 | 10 Nm (7.4 lbf ft) |
|---------------------------|----|--------------------|

- Position the brake line and clamp. Mount and tighten screws ❷.
- Position the fork protection on the right fork leg. Mount and tighten the screws.

Guideline

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

11.7 Removing the fork legs



Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 36)
- Remove the front wheel. (☞ p. 69)

Main work

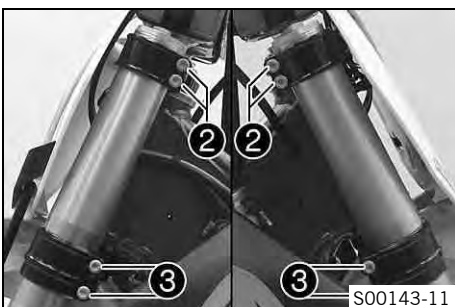
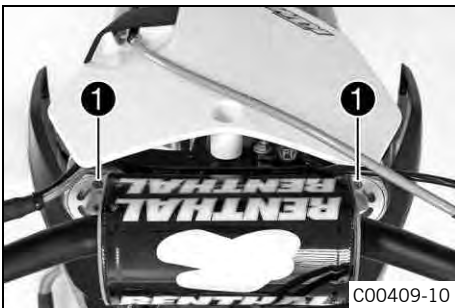
- Remove screws ① and take off the clamp.
- Remove screws ② and take off the brake caliper.
- Allow the brake caliper and brake line to hang tension-free to the side.

Info

Do not pull the hand brake lever if the front wheel has been removed.

- Loosen screws ③. Take out the left fork leg.
- Unscrew screws ④. Take out the right fork leg.

11.8 Installing the fork legs



Main work (SX-F EU, SX-F USA)

- Position the fork legs.
- ✓ Position bleeder screws ① toward the front.

Info

Grooves are milled into the side of the upper end of the fork legs. The second milled groove (from the top) must be flush with the top edge of the upper triple clamp.

(SX-F Factory Edition, XC-F)

- Position the fork legs.
- ✓ Position bleeder screws ① toward the front.

Info

The rebound damping is located in the right fork leg (red adjusting screw). The compression damping is located in the left fork leg (white adjusting screw).
Grooves are milled into the side of the upper end of the fork legs. The second milled groove (from the top) must be flush with the top edge of the upper triple clamp.

- Tighten screws ②.

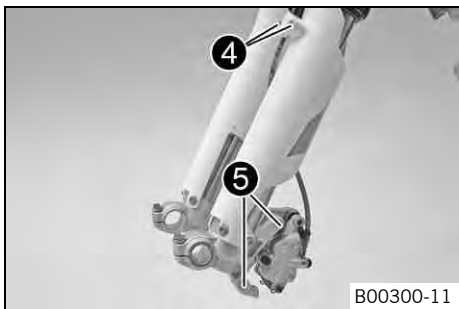
Guideline

| | | |
|-------------------------|----|------------------------|
| Screw, top triple clamp | M8 | 17 Nm (12.5 lbf ft) |
|-------------------------|----|------------------------|

- Tighten screws ③.

Guideline

| | | |
|----------------------------|----|--------------------|
| Screw, bottom triple clamp | M8 | 12 Nm (8.9 lbf ft) |
|----------------------------|----|--------------------|



B00300-11

- Position the brake caliper. Mount and tighten screws **5**.

Guideline

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

- Position the brake line and clamp. Mount and tighten screws **4**.

Finishing work

- Install the front wheel. 🛠️ (📖 p. 69)

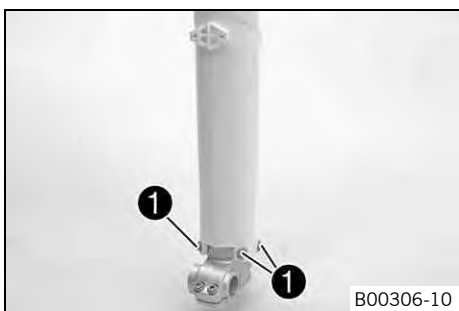
11.9 Removing the fork protector 🛠️ (SX-F EU, SX-F USA, XC-F)

Preparatory work

- Raise the motorcycle with the lift stand. (📖 p. 36)
- Remove the front wheel. 🛠️ (📖 p. 69)
- Remove the fork legs. 🛠️ (📖 p. 38)

Main work

- Remove screws **1** on the left fork leg. Remove the fork protector from above.
- Remove the screws on the right fork leg. Remove the fork protector from above.



B00306-10

11.10 Installing the fork protector 🛠️ (SX-F EU, SX-F USA, XC-F)

Main work

- Position the fork protection on the left fork leg. Mount and tighten screws **1**.

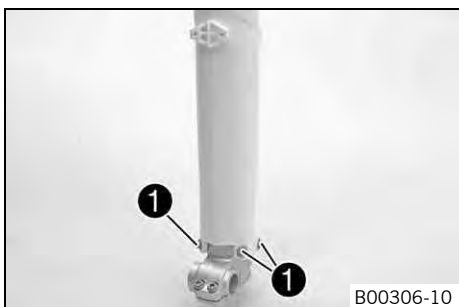
Guideline

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

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

Guideline

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



B00306-10

Finishing work

- Install the fork legs. 🛠️ (📖 p. 38)
- Install the front wheel. 🛠️ (📖 p. 69)

11.11 Removing the fork protector 🛠️ (SX-F Factory Edition)



101955-10

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



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

11.12 Installing the fork protector (SX-F Factory Edition)



- Position the fork protector on the right fork leg. Mount and tighten screws ①.
- Guideline

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



- Position the fork protector on the left fork leg. Mount and tighten screws ②.
- Guideline

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

- Position the brake line, wiring harness, and clamp. Mount and tighten screws ③.

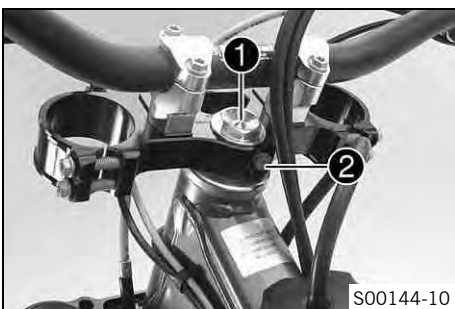
11.13 Removing the lower triple clamp

Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 36)
- Remove the front wheel. (☞ p. 69)
- Remove the fork legs. (☞ p. 38)
- Remove the start number plate. (☞ p. 44)
- Remove the front fender. (☞ p. 44)
- Remove the handlebar cushion.

Main work

- Remove screw ①.
- Remove screw ②.
- Take off the top triple clamp with the handlebar and set it aside.

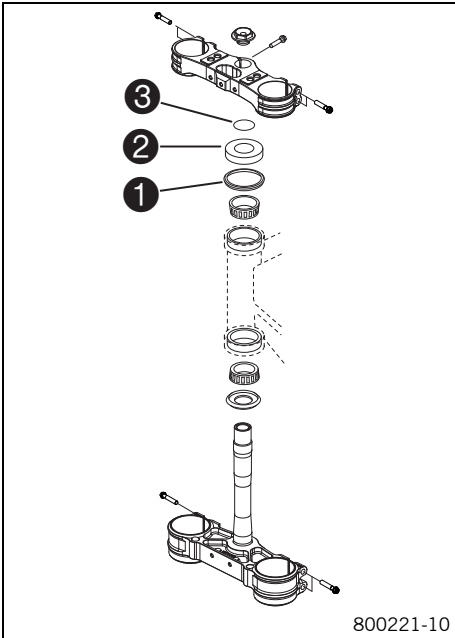


i Info
Protect the motorcycle and its attachments against damage by covering them.
Do not bend the cables and lines.



- Remove O-ring ③. Remove protective ring ④.
- Take out the lower triple clamp with the steering stem.
- Take out the upper steering head bearing.

11.14 Installing the lower triple clamp



Main work

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

High viscosity grease (☛ p. 102)

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



- Position the upper triple clamp with the handlebar.
- Mount screw ④ but do not tighten yet.



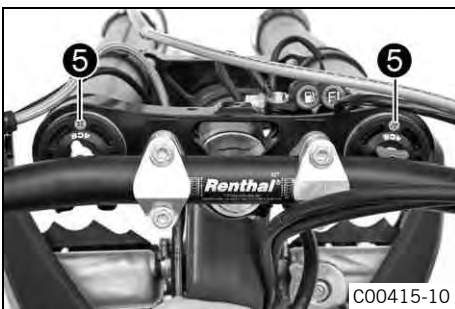
(SX-F EU, SX-F USA)

- Position the fork legs.
- ✓ Bleeder screws ⑤ face forward.



Info

Grooves are milled into the side of the upper end of the fork legs. The second milled groove (from the top) must be flush with the top edge of the upper triple clamp.



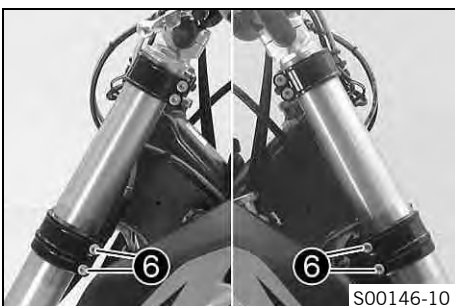
(SX-F Factory Edition, XC-F)

- Position the fork legs.
- ✓ Bleeder screws ⑤ face forward.



Info

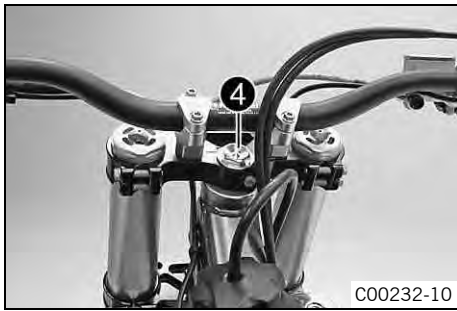
The rebound damping is located in the right fork leg (red adjusting screw). The compression damping is located in the left fork leg (white adjusting screw).
Grooves are milled into the side of the upper end of the fork legs. The second milled groove (from the top) must be flush with the top edge of the upper triple clamp.



- Tighten screws ⑥.

Guideline

| | | |
|----------------------------|----|--------------------|
| Screw, bottom triple clamp | M8 | 12 Nm (8.9 lbf ft) |
|----------------------------|----|--------------------|



- Tighten screw 4.

Guideline

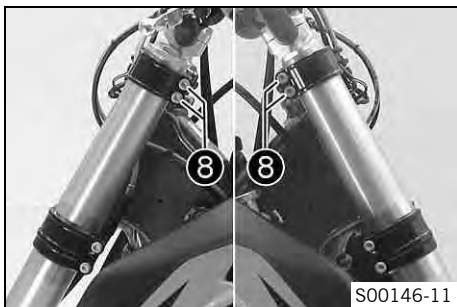
| | | |
|--------------------------|---------|--------------------|
| Screw, top steering head | M20x1.5 | 12 Nm (8.9 lbf ft) |
|--------------------------|---------|--------------------|



- Mount and tighten screw 7.

Guideline

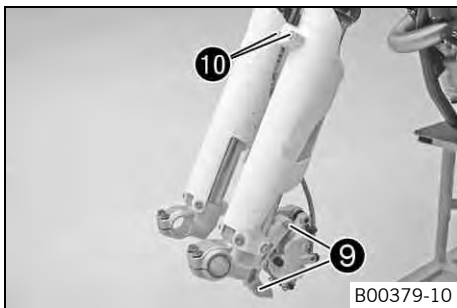
| | | | |
|--------------------------|----|---------------------|---------------|
| Screw, top steering stem | M8 | 17 Nm (12.5 lbf ft) | Loctite® 243™ |
|--------------------------|----|---------------------|---------------|



- Using a plastic hammer, tap lightly on the upper triple clamp to avoid strains.
- Tighten screws 8.

Guideline

| | | |
|-------------------------|----|---------------------|
| Screw, top triple clamp | M8 | 17 Nm (12.5 lbf ft) |
|-------------------------|----|---------------------|



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

Guideline

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

- Position the brake line and clamp. Mount and tighten screws 10.

Finishing work

- Install the front fender. (☛ p. 45)
- Mount the handlebar cushion.
- Install the start number plate. (☛ p. 44)
- Install the front wheel. ☛ (☛ p. 69)
- Check that the wiring harness, throttle cables and brake and clutch lines can move freely and are routed correctly.
- Check the steering head bearing play. (☛ p. 42)
- Remove the motorcycle from the lift stand. (☛ p. 36)

11.15 Checking the steering head bearing play



Warning

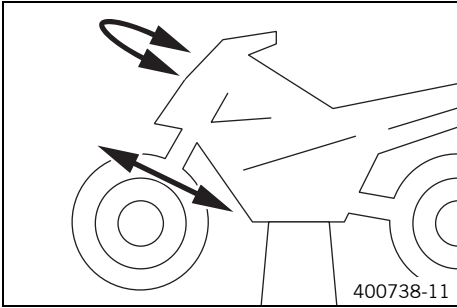
Danger of accidents Unstable vehicle handling from incorrect steering head bearing play.

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



Info

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



Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 36)

Main work

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

No play should be noticeable in the steering head bearing.

- » If there is noticeable play present:
 - Adjust the play of the steering head bearing. ☞ (☞ p. 43)

- Move the handlebar to and fro over the entire steering range.

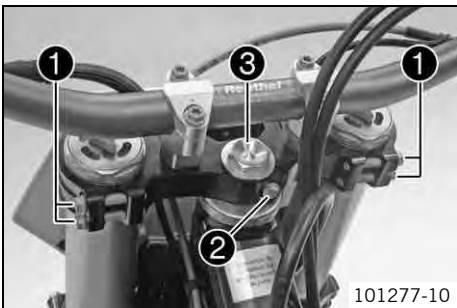
The handlebar must be able to move easily over the entire steering range. No resting locations should be noticeable.

- » If click positions are noticeable:
 - Adjust the play of the steering head bearing. ☞ (☞ p. 43)
 - Check the steering head bearing and change if necessary.

Finishing work

- Remove the motorcycle from the lift stand. (☞ p. 36)

11.16 Adjusting the play of the steering head bearing ☞



Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 36)
- Remove the handlebar cushion.

Main work

- Loosen screw ①. Remove screw ②.
- Loosen and retighten screw ③.

Guideline

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

- Using a plastic hammer, tap lightly on the upper triple clamp to avoid strains.
- Fully tighten screws ①.

Guideline

| | | |
|-------------------------|----|---------------------|
| Screw, top triple clamp | M8 | 17 Nm (12.5 lbf ft) |
|-------------------------|----|---------------------|

- Mount and tighten screw ②.

Guideline

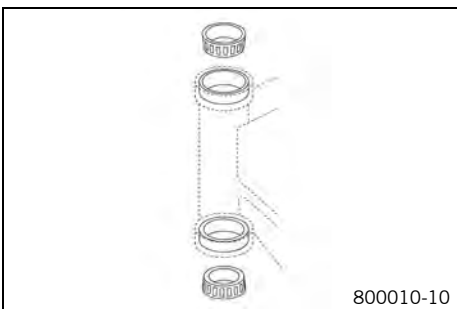
| | | | |
|--------------------------|----|---------------------|----------------------|
| Screw, top steering stem | M8 | 17 Nm (12.5 lbf ft) | Loctite® 243™ |
|--------------------------|----|---------------------|----------------------|

- Check the steering head bearing play. (☞ p. 42)

Finishing work

- Mount the handlebar cushion.
- Remove the motorcycle from the lift stand. (☞ p. 36)

11.17 Greasing the steering head bearing ☞



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

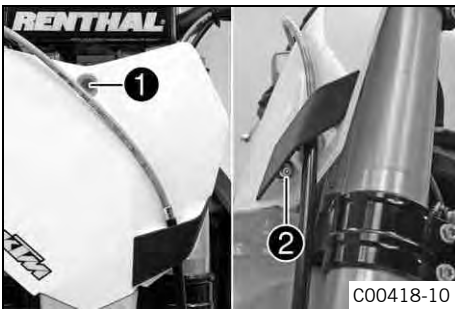
11.18 Removing the start number plate



- Remove screw ❶ and take off the clamp.
- Remove screw ❷. Take off the start number plate.

C00419-10

11.19 Installing the start number plate



- Position the start number plate. Mount and tighten screw ❶.

Guideline

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

✓ The holding lugs engage.

- Position the brake line and clamp. Mount and tighten screw ❷.

C00418-10

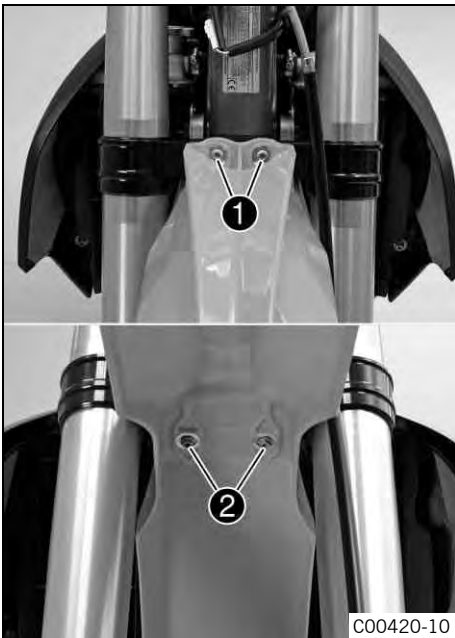
11.20 Removing the front fender

Preparatory work

- Remove the start number plate. (☛ p. 44)

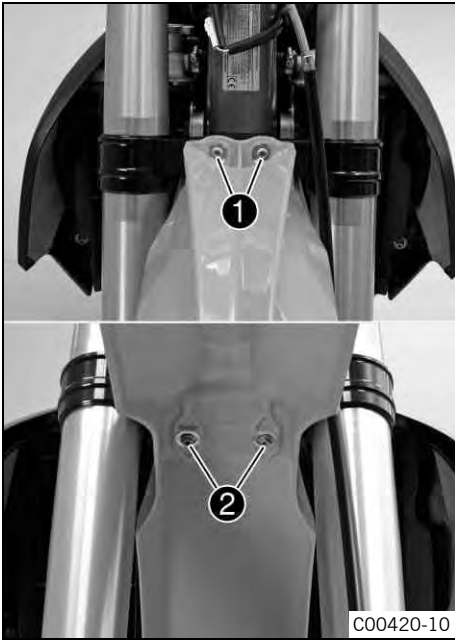
Main work

- Remove screws ❶ and ❷. Remove the front fender.



C00420-10

11.21 Installing the front fender



Main work

- Position the front fender. Mount and tighten screws ① and ②.

Guideline

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

Finishing work

- Install the start number plate. (☞ p. 44)

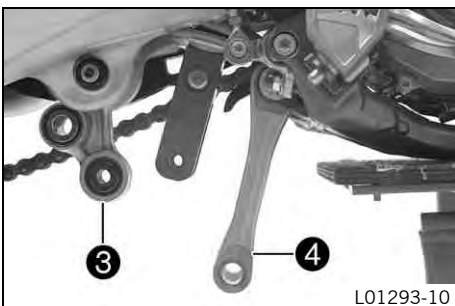
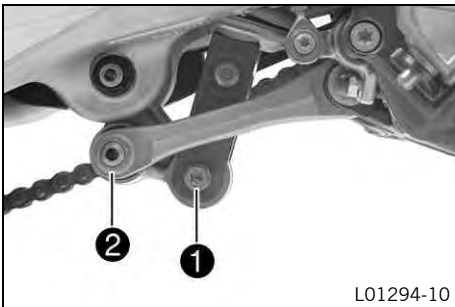
11.22 Removing the shock absorber

Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 36)
- Remove the manifold. ☞

Main work

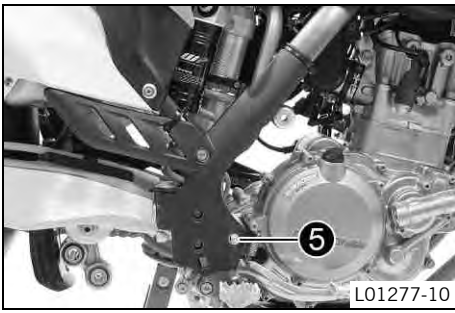
- Remove screw ①.
- Remove fitting ②.



- Press angle lever ③ toward the rear.
- Press linkage lever ④ downward.

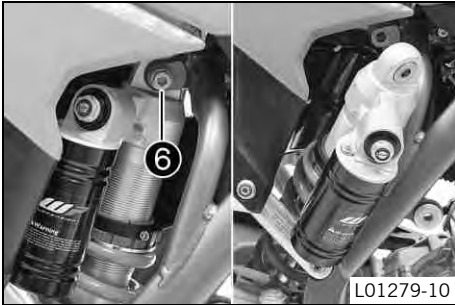


- Lift the swingarm.



- Remove the cable binder of the frame protector.
- Remove screw 5.
- Remove the frame protector.

i Info
Pay attention to the holding lugs.



- Remove screw 6.
- Carefully remove the shock absorber upward out of the vehicle.

11.23 Installing the shock absorber

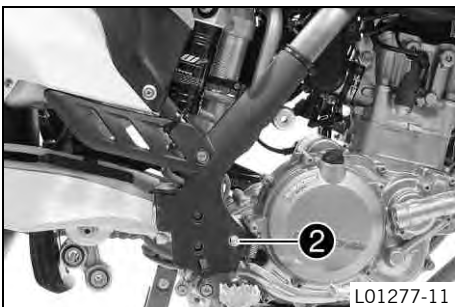


Main work

- From above, position the shock absorber carefully in the vehicle.
- Mount and tighten screw 1.

Guideline

| | | | |
|---------------------------|-----|------------------------|----------------|
| Screw, top shock absorber | M10 | 60 Nm (44.3 lbf ft) | Loctite® 2701™ |
|---------------------------|-----|------------------------|----------------|



- Position the frame protector.

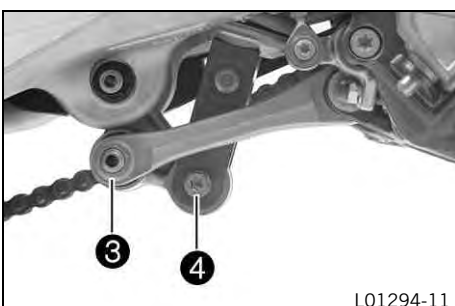
i Info
Pay attention to the holding lugs.

- Mount and tighten screw 2.

Guideline

| | | | |
|------------------------|----|-------------------|--|
| Screw, frame protector | M5 | 3 Nm (2.2 lbf ft) | |
|------------------------|----|-------------------|--|

- Attach the frame protector with a cable binder.
- Lower the swingarm.



- Position the angle lever and linkage lever.
- Mount and tighten screw cap 3.

Guideline


| | | | |
|-----------------------------------|---------|-------------------|--|
| Nut, linkage lever to angle lever | M14x1.5 | 80 Nm (59 lbf ft) | |
|-----------------------------------|---------|-------------------|--|

- Mount and tighten screw 4.

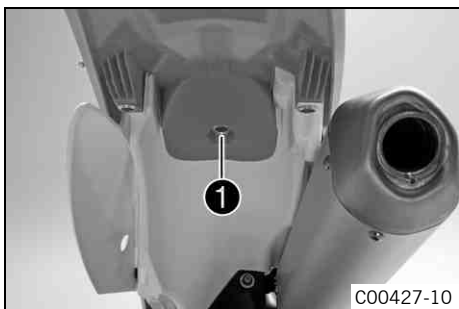
Guideline

| | | | |
|------------------------------|-----|------------------------|----------------|
| Screw, bottom shock absorber | M10 | 60 Nm (44.3 lbf ft) | Loctite® 2701™ |
|------------------------------|-----|------------------------|----------------|

Finishing work

- Install the manifold. 
- Remove the motorcycle from the lift stand. ( p. 36)

11.24 Removing the seat



- Remove screw **1**.
- Lift up the seat at the rear, pull it back and then remove it from above.

11.25 Mounting the seat

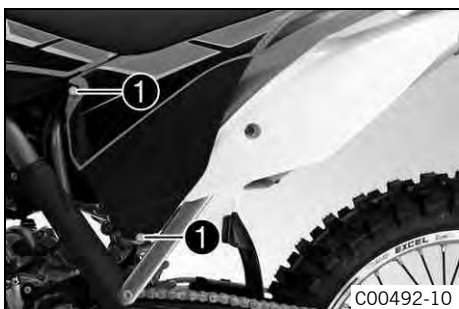


- Hook in the front of the seat at the collar bushing of the fuel tank, lower it at the rear and simultaneously it push forward.
- Make sure that the seat is correctly locked in.
- Mount and tighten the screw of the seat fixing.

Guideline

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

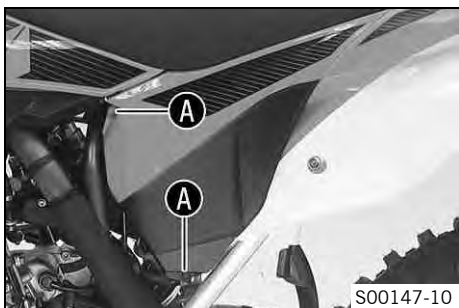
11.26 Removing the air filter box lid



Condition

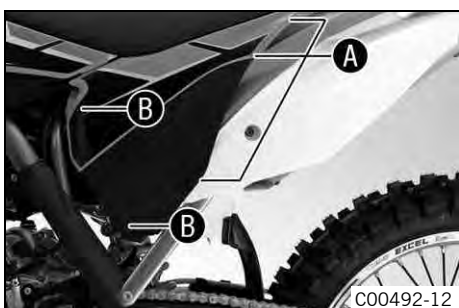
The air filter box lid is secured.

- Remove screws **1**.

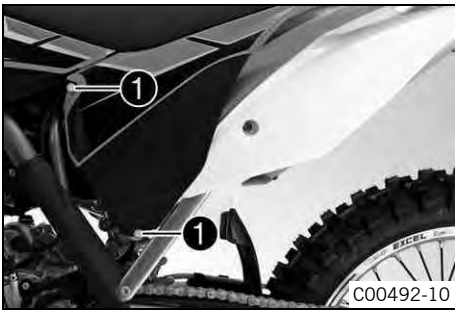


- Pull off the air filter box lid in area **A** sideways and remove it toward the front.

11.27 Installing the air filter box lid



- Insert the air filter box lid into rear area **A** and clip it into front area **B**.



Condition

The air filter box lid is secured.

- Mount and tighten screws ①.

Guideline

| | | |
|----------------------------|----------------------|-------------------|
| Screw, air filter box lid | EJOT PT® K60x20-Z | 3 Nm (2.2 lbf ft) |
| EJOT PT screw (0017060204) | | |

11.28 Removing the air filter

Note

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

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

 **Warning**

Environmental hazard Hazardous substances cause environmental damage.

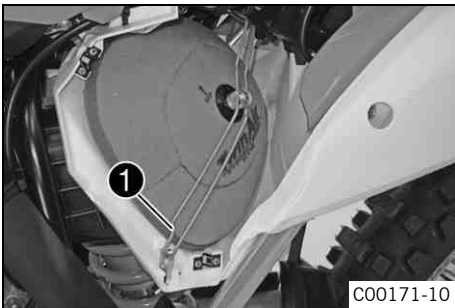
- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

Preparatory work

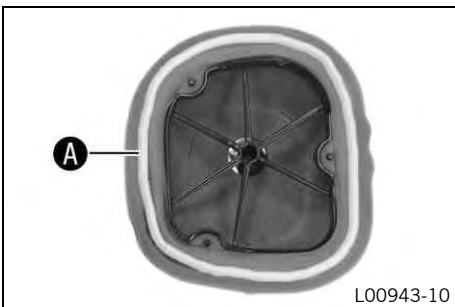
- Remove the air filter box lid. (☞ p. 47)

Main work

- Detach air filter holder ① at the bottom and swing it to one side. Remove the air filter with the air filter support.
- Remove the air filter from the air filter support.



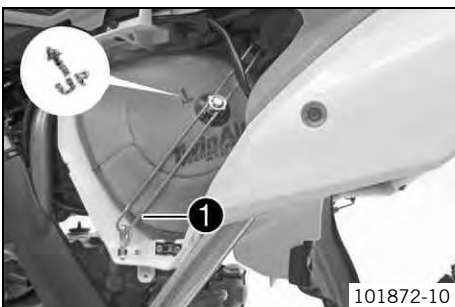
11.29 Installing the air filter



Main work

- Mount the clean air filter on the air filter support.
- Grease the air filter in area ①.

Long-life grease (☞ p. 102)



- Insert both parts together, position them, and fasten them using air filter holder ①.
- ✓ The arrow of marking **UP** faces upward.

i Info

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

Finishing work

- Install the air filter box lid. (☞ p. 47)

11.30 Cleaning the air filter and air filter box



Warning

Environmental hazard Hazardous substances cause environmental damage.

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



Info

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



Preparatory work

- Remove the air filter box lid. (☞ p. 47)
- Remove the air filter. (☞ p. 48)

Main work

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

| |
|-------------------------------|
| Air filter cleaner (☞ p. 102) |
|-------------------------------|



Info

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

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

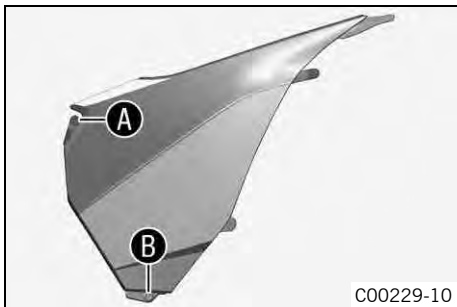
| |
|------------------------------------|
| Oil for foam air filter (☞ p. 102) |
|------------------------------------|

- Clean the air filter box.
- Clean the intake flange and check it for damage and tightness.

Finishing work

- Install the air filter. (☞ p. 48)
- Install the air filter box lid. (☞ p. 47)

11.31 Securing the air filter box lid



Preparatory work

- Remove the air filter box lid. (☞ p. 47)

Main work

- Drill a hole at markings **A** and **B**.

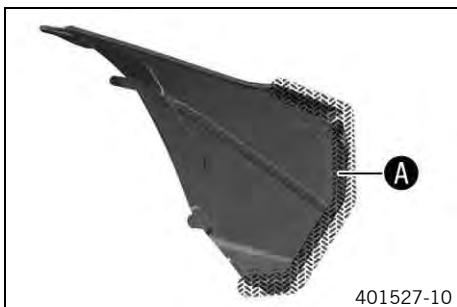
Guideline

| | |
|----------|----------------|
| Diameter | 6 mm (0.24 in) |
|----------|----------------|

Finishing work

- Install the air filter box lid. (☞ p. 47)

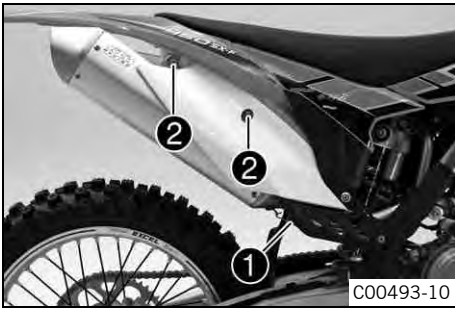
11.32 Sealing the air filter box



- Seal the air filter box in marked area **A**.

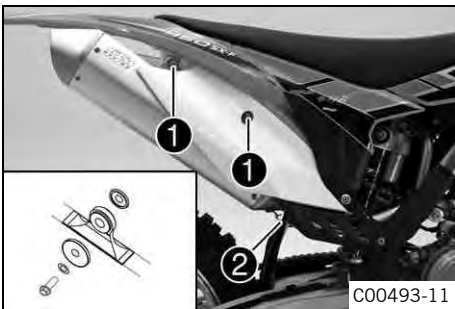
11.33 Removing the main silencer

- Warning**
Danger of burns The exhaust system gets very hot when the vehicle is driven.
- Allow the exhaust system to cool down. Do not touch hot components.



- Disconnect spring **1**.
- | |
|----------------------------|
| Spring hooks (50305017000) |
|----------------------------|
- Remove screws **2** and take off the main silencer.

11.34 Installing the main silencer



- Position the main silencer.
- Mount screws **1** but do not tighten yet.
- Reconnect spring **2**.

| |
|----------------------------|
| Spring hooks (50305017000) |
|----------------------------|

- Tighten screws **1**.

Guideline

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

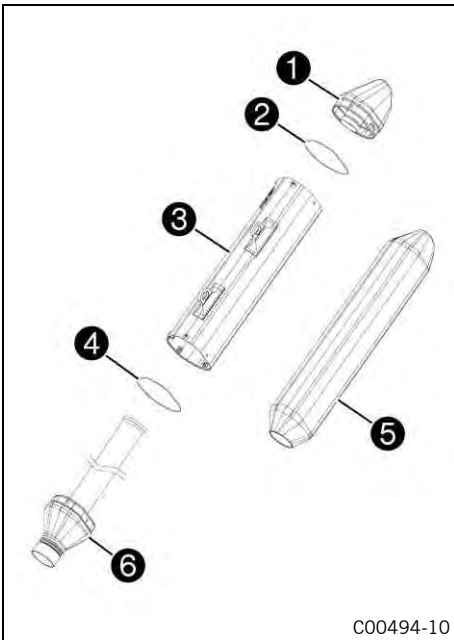
11.35 Changing the glass fiber yarn filling of the main silencer

- Warning**
Danger of burns The exhaust system gets very hot when the vehicle is driven.
- Allow the exhaust system to cool down. Do not touch hot components.

- i Info**
 Over time, the fibers of the glass fiber yarn escape and the damper "burns" out. Not only is the noise level higher, the performance characteristic changes.

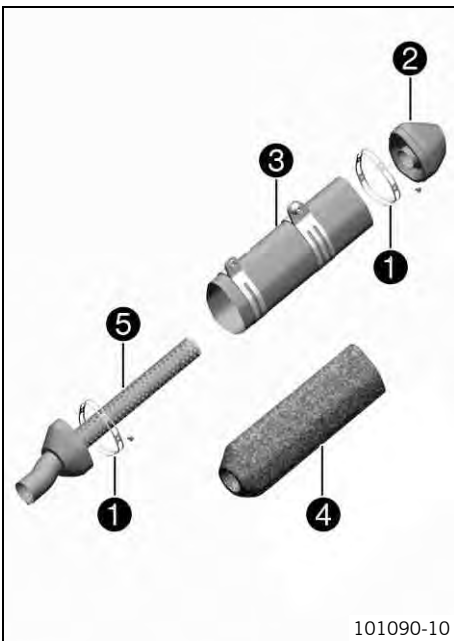
Preparatory work

- Remove the main silencer. (☛ p. 50)



Main work
(SX-F EU, SX-F USA, XC-F)

- Remove all screws from the main silencer.
- Remove silencer cap ① and O-ring ②.
- Remove outer tube ③ and O-ring ④.
- Pull the glass fiber yarn filling ⑤ from the inner tube ⑥.
- Clean the parts that are to be reinstalled.
- Mount the new glass fiber yarn filling ⑤ on inner tube ⑥.
- Slide O-ring ④ and outer tube ③ over the glass fiber yarn filling ⑤.
- Insert O-ring ② and silencer cap ① into outer tube ③.
- Mount and tighten all screws.



(SX-F Factory Edition)

- Drill out all rivets on the main silencer and remove steel strips ①. Carefully knock the rivets inward.
- Take off silencer cap ② and outer tube ③.
- Pull the glass fiber yarn filling ④ from the inner tube ⑤.
- Clean the parts that are to be reinstalled.
- Wind adhesive tape around the end of the inner tube.
- Mount the new glass fiber yarn filling ④ on the inner tube.
- Remove the adhesive tape from the inner tube.
- Slide outer tube ③ over the glass fiber yarn filling.
- Insert silencer cap ② into the outer tube.
- Position steel strips ① and mount the rivets.

Finishing work

- Install the main silencer. (☛ p. 50)

11.36 Removing the fuel tank ☛



Danger

Fire hazard Fuel is highly flammable.

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



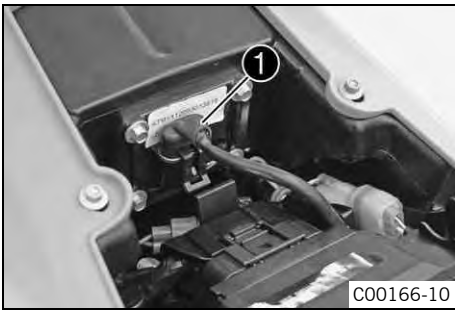
Warning

Danger of poisoning Fuel is poisonous and a health hazard.

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

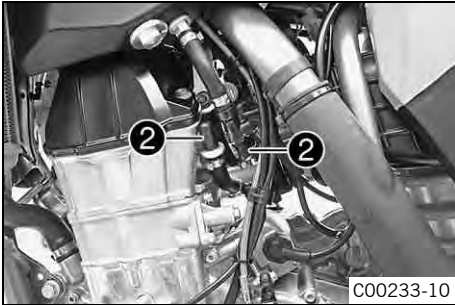
Preparatory work

- Remove the seat. (☛ p. 47)



Main work

- Unplug connector ① of the fuel pump.



- Thoroughly clean the plug-in connection of the fuel line using compressed air.



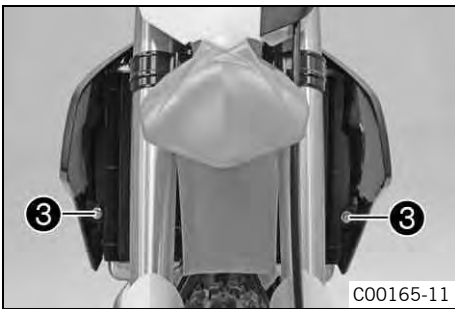
Info

Under no circumstances should dirt enter into the fuel line. Dirt in the fuel line clogs the injection valve.

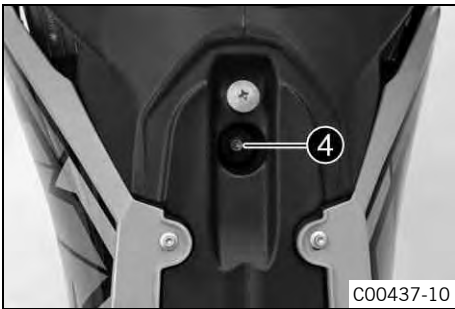
- Disconnect the plug-in connection of the fuel line.
- Mount wash cap set ②.

Wash cap set (81212016100)

- Remove the tube from the fuel tank breather.
- Remove screws ③ with the collar bushing.



- Remove screw ④ with the rubber bushing.



- Pull both spoilers off of the sides of the radiator bracket and lift off the fuel tank.



11.37 Installing the fuel tank



Danger

Fire hazard Fuel is highly flammable.

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




Warning

Danger of poisoning Fuel is poisonous and a health hazard.

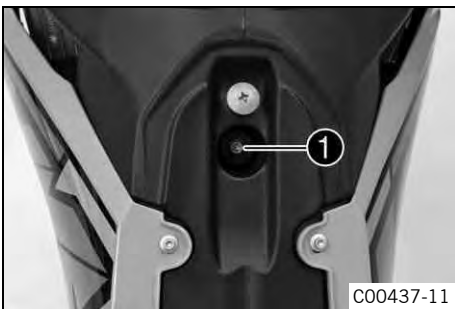
- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician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

Main work

- Check the throttle cable routing. ( p. 58)
- Position the fuel tank and fit the two spoilers to the sides of the radiator bracket.
- Make sure that no cables are trapped or damaged.
- Mount the fuel tank breather.
- Mount and tighten screw **1** with the rubber bushing.

Guideline

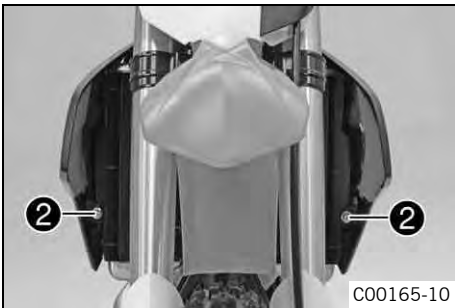
| | | |
|---------------------------|----|--------------------|
| Remaining screws, chassis | M6 | 10 Nm (7.4 lbf ft) |
|---------------------------|----|--------------------|



- Mount and tighten screws **2** with the collar bushing.

Guideline

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



- Connect the electrical plug-in connection **3**.
- Remove the wash cap set. Thoroughly clean the plug-in connection of the fuel line using compressed air.



Info

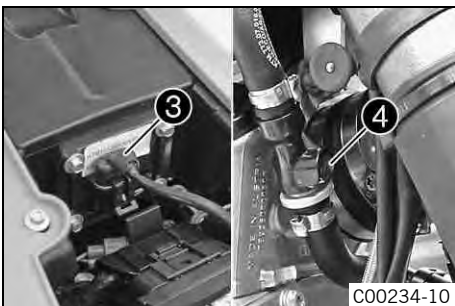
Under no circumstances should dirt enter into the fuel line. Dirt in the fuel line clogs the injection valve.

- Lubricate the O-ring and connect plug-in connection **4** of the fuel line.




Info

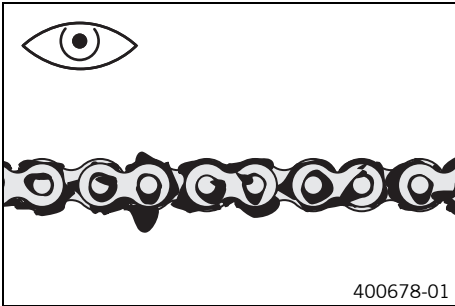
Route the cable and fuel line at a safe distance from the exhaust system.



Finishing work

- Mount the seat. ( p. 47)

11.38 Checking for chain dirt accumulation



- Check the chain for coarse dirt accumulation.
 - » If the chain is very dirty:
 - Clean the chain. (☛ p. 54)

11.39 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.

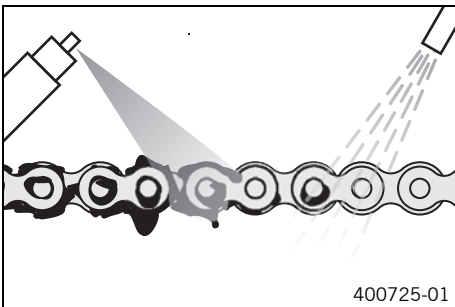
Warning
Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

- 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 and then treat with chain spray.

| |
|---------------------------------|
| Chain cleaner (☛ p. 102) |
| Off-road chain spray (☛ p. 102) |

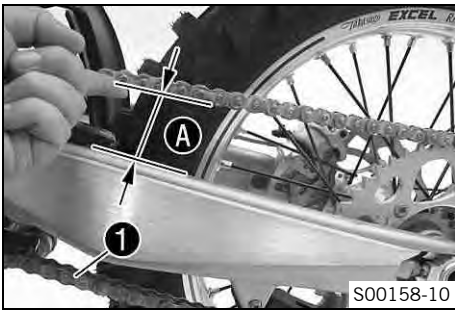
11.40 Checking the chain tension

Warning
Danger of accidents Danger caused by incorrect chain tension.

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

Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 36)



Main work

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

i Info

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

| | |
|---------------|-------------------------------|
| Chain tension | 55... 58 mm (2.17... 2.28 in) |
|---------------|-------------------------------|

- » If the chain tension does not meet specifications:
 - Adjust the chain tension. (☛ p. 55)

Finishing work

- Remove the motorcycle from the lift stand. (☛ p. 36)

11.41 Adjusting the chain tension



Warning

Danger of accidents Danger caused by incorrect chain tension.

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

Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 36)
- Check the chain tension. (☛ p. 54)

Main work

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

Guideline

| | |
|---|-------------------------------|
| Chain tension | 55... 58 mm (2.17... 2.28 in) |
| Turn adjusting screws 3 on the left and right so that the markings on the left and right chain adjusters are in the same position relative to the reference marks A . The rear wheel is then correctly aligned. | |

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

Guideline

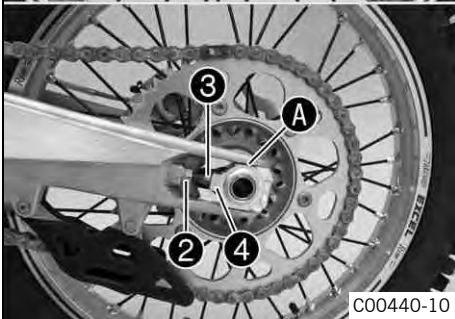
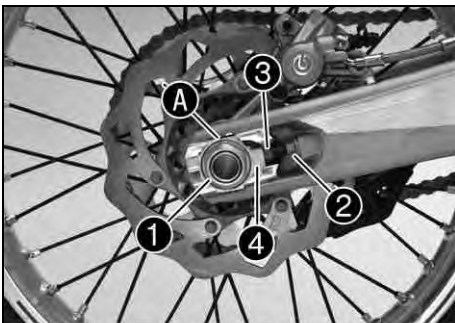
| | | |
|-------------------------|---------|-------------------|
| Nut, rear wheel spindle | M25x1.5 | 80 Nm (59 lbf ft) |
|-------------------------|---------|-------------------|

i Info

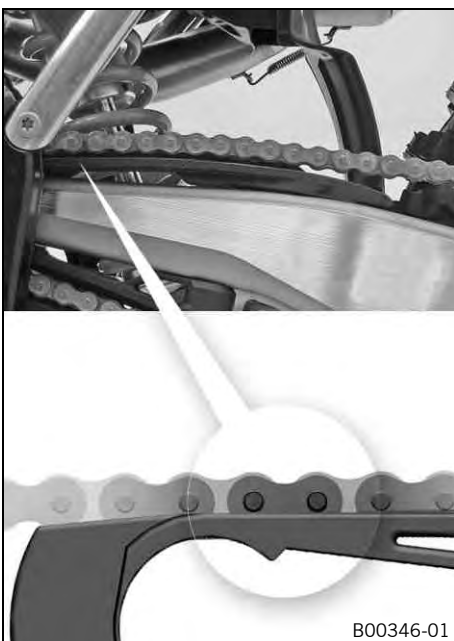
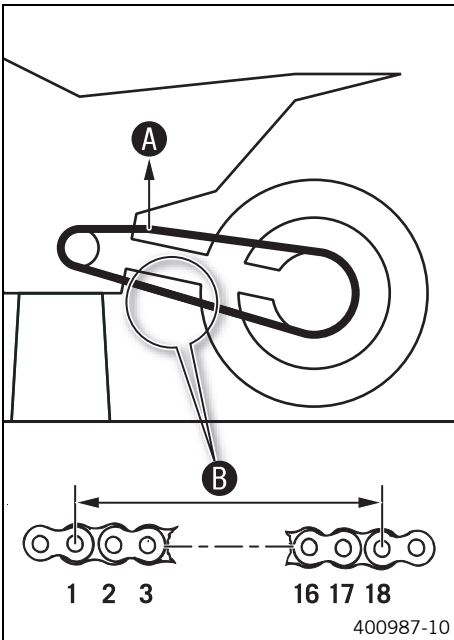
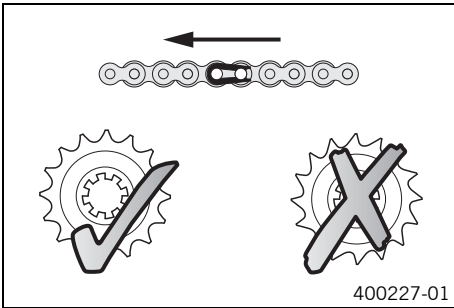
The wide adjustment range of the chain adjusters (32 mm (1.18 in)) enables different secondary ratios with the same chain length. Chain adjusters **4** can be turned by 180°.

Finishing work

- Remove the motorcycle from the lift stand. (☛ p. 36)



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



Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 36)

Main work

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



Info

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

- Pull at the top part of the chain with the specified weight **A**.

Guideline

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

- Measure distance **B** of 18 chain rollers on the lower chain section.



Info

Chains do not always wear evenly, which is why the measurement should be repeated at several locations on the chain.

| | |
|--|-------------------|
| Maximum distance B on the longest part of the chain | 272 mm (10.71 in) |
|--|-------------------|

- » If the distance **B** is larger than the specified length:

- Change the power set. ☛



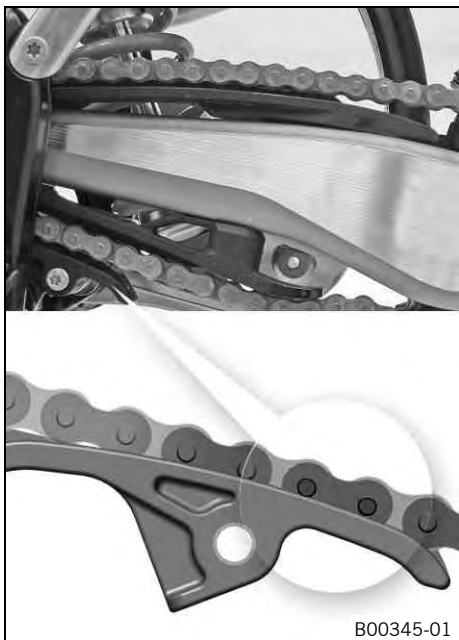
Info

When a new chain is mounted, the rear sprocket and engine sprocket should be changed as well. New chains wear more rapidly on old, worn rear sprockets and engine sprockets.

- Check the chain sliding guard for wear.
 - » If the lower edge of the chain pin is at the level of or below the chain sliding guard:
 - Change the chain sliding guard. ☛
- Check that the chain sliding guard is firmly seated.
 - » If the chain sliding guard is loose:
 - Tighten the chain sliding guard.

Guideline

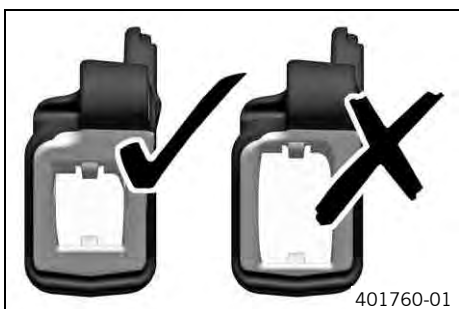
| | | | |
|----------------------------|----|-------------------|---------------|
| Screw, chain sliding guard | M6 | 6 Nm (4.4 lbf ft) | Loctite® 243™ |
|----------------------------|----|-------------------|---------------|



- Check the chain sliding piece for wear.
 - » If the lower edge of the chain pin is at the level of or below the chain sliding piece:
 - Change the chain sliding piece. 🛠️
- Check that the chain sliding piece is firmly seated.
 - » If the chain sliding piece is loose:
 - Tighten the chain sliding piece.

Guideline

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



- Check the chain guide for wear.



Info

The wear can be found on the front of the chain guide.

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



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

Guideline

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

Finishing work

- Remove the motorcycle from the lift stand. (👉 p. 36)

11.43 Checking the frame 🛠️



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



Info

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

11.44 Checking the swingarm



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



Info

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

11.45 Checking the throttle cable routing



Preparatory work

- Remove the seat. (☛ p. 47)
- Remove the fuel tank. (☛ p. 51)

Main work

- Check the throttle cable routing.

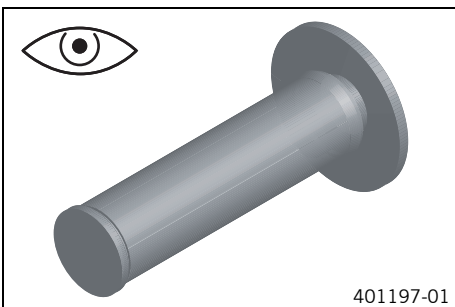
Both throttle cables must be routed to the throttle valve body side by side behind the handlebars and above the fuel tank bracket.

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

Finishing work

- Install the fuel tank. (☛ p. 53)
- Mount the seat. (☛ p. 47)

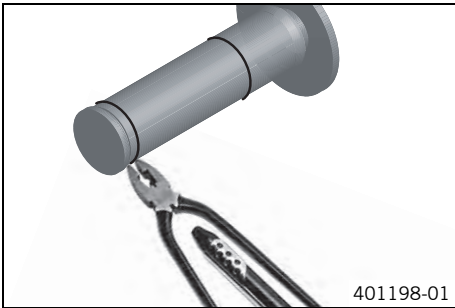
11.46 Checking the rubber grip



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

Rubber grip adhesive (00062030051) (☛ p. 102)

11.47 Additionally securing the rubber grip



Preparatory work

- Check the rubber grip. (☞ p. 58)

Main work

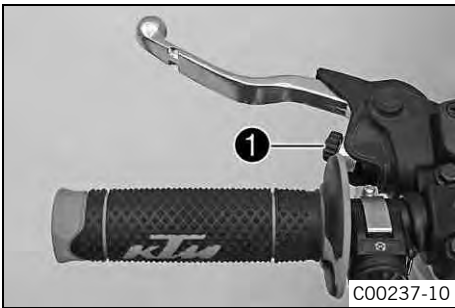
- Secure the rubber grip at two points using the securing wire.

| |
|-----------------------------|
| Securing wire (54812016000) |
|-----------------------------|

| |
|---------------------------------|
| Wire twister forceps (U6907854) |
|---------------------------------|

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

11.48 Adjusting the basic position of the clutch lever



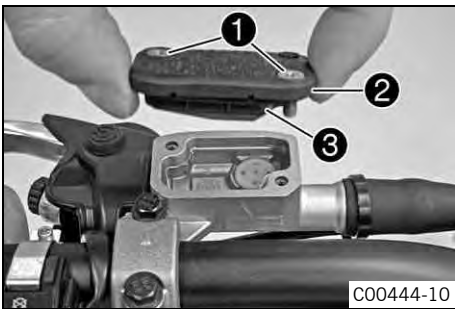
- Adjust the basic setting of the clutch lever to your hand size by turning adjusting screw ①.

Info

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

11.49 Checking/correcting the fluid level of the hydraulic clutch

Info
 The fluid level rises with increased wear of the clutch lining discs.



- 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 container rim | 4 mm (0.16 in) |
|---------------------------------|----------------|

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

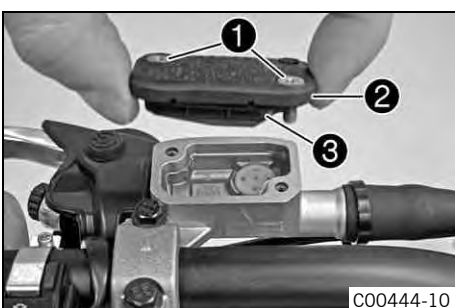
| |
|--|
| Brake fluid DOT 4 / DOT 5.1 (☞ p. 100) |
|--|

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

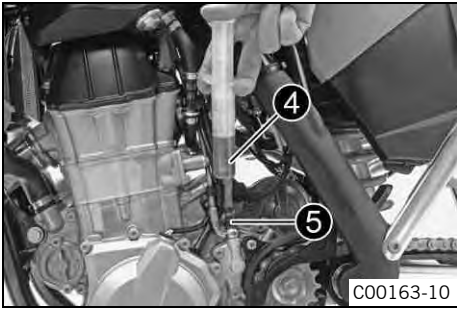
11.50 Changing the hydraulic clutch fluid ☞

Warning
Environmental hazard Hazardous substances cause environmental damage.

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



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

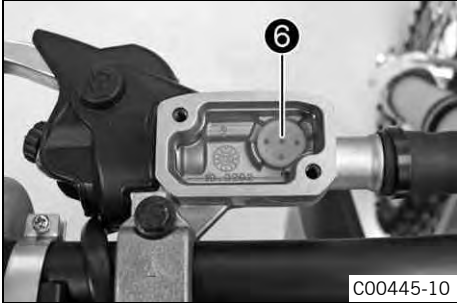


- Fill bleeding syringe ④ with the appropriate hydraulic fluid.

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

| |
|--|
| Brake fluid DOT 4 / DOT 5.1 (☛ p. 100) |
|--|

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



- Inject the liquid into the system until it escapes from hole ⑥ of the master cylinder without bubbles.

- To prevent overflow, drain fluid occasionally from the master cylinder reservoir.

- Remove the bleeding syringe. Mount and tighten screws bleeder screw.

- Correct the fluid level of the hydraulic clutch.

Guideline

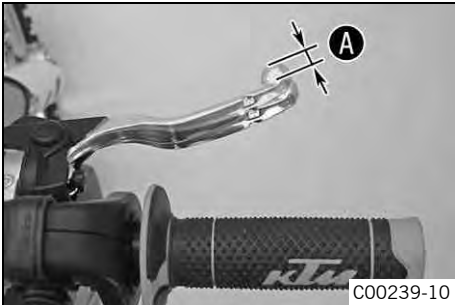
| | |
|---------------------------------|----------------|
| Fluid level below container rim | 4 mm (0.16 in) |
|---------------------------------|----------------|

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

12.1 Checking the free travel of the hand brake lever

Warning
Danger of accidents Brake system failure.

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



- Push the hand brake lever forward and check free travel **A**.

| | |
|---------------------------------|--------------------|
| Free travel of hand brake lever | ≥ 3 mm (≥ 0.12 in) |
|---------------------------------|--------------------|

- » If the free travel does not meet specifications:
 - Adjust the basic position of the hand brake lever. (☛ p. 61)

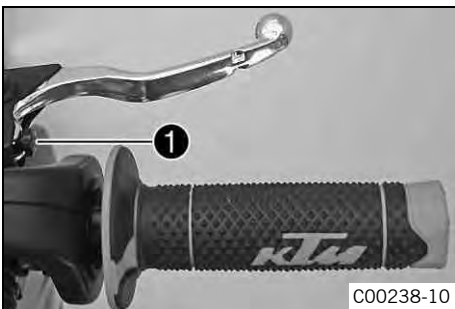
12.2 Adjusting the basic position of the hand brake lever

Preparatory work

- Check the free travel of the hand brake lever. (☛ p. 61)

Main work

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

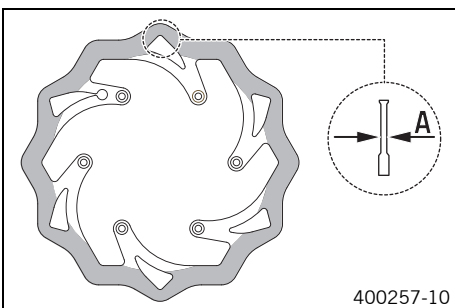


i Info
 Turn the adjusting screw clockwise to increase the distance between the hand brake lever and the handlebar.
 Turn the adjusting screw counterclockwise to decrease the distance between the hand brake lever and the handlebar.
 The range of adjustment is limited.
 Turn the adjusting screw by hand only, and do not apply any force.
 Do not make any adjustments while riding!

12.3 Checking the brake discs

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

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



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

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

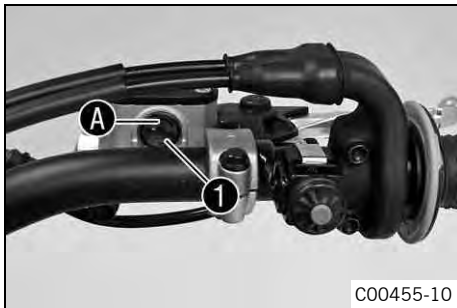
| Brake discs - wear limit | |
|--------------------------|-------------------|
| Front | 2.5 mm (0.098 in) |
| Rear | 3.5 mm (0.138 in) |

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

12.4 Checking the brake fluid level of the front brake

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

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



Preparatory work

- Check the front brake linings. (☛ p. 63)

Main work

- Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
- Check the brake fluid level in level viewer 1.
 - » If the brake fluid level has dropped below marking A:
 - Add front brake fluid. ☛ (☛ p. 62)

12.5 Adding front brake fluid ☛

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

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

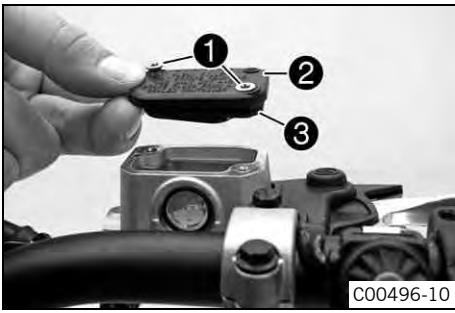
- Warning**
Danger of accidents Reduced braking efficiency due to old brake fluid.
- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized KTM workshop will be glad to help.)

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

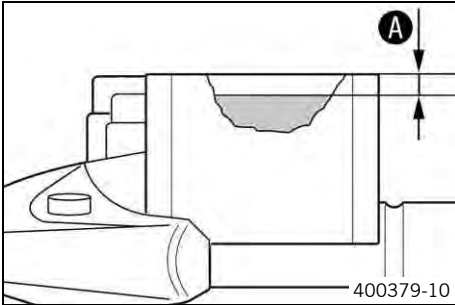
- Info**
- Never use DOT 5 brake fluid. It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.
 - Avoid contact between brake fluid and painted parts. Brake fluid attacks paint!
 - Use only clean brake fluid from a sealed container.

Preparatory work

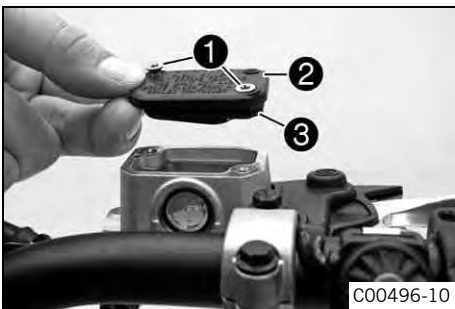
- Check the front brake linings. (☛ p. 63)



C00496-10



400379-10



C00496-10

Main work

- Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws ❶.
- Remove cover ❷ with membrane ❸.

- Add brake fluid to level A.

Guideline

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

Brake fluid DOT 4 / DOT 5.1 (☞ p. 100)

- Position cover ❷ with membrane ❸. Mount and tighten screws ❶.



Info

Clean up overflowed or spilled brake fluid immediately with water.

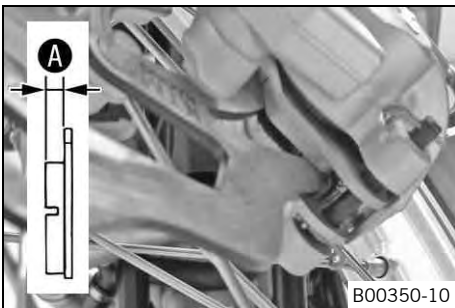
12.6 Checking the front brake linings



Warning

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

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



B00350-10

- Check the brake linings for minimum thickness A.

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

- » If the minimum thickness is less than specified:
 - Change the front brake linings. ☞ (☞ p. 63)
- Check the brake linings for damage and cracking.
 - » If damage or cracking is visible:
 - Change the front brake linings. ☞ (☞ p. 63)

12.7 Changing the front brake linings ☞



Warning

Danger of accident Brake system failure.

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



Warning

Skin irritation Brake fluid can cause skin irritation on contact.

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



Warning

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

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



Warning

Environmental hazard Hazardous substances cause environmental damage.

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

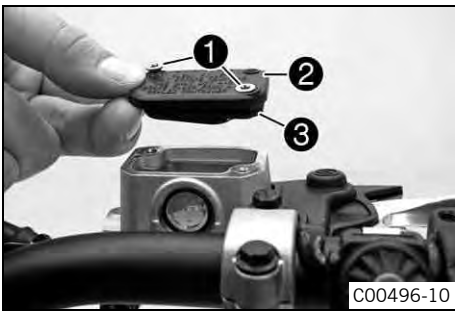


Info

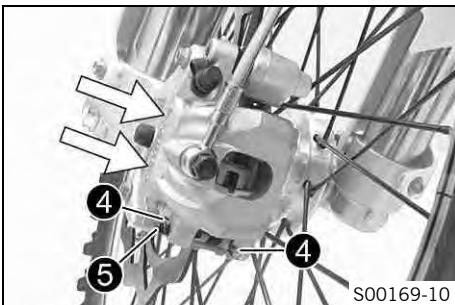
Never use DOT 5 brake fluid! It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.

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

Use only clean brake fluid from a sealed container.



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

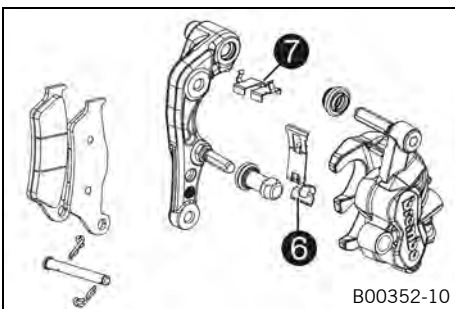


- Manually press the brake caliper to the brake disc to push back the brake pistons. Ensure that brake fluid does not flow out of the brake fluid reservoir, extracting it by suction if it does.



Info

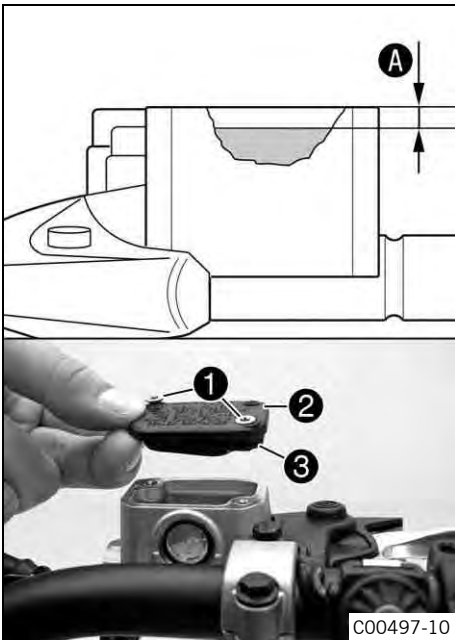
Make sure when pushing back the brake pistons that you do not press the brake caliper against the spokes.



- Remove cotter pins **4**, pull out pin **5**, and remove the brake linings.
- Clean the brake caliper and brake caliper support.
- Check that leaf spring **6** in the brake caliper and sliding plate **7** in the brake caliper support are seated correctly.



- Insert the brake linings, insert pin **5**, and mount cotter pins **4**.
- Operate the hand brake lever repeatedly until the brake linings are in contact with the brake disc and there is a pressure point.



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

Guideline

| | |
|--|---------------|
| Dimension A (brake fluid level below top edge of container) | 5 mm (0.2 in) |
|--|---------------|

| |
|--|
| Brake fluid DOT 4 / DOT 5.1 (☞ p. 100) |
|--|

- Position cover **2** with membrane **3**.
- Mount and tighten screws **1**.

i Info

Clean up overflowed or spilt brake fluid immediately with water.

12.8 Checking the free travel of foot brake lever

Warning

Danger of accidents Brake system failure.

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



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

Guideline

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

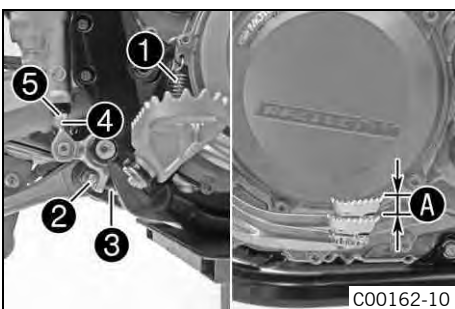
- » If the free travel does not meet specifications:
 - Adjust the basic position of the foot brake lever. ☞ (☞ p. 65)
- Reconnect spring **1**.

12.9 Adjusting the basic position of the foot brake lever ☞

Warning

Danger of accidents Brake system failure.

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



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

i Info

The range of adjustment is limited.

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

Guideline

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

- Hold screw ③ and tighten nut ②.

Guideline

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

- Hold push rod ⑤ and tighten nut ④.

Guideline

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

- Reconnect spring ①.

12.10 Checking the rear brake fluid level



Warning

Danger of accidents Brake system failure.

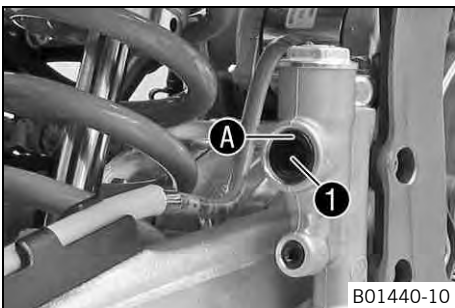
- If the brake fluid level drops below the specified marking or the specified value, this is an indication that the brake system is leaking or that the brake linings are completely worn down. Check the brake system and do not continue riding. (Your authorized KTM workshop will be glad to help.)



Warning

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

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



Preparatory work

- Check the rear brake linings. (☞ p. 67)

Main work

- Stand the vehicle upright.
- Check the brake fluid level in the viewer ①.
 - » If the brake fluid level drops below marking A:
 - Add rear brake fluid. ☞ (☞ p. 66)

12.11 Adding rear brake fluid ☞



Warning

Danger of accidents Brake system failure.

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



Warning

Skin irritation Brake fluid can cause skin irritation on contact.

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



Warning

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

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



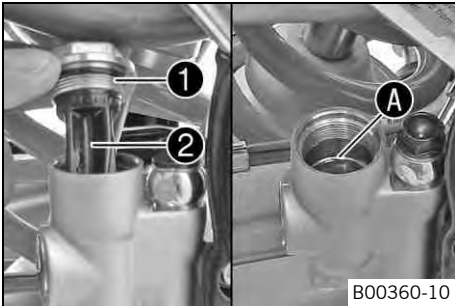
Warning

Environmental hazard Hazardous substances cause environmental damage.

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

i Info

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



Preparatory work

- Check the rear brake linings. (☞ p. 67)

Main work

- Stand the vehicle upright.
- Remove screw cap ① with membrane ② and the O-ring.
- Add brake fluid to level A.

| |
|--|
| Brake fluid DOT 4 / DOT 5.1 (☞ p. 100) |
|--|

- Mount and tighten the screw cap with the membrane and O-ring.

i Info

Clean up overflowed or spilt brake fluid immediately with water.

12.12 Checking the rear brake linings

Warning

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

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



- Check the brake linings for minimum thickness A.

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

- » If the minimum thickness is less than specified:
 - Change the rear brake linings. ☞ (☞ p. 67)
- Check the brake linings for damage and cracking.
 - » If damage or cracking is visible:
 - Change the rear brake linings. ☞ (☞ p. 67)

12.13 Changing the rear brake linings ☞

Warning

Danger of accident Brake system failure.

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

Warning

Skin irritation Brake fluid can cause skin irritation on contact.

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

Warning

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

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

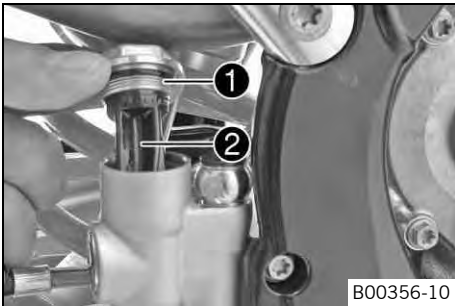
Warning

Environmental hazard Hazardous substances cause environmental damage.

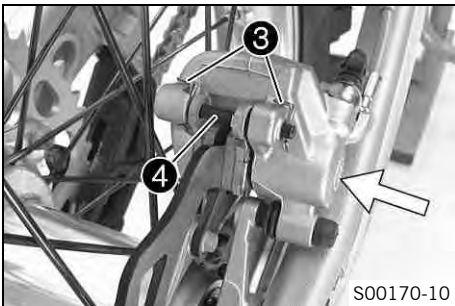
- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

i **Info**

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



- Stand the vehicle upright.
- Remove screw cap ① with membrane ② and the O-ring.



- Manually press the brake caliper to the brake disc to push back the brake piston. Ensure that brake fluid does not flow out of the brake fluid reservoir, extracting it by suction if it does.

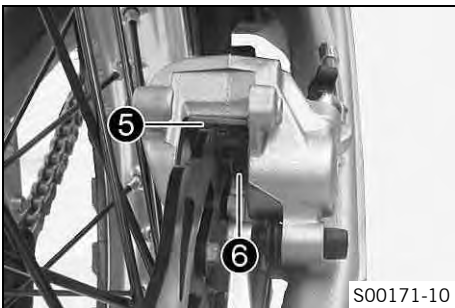
i **Info**

Make sure when pushing back the brake piston that you do not press the brake caliper against the spokes.

- Remove cotter pins ③, pull out pin ④, and remove the brake linings.
- Clean the brake caliper and brake caliper support.
- Check that leaf spring ⑤ in the brake caliper and sliding plate ⑥ in the brake caliper support are seated correctly.

i **Info**

The arrow on the leaf spring points in the rotation direction of the brake disc.

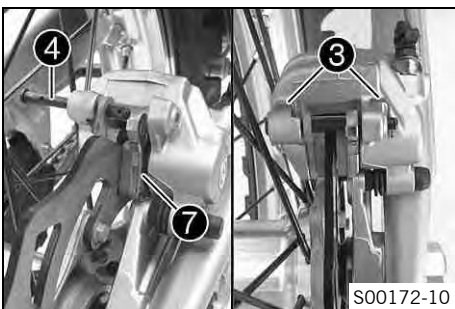


- Insert the brake linings, insert pin ④, and mount cotter pins ③.

i **Info**

Make sure that the decoupling plate ⑦ is mounted on the piston side of the brake lining.

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



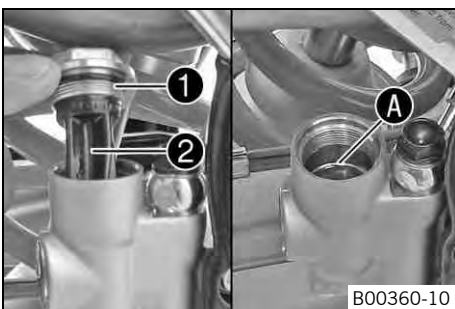
- Add brake fluid to level **A**.

Brake fluid DOT 4 / DOT 5.1 (☞ p. 100)

- Mount and tighten screw cap ① with membrane ② and the O-ring.

i **Info**

Clean up overflowed or spilt brake fluid immediately with water.



13.1 Removing the front wheel



Preparatory work

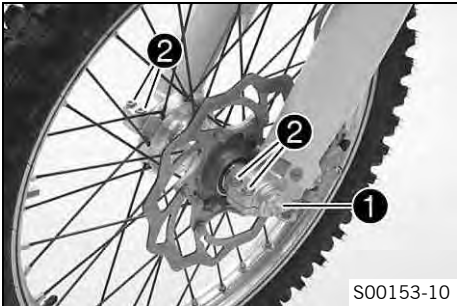
- Raise the motorcycle with the lift stand. (☛ p. 36)

Main work

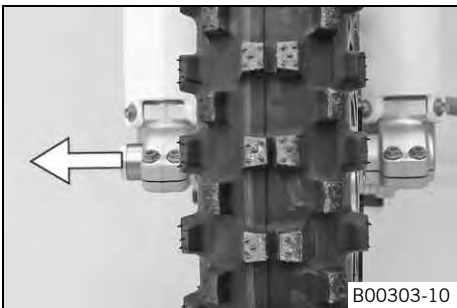
- Press the brake caliper onto the brake disc by hand in order to push back the brake pistons.

i Info

Make sure when pushing back the brake pistons that you do not press the brake caliper against the spokes.



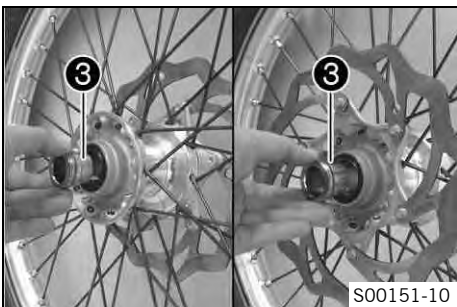
- Remove screw ①.
- Loosen screws ②.



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

i Info

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



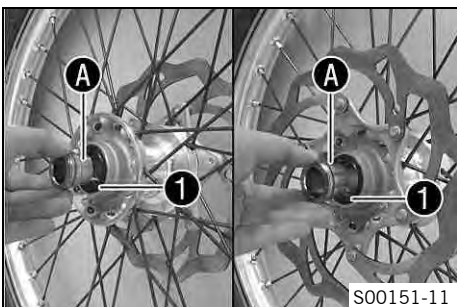
- Remove spacers ③.

13.2 Installing the front wheel

! Warning

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

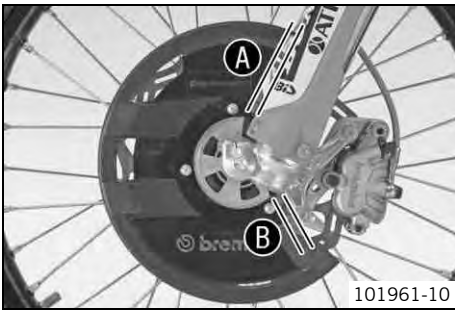
- Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.



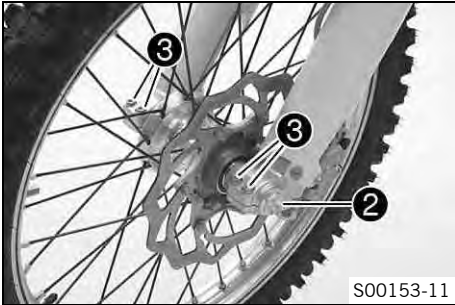
- Check the wheel bearing for damage and wear.
 - » If the wheel bearing is damaged or worn:
 - Change the wheel bearing. ☛
- Clean and grease the shaft seal rings ① and contact surface A of the spacers.

Long-life grease (☛ p. 102)

- Insert the spacers.
- Position the front wheel and insert the wheel spindle.
 - ✓ The brake linings are correctly positioned.



101961-10



S00153-11

(SX-F Factory Edition)

- Align the brake disc guard so that gaps **A** and **B** are the same size.

- Mount and tighten screw **2**.

Guideline

(SX-F EU, SX-F USA, XC-F)

| | | |
|----------------------------|---------|------------------------|
| Screw, front wheel spindle | M24x1.5 | 45 Nm (33.2 lbf ft) |
|----------------------------|---------|------------------------|

(SX-F Factory Edition)

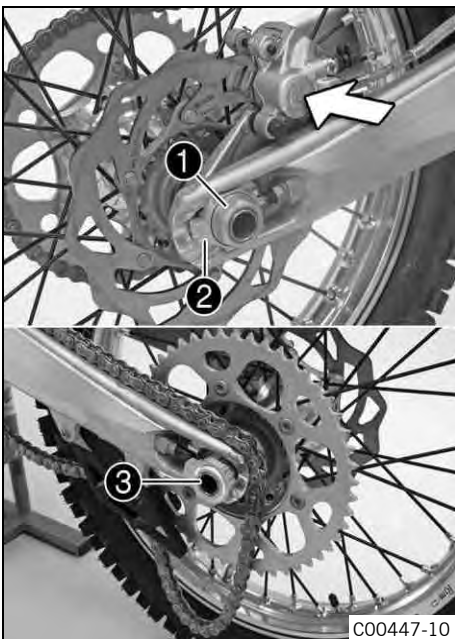
| | | |
|----------------------------|---------|------------------------|
| Screw, front wheel spindle | M20x1.5 | 35 Nm (25.8 lbf ft) |
|----------------------------|---------|------------------------|

- Activate the hand brake lever multiple times until the brake linings are in contact with the brake disc.
- Remove the motorcycle from the lift stand. (☛ p. 36)
- Pull the front brake and compress the fork powerfully a few times.
✓ The fork legs straighten.
- Tighten screws **3**.

Guideline

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

13.3 Removing the rear wheel



C00447-10

Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 36)

Main work

- Press the brake caliper onto the brake disc by hand in order to push back the brake piston.

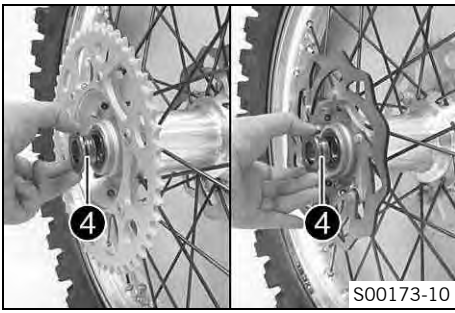
i Info
Make sure when pushing back the brake piston that you do not press the brake caliper against the spokes.

- Remove nut **1**.
- Remove chain adjuster **2**. Withdraw wheel spindle **3** only enough to allow the rear wheel to be pushed forward.
- Push the rear wheel forward as far as possible. Remove the chain from the rear sprocket.

i Info
Protect the components against damage by covering them.

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

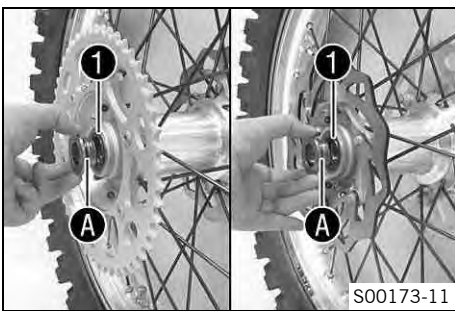
i Info
Do not operate the foot brake when the rear wheel is removed. Always lay the wheel down in such a way that the brake disc is not damaged.



- Remove spacers ④.

13.4 Installing the rear wheel 🛠️

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

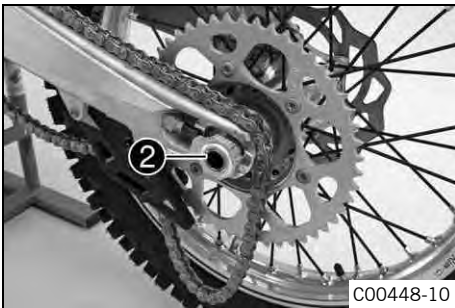


Main work

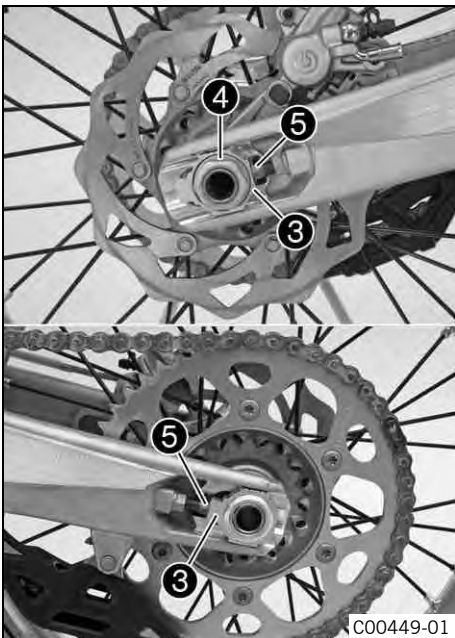
- Check the wheel bearing for damage and wear.
 - » If the wheel bearing is damaged or worn:
 - Change the wheel bearing. 🛠️
- Clean and grease the shaft seal rings ① and contact surface A of the spacers.

Long-life grease (🔧 p. 102)

- Insert the spacers.



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



- Position chain adjuster ③. Mount nut ④, but do not tighten it yet.
- Make sure that chain adjusters ③ are fitted correctly on adjusting screws ⑤.
- Check the chain tension. (🔧 p. 54)
- Tighten nut ④.

Guideline

| | | |
|-------------------------|---------|-------------------|
| Nut, rear wheel spindle | M25x1.5 | 80 Nm (59 lbf ft) |
|-------------------------|---------|-------------------|

Info

The wide adjustment range of the chain adjusters (32 mm (1.18 in)) enables different secondary ratios with the same chain length. Chain adjusters ③ can be turned by 180°.

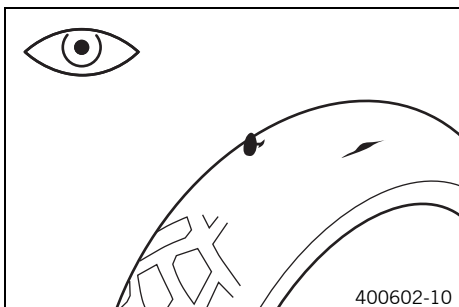
- Operate the foot brake lever repeatedly until the brake linings are in contact with the brake disc and there is a pressure point.

Finishing work

- Remove the motorcycle from the lift stand. (🔧 p. 36)

13.5 Checking the tire condition

i Info
 Only mount tires approved and/or recommended by KTM.
 Other tires could have a negative effect on handling characteristics.
 The type, condition and air pressure of the tires all have an important impact on the handling characteristics of the motorcycle.
 The front and rear wheels must be mounted with tires with similar profiles.
 Worn tires have a negative effect on handling characteristics, especially on wet surfaces.



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

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

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

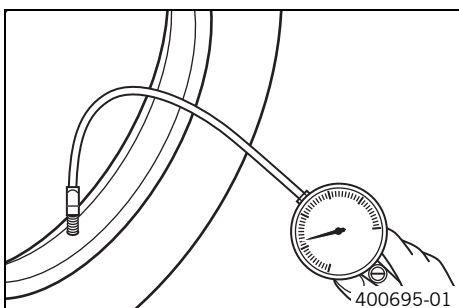
- » If the tread depth is less than the minimum permissible depth:
 - Change the tire.
- Check the tire age.

i 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 indicate the week of manufacture and the last two digits 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 the tire is older than five years:
 - Change the tire.

13.6 Checking the tire air pressure

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



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

| Tire air pressure off road | |
|----------------------------|------------------|
| Front | 1.0 bar (15 psi) |
| Rear | 1.0 bar (15 psi) |

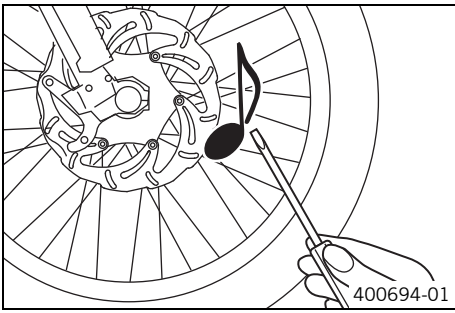
- » If the tire pressure does not meet specifications:
 - Correct the tire pressure.
- Mount the protection cap.

13.7 Checking the spoke tension

Warning
Danger of accidents Instable handling due to incorrect spoke tension.

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

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



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



Info

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

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

You should hear a high note.

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

Guideline

| | | |
|---------------------------|------|-------------------------------|
| Spoke nipple, front wheel | M4.5 | 5... 6 Nm (3.7... 4.4 lbf ft) |
| Spoke nipple, rear wheel | M4.5 | 5... 6 Nm (3.7... 4.4 lbf ft) |

Torque wrench with various accessories in set (58429094000)

14.1 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 sparks and open flames away from the battery. Only charge in well-ventilated rooms.
 - 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.

Preparatory work

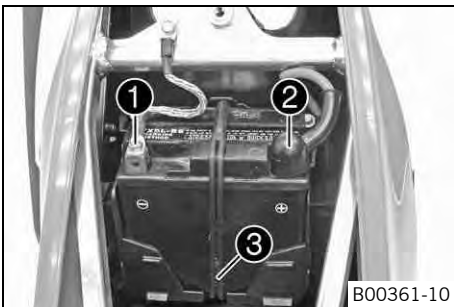
- Switch off all power consumers and switch off the engine.
- Remove the seat. (☛ p. 47)

(SX-F Factory Edition)

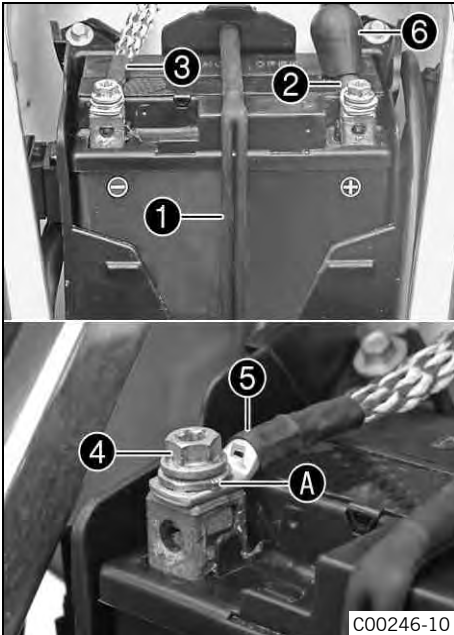
- Set the service hour counter aside.

Main work

- Disconnect negative cable ① of the battery.
- Pull back the positive terminal cover ② and disconnect the positive (plus) cable of the battery.
- Detach rubber band ③ at the bottom.
- Lift the battery up and out.



14.2 Installing the battery



Main work

- Insert the battery into the battery compartment with the terminals facing to the front.

(All SX-F models)

Battery (YTX4L-BS) (☛ p. 94)

(XC-F)

Battery (YTX5L-BS) (☛ p. 94)

- Reconnect rubber band ①.
- Connect positive cable ② and negative cable ③.

Guideline

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

i Info

Contact disks **A** must be mounted between screws ④ and cable sockets ⑤ with the claws facing down.

- Slide positive terminal cover ⑥ over the positive terminal.

Finishing work

(SX-F Factory Edition)

- Place the service hour counter behind the rubber band.
- Mount the seat. (☛ p. 47)

14.3 Charging 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 sparks and open flames away from the battery. Only charge in well-ventilated rooms.
- 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 waste. Dispose of faulty batteries in an environmentally compatible manner. Give the battery to your authorized KTM dealer or dispose of it at a collection point for used batteries.

Warning
Environmental hazard Hazardous substances cause environmental damage.

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

Info
 Even when there is no load on the battery, it still loses power steadily.
 The charging level and the method of charging 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, which means that the acid level does not need to be checked.

Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the seat. ( p. 47)
- Disconnect the negative cable of the battery to avoid damage to the onboard 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 open-circuit voltage and starting voltage of the battery, and to test the alternator. With this device, you cannot over-charge the battery.


Info
 Never remove lid **1**.
 Charge the battery with a maximum of 10% of the capacity specified on the battery housing **2**.

- Switch off the battery 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 motorcycle is not in use | 3 months |

Finishing work

- Mount the seat. ( p. 47)

14.4 Changing the main fuse



Warning

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

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



Info

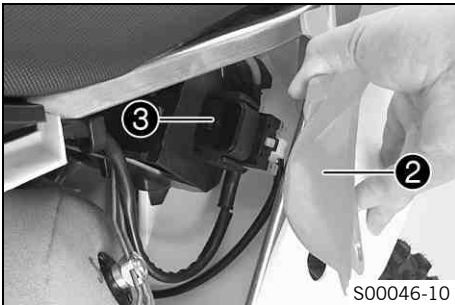
The main fuse protects all power consumers of the vehicle. It is located in the starter relay housing under the air filter box lid.

Preparatory work

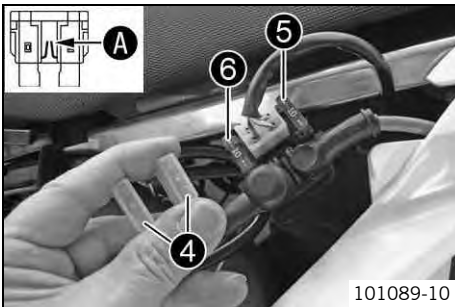
- Switch off all power consumers and switch off the engine.
- Remove the air filter box lid. (☞ p. 47)

Main work

- Remove screw ❶.



- Lift rear fairing ❷ slightly and pull starter relay ❸ out of the holder.



- Remove protection caps ❹.
- Remove the faulty main fuse ❺.



Info

A defective fuse can be identified by the burned-out fuse wire **A**.
A reserve fuse **6** is located in the starter relay.

- Install a new main fuse.

| |
|------------------------------|
| Fuse (58011109110) (☞ p. 94) |
|------------------------------|

- Check that the electrical equipment is functioning properly.



Tip

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

- Mount the protection caps.
- Mount the starter relay onto the holder and lay the cable.
- Position the rear fairing. Mount and tighten the screw.

Guideline

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

Finishing work

- Install the air filter box lid. (☞ p. 47)

15.1 Cooling system



Water pump ① in the engine circulates the coolant. The pressure resulting from the warming of the cooling system is regulated by a valve in radiator cap ②. This ensures that operating the vehicle at the specified coolant temperature will not result in a risk of malfunctions.

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

Cooling is effected by the air stream. The lower the speed, the less the cooling effect. Dirty cooling fins also reduce the cooling effect.

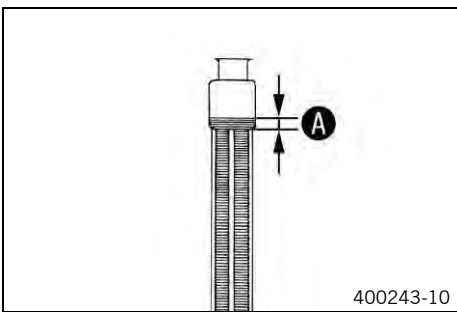
15.2 Checking the antifreeze and coolant level

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

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

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

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



Condition
 The engine is cold.

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

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

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

- Check the coolant level in the radiator.

| | |
|--------------------------------------|-----------------|
| Coolant level ① above radiator fins. | 10 mm (0.39 in) |
|--------------------------------------|-----------------|

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

Alternative 1

| |
|--------------------|
| Coolant (☞ p. 100) |
|--------------------|

Alternative 2

| |
|---|
| Coolant (mixed ready to use) (☞ p. 100) |
|---|

- Mount the radiator cap.

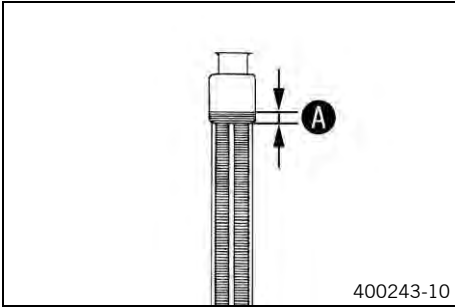
15.3 Checking the coolant level

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

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

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

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



Condition

The engine is cold.

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

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

» If the coolant level does not meet specifications:

- Correct the coolant level.

Alternative 1

| |
|--------------------|
| Coolant (☞ p. 100) |
|--------------------|

Alternative 2

| |
|---|
| Coolant (mixed ready to use) (☞ p. 100) |
|---|

- Mount the radiator cap.

15.4 Draining the coolant ☞



Warning

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

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



Warning

Danger of poisoning Coolant is poisonous and a health hazard.

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

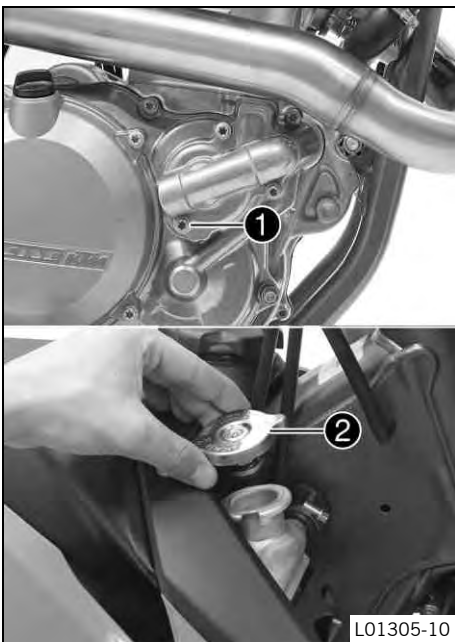
Condition

The engine is cold.

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

Guideline

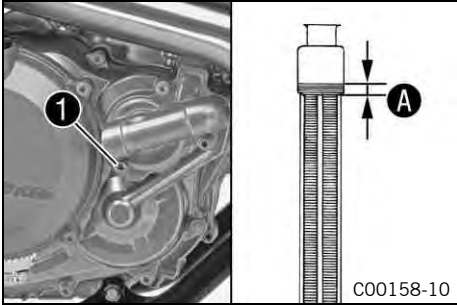
| | | |
|-------------------------|----|--------------------|
| Screw, water pump cover | M6 | 10 Nm (7.4 lbf ft) |
|-------------------------|----|--------------------|



15.5 Refilling coolant



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


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



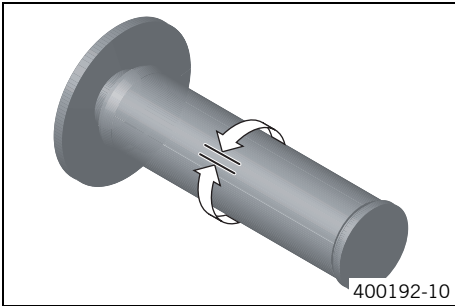
- Make sure that screw **1** is tightened.
- Position the motorcycle upright.
- Pour coolant in up to measurement **A** above the radiator fins.

Guideline

| | | |
|---|-------------------|--|
| Dimension A over the radiator fins | 10 mm (0.39 in) | |
| Coolant | 1.20 l (1.27 qt.) | Coolant ( p. 100) |
| | | Coolant (mixed ready to use) ( p. 100) |

- Mount the radiator cap.
- Take a short test ride.
- Check the coolant level. ( p. 77)

16.1 Checking the play in the throttle cable



- Check the throttle grip for smooth operation.
- 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 cable | 3... 5 mm (0.12... 0.2 in) |
|------------------------|----------------------------|

- » If the throttle cable play does not meet specifications:
 - Adjust the play in the throttle cable. 🛠️ (📖 p. 80)



Danger

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

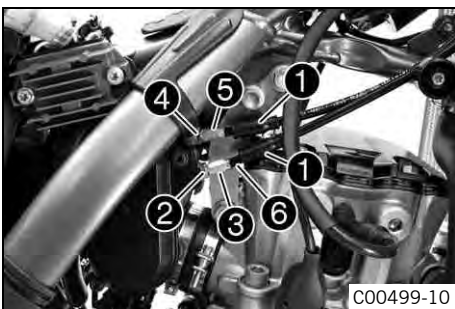
- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.

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

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

- » If the idle speed changes:
 - Adjust the play in the throttle cable. 🛠️ (📖 p. 80)

16.2 Adjusting the play in the throttle cable 🛠️



Preparatory work

- Remove the seat. (📖 p. 47)
- Remove the fuel tank. 🛠️ (📖 p. 51)
- Check the throttle cable routing. (📖 p. 58)

Main work

- Move the handlebar to the straight-ahead position.
- Push back sleeves ①.
- Loosen nut ②. Turn adjusting screw ③ in as far as possible.
- Loosen nut ④. Turn adjusting screw ⑤ so that there is play in the throttle cable at the throttle grip.

Guideline

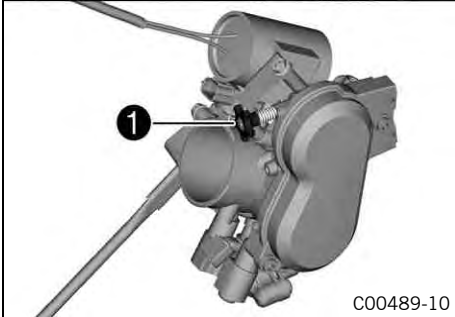
| | |
|------------------------|----------------------------|
| Play in throttle cable | 3... 5 mm (0.12... 0.2 in) |
|------------------------|----------------------------|

- Tighten nut ④.
- Press and hold the throttle grip in the closed setting. Turn adjusting screw ③ out until there is no play in the throttle cable ⑥.
- Tighten nut ②.
- Push sleeves ① on. Check the throttle grip for smooth operation.

Finishing work

- Check the play in the throttle cable. (📖 p. 80)
- Install the fuel tank. 🛠️ (📖 p. 53)
- Mount the seat. (📖 p. 47)

16.3 Adjusting the idle speed 🛠️



- Run the engine until warm.
- Set the desired idle speed by turning the idle speed adjusting screw ①.

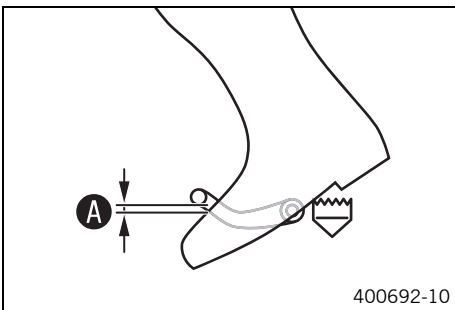
Guideline

| | |
|------------|--------------------|
| Idle speed | 2,250... 2,350 rpm |
|------------|--------------------|

| |
|--------------------------|
| Tachometer (45129075000) |
|--------------------------|

i Info
 Turn counterclockwise to decrease the idle speed.
 Turn clockwise to increase the idle speed.

16.4 Checking the basic position of the shift lever

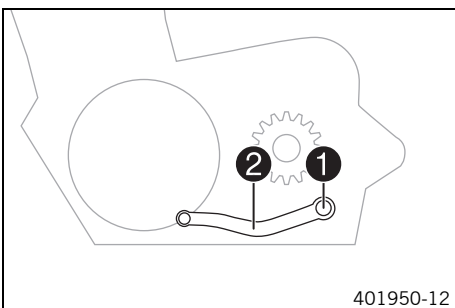


- Sit on the vehicle in the riding position and determine the distance ① between the upper edge of your boot and the shift lever.

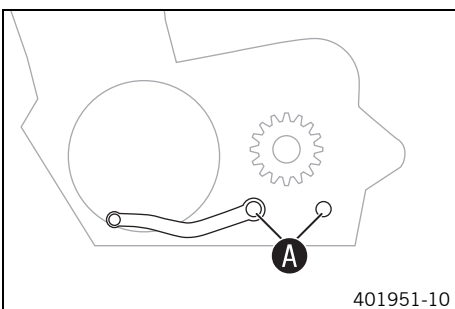
| | |
|---|-------------------------------|
| Distance between shift lever and upper edge of boot | 10... 20 mm (0.39... 0.79 in) |
|---|-------------------------------|

- » If the distance does not meet specifications:
 - Adjust the basic position of the shift lever. 🛠️ (p. 81)

16.5 Adjusting the basic position of the shift lever 🛠️



- Remove screw ① and take off shift lever ②.



- Clean gear teeth ① of the shift lever and shift shaft.
- Mount the shift lever on the shift shaft in the required position and engage the gearing.


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

- Mount and tighten the screw.


Guideline

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

17.1 Changing the fuel screen

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

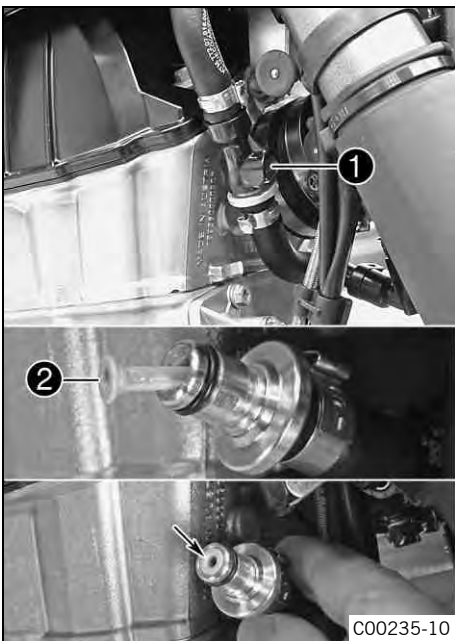
- Never refuel the vehicle near open flames or burning cigarettes, and always switch off the engine first. Be careful that no fuel is spilt, especially on hot vehicle components. Clean up spilt fuel immediately.
- The fuel in the fuel tank expands when warm and may emerge if overfilled. Follow the instructions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

 **Warning**
Danger of poisoning Fuel is poisonous and a health hazard.


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

 **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.



- Thoroughly clean plug-in connection **1** of the fuel line using compressed air.

 **Info**
 Under no circumstances should dirt enter into the fuel line. Dirt in the fuel line clogs the injection valve.

- Disconnect the plug-in connection of the fuel line.
- Pull fuel screen **2** out of the connecting piece.
- Push the new fuel screen all the way into the connecting piece.
- Lubricate the O-ring and connect plug-in connection of the fuel line.

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

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


- Start the engine and check the response.

17.2 Checking the engine oil level


Condition
 The engine is at operating temperature.

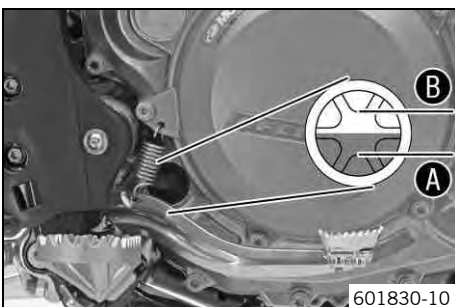
Preparatory work
 - Stand the motorcycle upright on a horizontal surface.

Main work
 - Check the engine oil level.

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

The engine oil level is between **A** and **B**.

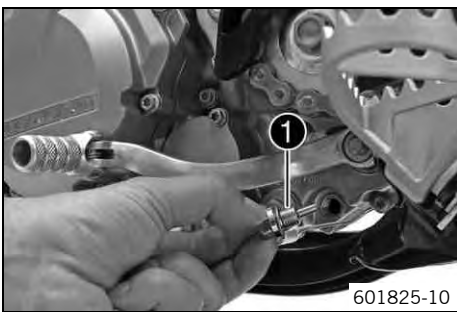
- » If the engine oil level is below marking **A**:
 - Add engine oil. ( p. 85)
- » If the engine oil level is at marking **B** or above:
 - Correct the engine oil level.



17.3 Changing the engine oil and oil 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.

i Info
 Drain the engine oil only when the engine is warm.

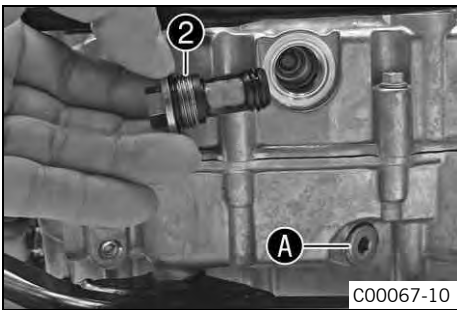


Preparatory work

- Park the motorcycle on a level surface.

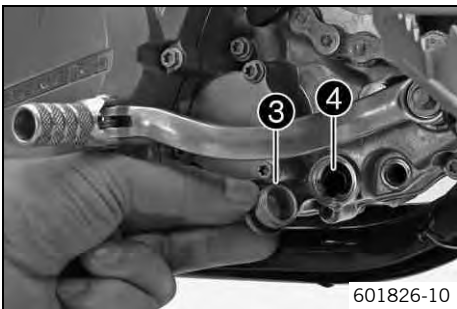
Main work

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

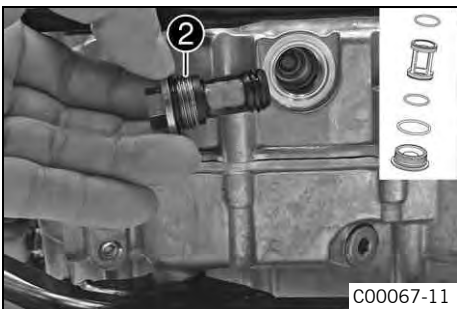


- Remove screw plug **2** with the short oil screen and the O-rings.

i Info
 Do not remove screw **A**.



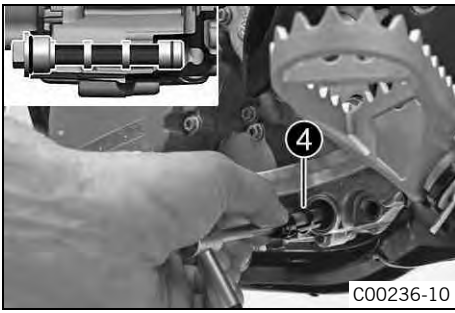
- Remove screw plug **3** with the long oil screen **4** and the O-rings.
- Completely drain the engine oil.
- Thoroughly clean the parts and sealing surfaces.



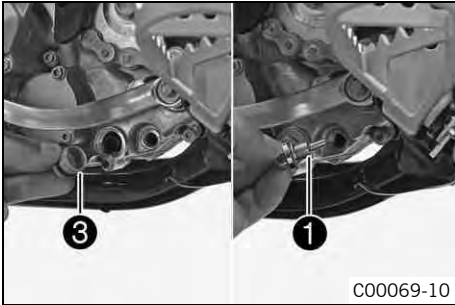
- Mount and tighten screw plug **2** with the short oil screen and the O-rings.

Guideline

| | | |
|------------------------|---------|------------------------|
| Screw plug, oil screen | M20x1.5 | 15 Nm (11.1 lbf ft) |
|------------------------|---------|------------------------|



- Place the long oil screen **4** with the O-rings onto a pin wrench.
- Push the pin wrench through the opening into the drill hole of the opposite engine case wall and push the engine oil screen as far as possible into the engine case.



- Mount and tighten screw plug **3** with the O-ring.

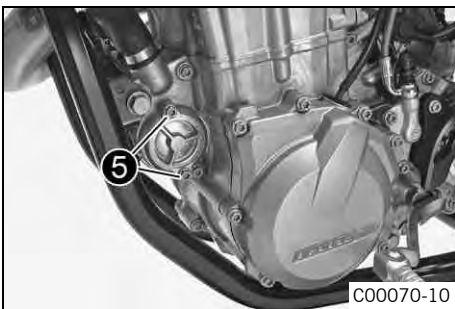
Guideline

| | | |
|------------------------|---------|------------------------|
| Screw plug, oil screen | M20x1.5 | 15 Nm (11.1 lbf ft) |
|------------------------|---------|------------------------|

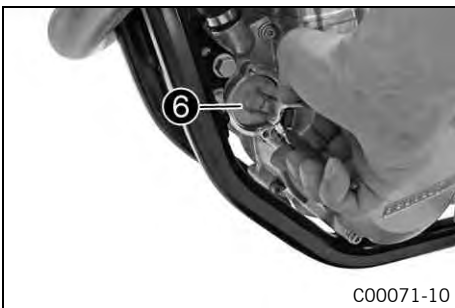
- Mount and tighten the oil drain plug **1** with the magnet and a new seal ring.

Guideline

| | | |
|----------------------------|---------|------------------------|
| Oil drain plug with magnet | M12x1.5 | 20 Nm (14.8 lbf ft) |
|----------------------------|---------|------------------------|



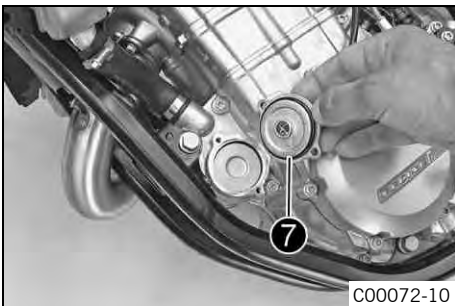
- Remove screws **5**. Remove the oil filter cover with the O-ring.



- Pull oil filter **6** out of the oil filter housing.

Circlip pliers reverse (51012011000)

- Completely drain the engine oil.
- Thoroughly clean the parts and sealing surface.



- Lay the motorcycle on its side and fill the oil filter housing to about 1/3 full with engine oil.
- Insert the oil filter into the oil filter housing.
- Lubricate the O-ring of the oil filter cover and mount it with the oil filter cover **7**.
- Mount and tighten the screws.

Guideline

| | | |
|-------------------------|----|-------------------|
| Screw, oil filter cover | M5 | 6 Nm (4.4 lbf ft) |
|-------------------------|----|-------------------|

- Stand the motorcycle upright.



- Remove the oil filler plug **8** with the O-ring from the clutch cover and fill up with engine oil.

| | | |
|------------|-------------------|------------------------------------|
| Engine oil | 1.50 l (1.59 qt.) | Engine oil (SAE 10W/50) (☛ p. 100) |
|------------|-------------------|------------------------------------|



Info

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

- Install and tighten the oil filler plug with O-ring.

**Danger**

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

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

- Start the engine and check that it is oil-tight.

Finishing work

- Check the engine oil level. (☛ p. 82)

17.4 Adding engine oil**Info**

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



- Remove the oil filler plug ❶ with the O-ring from the clutch cover.
- Add the same engine oil that was used when the motor was changed.

Engine oil (SAE 10W/50) (☛ p. 100)

**Info**

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

If appropriate, change the engine oil.

- Install and tighten the oil filler plug with O-ring.

**Danger**

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

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

- Start the engine and check that it is oil-tight.

18.1 Cleaning the motorcycle

Note

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

- When cleaning the vehicle with a pressure cleaner, do not point the water jet directly onto electrical components, connectors, cables, bearings, etc. Maintain a minimum distance of 60 cm between the nozzle of the pressure cleaner and the component. Excessive pressure can cause malfunctions or destroy these parts.

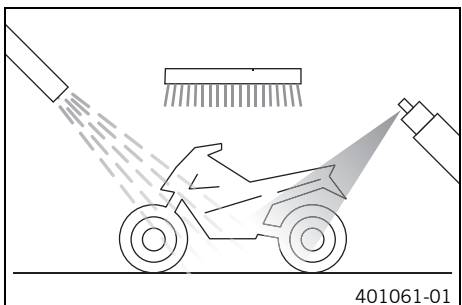
Warning

Environmental hazard Hazardous substances cause environmental damage.

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

Info

If you clean the motorcycle regularly, its value and appearance will be maintained over a long period. Avoid direct sunshine on the motorcycle during cleaning.



- Close off the exhaust system to prevent water from entering.
- First remove coarse dirt particles with a gentle spray of water.
- Spray very dirty areas with a normal motorcycle cleaner and then clean with a paintbrush.

Motorcycle cleaner (☛ p. 102)

Info

Use warm water containing normal motorcycle cleaner and a soft sponge. Never apply motorcycle cleaner to the dry vehicle; always rinse with water first.

- After rinsing the motorcycle with a gentle spray of water, allow it to dry thoroughly.
- Remove the plug from the exhaust system.

Warning

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

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

- After cleaning, ride a short distance until the engine reaches operating temperature.

Info

The heat produced causes water at inaccessible locations in the engine and the brake system to evaporate.

- After the motorcycle has cooled off, lubricate all moving parts and bearings.
- Clean the chain. (☛ p. 54)
- Treat bare metal parts (except for brake discs and the exhaust system) with a corrosion inhibitor.

Preserving materials for paints, metal and rubber (☛ p. 102)

- Treat all plastic parts and powder-coated parts with a mild cleaning and care agent.

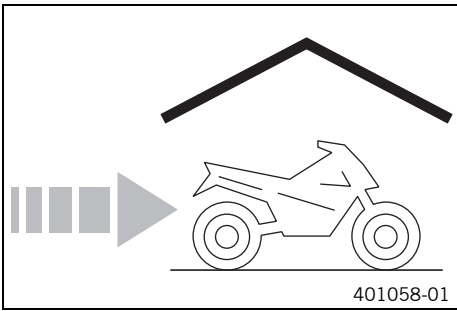
Special cleaner for glossy and matte paint finishes, metal and plastic surfaces (☛ p. 102)

19.1 Storage

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

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

Info
 If you want to garage the motorcycle for a longer period, take the following steps. Before storing the motorcycle, check all parts for function and wear. If service, repairs or replacements are necessary, you should do this during the storage period (less workshop overload). In this way, you can avoid long workshop waiting times at the start of the new season.



- When refueling for the last time before taking the motorcycle out of service, add fuel additive.

| |
|--------------------------|
| Fuel additive (☞ p. 102) |
|--------------------------|
- Refuel. (☞ p. 23)
- Clean the motorcycle. (☞ p. 86)
- Change the engine oil and oil filter and clean the oil screens. 🛠️ (☞ p. 83)
- Check the antifreeze and coolant level. (☞ p. 77)
- Check the tire air pressure. (☞ p. 72)
- Remove the battery. 🛠️ (☞ p. 74)
- Charge the battery. 🛠️ (☞ p. 75)

Guideline

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

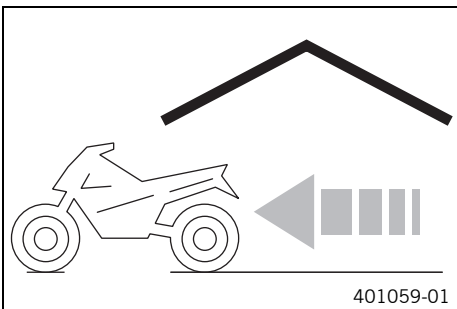
- Store the vehicle in a dry location that is not subject to large fluctuations in temperature.

Info
 KTM recommends raising the motorcycle.

- Raise the motorcycle with the lift stand. (☞ p. 36)
- Cover the vehicle with a tarp or a 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.







19.2 Preparing for use after storage



- Install the battery. 🛠️ (☞ p. 74)
- Remove the motorcycle from the lift stand. (☞ p. 36)
- Perform checks and maintenance work when preparing the vehicle for use. (☞ p. 21)
- Make a test ride.

| Faults | Possible cause | Action |
|---|--|--|
| The engine does not turn when the starter button is pressed | Operating error | – Carry out the start procedure. (☞ p. 21) |
| | Battery is discharged | – Charge the battery. 🛠️ (☞ p. 75) – Check the charging voltage. 🛠️ – Check the quiescent current. 🛠️ – Check the stator winding of the alternator. 🛠️ |
| | Main fuse blown | – Change the main fuse. (☞ p. 76) |
| | Starter relay defective | – Check the starter relay. 🛠️ |
| | Starter motor defective | – Check the starter motor. 🛠️ |
| Engine turns but does not start | Coupling of fuel hose connection not joined together | – Join the fuel hose connection. |
| | Idle speed is not set correctly | – Adjust the idle speed. 🛠️ (☞ p. 81) |
| | Spark plug oily or wet | – Clean and dry the spark plug, or change it if necessary. |
| | Electrode distance (plug gap) of spark plug too wide | – Adjust the plug gap. Guideline Spark plug electrode gap 0.9 mm (0.035 in) |
| | Short circuit cable in wiring harness frayed, kill switch defective | – Check the wiring harness. (visual check) – Check the electrical system. |
| | Defect in fuel injection system | – Read out the fault memory using the KTM diagnostics tool. 🛠️ |
| Engine does not speed up | Defect in fuel injection system | – Read out the fault memory using the KTM diagnostics tool. 🛠️ |
| Engine has too little power | Air filter is very dirty | – Clean the air filter and air filter box. 🛠️ (☞ p. 49) |
| | Fuel filter is very dirty | – Change the fuel filter. 🛠️ |
| | Defect in fuel injection system | – Read out the fault memory using the KTM diagnostics tool. 🛠️ |
| | Exhaust system leaky, deformed or too little glass fiber yarn filling in main silencer | – Check exhaust system for damage. – Change the glass fiber yarn filling of the main silencer. 🛠️ (☞ p. 50) |
| | Valve clearance too little | – Adjust the valve clearance. 🛠️ |
| Engine dies during the trip | Lack of fuel | – Refuel. (☞ p. 23) |
| Engine overheats | Too little coolant in cooling system | – Check the cooling system for leakage. – Check the coolant level. (☞ p. 77) |
| | Too little air stream | – Switch off the engine when standing. |
| | Radiator fins very dirty | – Clean radiator fins. |
| | Foam formation in cooling system | – Drain the coolant. 🛠️ (☞ p. 78) – Refill the coolant. 🛠️ (☞ p. 79) |
| | Bent radiator hose | – Change the radiator hose. 🛠️ |
| FI warning lamp (MIL) lights up/flashes | Defect in fuel injection system | – Stop the motorcycle and identify the faulty part using the blink code. – Check the cabling for damage and the electrical connectors for corrosion and damage. – Read out the fault memory using the KTM diagnostics tool. 🛠️ |
| High oil consumption | Engine vent hose bent | – Route the vent hose without bends or change it if necessary. |
| | Engine oil level too high | – Check the engine oil level. (☞ p. 82) |
| | Engine oil too thin (low viscosity) | – Change the engine oil and oil filter and clean the oil screens. 🛠️ (☞ p. 83) |
| | Piston and cylinder worn | – Piston/cylinder - determine the mounting clearance. |
| Battery is discharged | Battery is not charging | – Check the charging voltage. 🛠️ – Check the stator winding of the alternator. 🛠️ |

| Faults | Possible cause | Action |
|-----------------------|-------------------------|----------------------------------|
| Battery is discharged | Unwanted power consumer | – Check the quiescent current. ↗ |

| | |
|---|---|
| Blink code FI warning lamp (MIL) |  02 FI warning lamp (MIL) flashes 2x short |
| Error level condition | Crankshaft position sensor - circuit fault |
| Blink code FI warning lamp (MIL) |  06 FI warning lamp (MIL) flashes 6x short |
| Error level condition | Throttle position sensor circuit A - input signal too low Throttle position sensor circuit A - input signal too high |
| Blink code FI warning lamp (MIL) |  09 FI warning lamp (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 warning lamp (MIL) |  12 FI warning lamp (MIL) flashes 1x long, 2x short |
| Error level condition | Engine coolant temperature sensor - input signal too low Engine coolant temperature sensor - input signal too high |
| Blink code FI warning lamp (MIL) |  13 FI warning lamp (MIL) flashes 1x long, 3x short |
| Error level condition | Intake air temperature sensor - input signal to low Intake air temperature sensor - input signal too high |
| Blink code FI warning lamp (MIL) |  15 FI warning lamp (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 warning lamp (MIL) |  33 FI warning lamp (MIL) flashes 3x long, 3x short |
| Error level condition | Injector cylinder 1 - circuit fault |
| Blink code FI warning lamp (MIL) |  37 FI warning lamp (MIL) flashes 3x long, 7x short |
| Error level condition | Ignition coil 1, cylinder 1 - circuit fault |
| Blink code FI warning lamp (MIL) |  41 FI warning lamp (MIL) flashes 4x long, 1x short |
| Error level condition | Fuel pump control - short circuit to ground or open circuit Fuel pump control - input signal too low |

22.1 Engine

| | | | |
|-------------------------------------|---|--|--|
| Design | 1-cylinder 4-stroke engine, water-cooled | | |
| Displacement | 449.3 cm ³ (27.418 cu in) | | |
| Stroke | 63.4 mm (2.496 in) | | |
| Bore | 95 mm (3.74 in) | | |
| Compression ratio | 12.6:1 | | |
| Idle speed | 2,250... 2,350 rpm | | |
| Control | OHC, 4 valves controlled via rocker arm | | |
| Valve diameter, intake | 40 mm (1.57 in) | | |
| Valve diameter, exhaust | 33 mm (1.3 in) | | |
| Valve clearance | | | |
| Intake at: 20 °C (68 °F) | 0.10... 0.15 mm (0.0039... 0.0059 in) | | |
| Exhaust at: 20 °C (68 °F) | 0.12... 0.17 mm (0.0047... 0.0067 in) | | |
| Crankshaft bearing | 2 grooved ball bearings | | |
| Conrod bearing | Slide bearing | | |
| Piston pin bearing | Not a bearing bush - DLC-plated piston pins | | |
| Pistons | Forged light alloy | | |
| Piston rings | 1 compression ring, 1 oil scraper ring | | |
| Engine lubrication | Pressure circulation lubrication with two Eaton pumps | | |
| Primary transmission | 32:76 | | |
| Clutch | Multidisc clutch in oil bath/hydraulically activated | | |
| Gearbox (SX-F EU) | 4-gear, claw shifted | | |
| Gearbox (All USA models) | 5-gear, claw shifted | | |
| Transmission ratio (SX-F EU) | | | |
| 1st gear | 16:32 | | |
| 2nd gear | 18:30 | | |
| 3rd gear | 20:28 | | |
| 4th gear | 22:26 | | |
| Transmission ratio (All USA models) | | | |
| 1st gear | 16:32 | | |
| 2nd gear | 18:30 | | |
| 3rd gear | 20:28 | | |
| 4th gear | 22:26 | | |
| 5th gear | 24:24 | | |
| Alternator | 12 V, 75 W | | |
| Ignition | Contactless controlled fully electronic ignition with digital ignition adjustment | | |
| Spark plug | NGK LKAR8AI-9 | | |
| Spark plug electrode gap | 0.9 mm (0.035 in) | | |
| Cooling | Water cooling, permanent circulation of coolant by water pump | | |
| Starting aid | Electric starter | | |

22.2 Engine tightening torques

| | | | |
|---|----|-------------------|----------------|
| Screw, cable holder in alternator cover | M4 | 4 Nm (3 lbf ft) | Loctite® 243™ |
| Screw, oil jet for piston cooling | M4 | 2 Nm (1.5 lbf ft) | Loctite® 243™ |
| Screw, stator | M4 | 4 Nm (3 lbf ft) | Loctite® 648™ |
| Oil nozzle, piston cooling | M5 | 2 Nm (1.5 lbf ft) | Loctite® 243™ |
| Oil nozzle, rocker arm lubrication | M5 | 2 Nm (1.5 lbf ft) | Loctite® 243™ |
| Screw, bearing retainer | M5 | 6 Nm (4.4 lbf ft) | Loctite® 2701™ |
| Screw, clutch spring retainer | M5 | 6 Nm (4.4 lbf ft) | – |
| Screw, crankshaft position sensor | M5 | 6 Nm (4.4 lbf ft) | Loctite® 243™ |
| Screw, locking lever | M5 | 6 Nm (4.4 lbf ft) | Loctite® 243™ |

| | | | |
|--|-----------|--|--|
| Screw, oil filter cover | M5 | 6 Nm (4.4 lbf ft) | – |
| Screw, suction pump cover | M5 | 6 Nm (4.4 lbf ft) | Loctite® 243™ |
| Nut, water-pump wheel | M6 | 8 Nm (5.9 lbf ft) | Loctite® 243™ |
| Screw, alternator cover | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, bearing bolt for starter idler gear | M6 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |
| Screw, bearing bolt, torque limiter | M6 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |
| Screw, camshaft support plate | M6 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |
| Screw, clutch cover | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, cylinder head | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, engine case | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, exhaust flange | M6 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |
| Screw, pressure pump cover | 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 | 14 Nm (10.3 lbf ft) | Loctite® 243™ |
| Screw, starter motor | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, timing chain guide rail | M6 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |
| Screw, timing chain securing guide | M6 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |
| Screw, timing chain tensioner | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, timing chain tensioning rail | 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) | – |
| Oil nozzle for conrod bearing lubrication | M6x0.75 | 4 Nm (3 lbf ft) | – |
| Plug, oil channel | M7 | 9 Nm (6.6 lbf ft) | Loctite® 243™ |
| Screw, rocker arm bearing | M7 | 15 Nm (11.1 lbf ft) | – |
| Plug, timing chain tensioner | M8 | 8 Nm (5.9 lbf ft) | – |
| Screw plug, crankshaft location | M8 | 10 Nm (7.4 lbf ft) | – |
| Plug, oil channel | M10 | 15 Nm (11.1 lbf ft) | Loctite® 243™ |
| Screw, engine sprocket | M10 | 60 Nm (44.3 lbf ft) | Loctite® 2701™ |
| Screw, cylinder head | M10x1.25 | Step 1 10 Nm (7.4 lbf ft) Step 2 30 Nm (22.1 lbf ft) Step 3 50 Nm (36.9 lbf ft) | Lubricated with engine oil |
| Nut, rotor | M12x1 | 60 Nm (44.3 lbf ft) | Thread, oiled with engine oil/cone degreased |
| Spark plug | M12x1.25 | 15... 20 Nm (11.1... 14.8 lbf ft) | – |
| Engine coolant temperature sensor | M12x1.5 | 12 Nm (8.9 lbf ft) | – |
| Oil drain plug with magnet | M12x1.5 | 20 Nm (14.8 lbf ft) | – |
| Plug, oil pressure regulator valve | M12x1.5 | 20 Nm (14.8 lbf ft) | – |
| Nut, inner clutch hub | M18x1.5 | 80 Nm (59 lbf ft) | – |
| Screw plug, rocker arm | M18x1.5 | 30 Nm (22.1 lbf ft) | – |
| Nut, primary gear | M20LHx1.5 | 100 Nm (73.8 lbf ft) | Loctite® 648™ |
| Screw plug, oil screen | M20x1.5 | 15 Nm (11.1 lbf ft) | – |

22.3 Capacities

22.3.1 Engine oil

| | | |
|------------|-------------------|------------------------------------|
| Engine oil | 1.50 l (1.59 qt.) | Engine oil (SAE 10W/50) (☛ p. 100) |
|------------|-------------------|------------------------------------|

22.3.2 Coolant

| | | |
|---------|-------------------|---|
| Coolant | 1.20 l (1.27 qt.) | Coolant (☛ p. 100) |
| | | Coolant (mixed ready to use) (☛ p. 100) |

22.3.3 Fuel

| | | |
|---|---------------------|--|
| Total fuel tank capacity, approx. (All SX-F models) | 7.5 l (1.98 US gal) | Super unleaded (ROZ 95/RON 95/PON 91) (☛ p. 101) |
| Total fuel tank capacity, approx. (XC-F) | 9 l (2.4 US gal) | Super unleaded (ROZ 95/RON 95/PON 91) (☛ p. 101) |
| Fuel reserve, approx. (XC-F) | 1.5 l (1.6 qt.) | |

22.4 Chassis

| | | |
|--|---|--|
| Frame | Central tube frame made of chrome molybdenum steel tubing | |
| Fork (SX-F EU, SX-F USA) | WP Suspension Up Side Down 4860 MXMA CC | |
| Fork (SX-F Factory Edition, XC-F) | WP Suspension Up Side Down 4860 4CS | |
| Suspension travel (SX-F EU, SX-F USA) | | |
| Front | 300 mm (11.81 in) | |
| Suspension travel (SX-F Factory Edition, XC-F) | | |
| Front | 292 mm (11.5 in) | |
| Suspension travel (SX-F EU) | | |
| Rear | 330 mm (12.99 in) | |
| Suspension travel (SX-F USA, XC-F) | | |
| Rear | 317 mm (12.48 in) | |
| Suspension travel (SX-F Factory Edition) | | |
| Rear | 322 mm (12.68 in) | |
| Fork offset | 22 mm (0.87 in) | |
| Shock absorber | WP Suspension 5018 BAVP DCC | |
| Brake system | Disc brakes, brake calipers on floating bearings | |
| Brake discs - diameter | | |
| Front | 260 mm (10.24 in) | |
| Rear | 220 mm (8.66 in) | |
| Brake discs - wear limit | | |
| Front | 2.5 mm (0.098 in) | |
| Rear | 3.5 mm (0.138 in) | |
| Tire air pressure off road | | |
| Front | 1.0 bar (15 psi) | |
| Rear | 1.0 bar (15 psi) | |
| Secondary ratio (SX-F EU) | 14:50 | |
| Secondary ratio (SX-F USA, XC-F) | 13:50 | |
| Secondary ratio (SX-F Factory Edition) | 14:52 | |
| Chain | 5/8 x 1/4" | |
| Rear sprockets available | 38, 40, 42, 45, 48, 49, 50, 51, 52 | |
| Steering head angle | 63.5° | |
| Wheelbase | 1,495±10 mm (58.86±0.39 in) | |
| Ground clearance, unloaded | 375 mm (14.76 in) | |
| Seat height, unloaded | 992 mm (39.06 in) | |

| | |
|---|----------------------|
| Weight without fuel, approx. (SX-F EU) | 106.1 kg (233.9 lb.) |
| Weight without fuel, approx. (SX-F USA, SX-F Factory Edition) | 107.3 kg (236.6 lb.) |
| Weight without fuel, approx. (XC-F) | 109.5 kg (241.4 lb.) |
| Maximum permissible front axle load | 145 kg (320 lb.) |
| Maximum permissible rear axle load | 190 kg (419 lb.) |
| Maximum permissible overall weight | 335 kg (739 lb.) |

22.5 Electrical system

| | | |
|---------------------------|-------------|---|
| Battery (XC-F) | YTX5L-BS | Battery voltage: 12 V Nominal capacity: 4 Ah Maintenance-free |
| Battery (All SX-F models) | YTX4L-BS | Battery voltage: 12 V Nominal capacity: 3 Ah Maintenance-free |
| Fuse | 58011109110 | 10 A |
| FI warning lamp | LED | |

22.6 Tires

| Validity | Front tires | Rear tires |
|------------------------|---|---|
| (SX-F EU) | 80/100 - 21 M/C 51M TT Pirelli SCORPION MX Midsoft 32 | 110/90 - 19 62M TT Pirelli SCORPION MX Midsoft 32 |
| (SX-F USA) | 80/100 - 21 M/C 51M TT Dunlop GEOMAX MX 51 FA | 110/90 - 19 62M TT Dunlop GEOMAX MX 51 |
| (SX-F Factory Edition) | 80/100 - 21 M/C 51M TT Dunlop GEOMAX MX 52 F | 110/90 - 19 62M TT Dunlop GEOMAX MX 52 |
| (XC-F) | 80/100 - 21 M/C 51M TT Dunlop GEOMAX MX 51 FA | 110/100 - 18 64M TT Dunlop GEOMAX MX 51 |

Additional information is available in the Service section under:
<http://www.ktm.com>

22.7 Fork

22.7.1 SX-F EU

| | | |
|---|--|--|
| Fork part number | 14.18.7N.09 | |
| Fork | WP Suspension Up Side Down 4860 MXMA CC | |
| Compression damping | | |
| Comfort | 14 clicks | |
| Standard | 12 clicks | |
| Sport | 10 clicks | |
| Rebound damping | | |
| Comfort | 14 clicks | |
| Standard | 12 clicks | |
| Sport | 10 clicks | |
| Spring length with preload spacer(s) | 490 mm (19.29 in) | |
| Spring rate | | |
| Weight of rider: 65... 75 kg (143... 165 lb.) | 4.8 N/mm (27.4 lb/in) | |
| Weight of rider: 75... 85 kg (165... 187 lb.) | 5.0 N/mm (28.6 lb/in) | |
| Weight of rider: 85... 95 kg (187... 209 lb.) | 5.2 N/mm (29.7 lb/in) | |
| Gas pressure | 1.2 bar (17 psi) | |
| Fork length | 940 mm (37.01 in) | |
| Oil capacity per cartridge | 195 ml (6.59 fl. oz.) | Fork oil (SAE 4) (48601166S1) (☛ p. 100) |
| Oil capacity fork leg without cartridge | 390 ml (13.19 fl. oz.) | Fork oil (SAE 4) (48601166S1) (☛ p. 100) |

22.7.2 SX-F USA

| | | |
|---|--|--|
| Fork part number | 14.18.7N.59 | |
| Fork | WP Suspension Up Side Down 4860 MXMA CC | |
| Compression damping | | |
| Comfort | 14 clicks | |
| Standard | 12 clicks | |
| Sport | 10 clicks | |
| Rebound damping | | |
| Comfort | 14 clicks | |
| Standard | 12 clicks | |
| Sport | 10 clicks | |
| Spring length with preload spacer(s) | 490 mm (19.29 in) | |
| Spring rate | | |
| Weight of rider: 65... 75 kg (143... 165 lb.) | 4.8 N/mm (27.4 lb/in) | |
| Weight of rider: 75... 85 kg (165... 187 lb.) | 5.0 N/mm (28.6 lb/in) | |
| Weight of rider: 85... 95 kg (187... 209 lb.) | 5.2 N/mm (29.7 lb/in) | |
| Gas pressure | 1.2 bar (17 psi) | |
| Fork length | 940 mm (37.01 in) | |
| Oil capacity per cartridge | 195 ml (6.59 fl. oz.) | Fork oil (SAE 4) (48601166S1) (☛ p. 100) |
| Oil capacity fork leg without cartridge | 390 ml (13.19 fl. oz.) | Fork oil (SAE 4) (48601166S1) (☛ p. 100) |

22.7.3 SX-F Factory Edition

| | | |
|---|--|--|
| Fork part number | 24.18.70.57 | |
| Fork | WP Suspension Up Side Down 4860 4CS | |
| Compression damping | | |
| Comfort | 17 clicks | |
| Standard | 15 clicks | |
| Sport | 13 clicks | |
| Rebound damping | | |
| Comfort | 17 clicks | |
| Standard | 15 clicks | |
| Sport | 13 clicks | |
| Spring length with preload spacer(s) | 480 mm (18.9 in) | |
| Spring rate | | |
| Weight of rider: 65... 75 kg (143... 165 lb.) | 4.6 N/mm (26.3 lb/in) | |
| Weight of rider: 75... 85 kg (165... 187 lb.) | 4.8 N/mm (27.4 lb/in) | |
| Weight of rider: 85... 95 kg (187... 209 lb.) | 5.0 N/mm (28.6 lb/in) | |
| Fork length | 940 mm (37.01 in) | |
| Oil capacity per fork leg | 680 ml (22.99 fl. oz.) | Fork oil (SAE 4) (48601166S1) (☛ p. 100) |

22.7.4 XC-F

| | | |
|---------------------|--|--|
| Fork part number | 24.18.7N.77 | |
| Fork | WP Suspension Up Side Down 4860 4CS | |
| Compression damping | | |
| Comfort | 15 clicks | |
| Standard | 13 clicks | |
| Sport | 11 clicks | |
| Rebound damping | | |
| Comfort | 15 clicks | |
| Standard | 13 clicks | |

| | | |
|---|------------------------|--|
| Sport | 11 clicks | |
| Spring length with preload spacer(s) | 470 mm (18.5 in) | |
| Spring rate | | |
| Weight of rider: 65... 75 kg (143... 165 lb.) | 4.4 N/mm (25.1 lb/in) | |
| Weight of rider: 75... 85 kg (165... 187 lb.) | 4.6 N/mm (26.3 lb/in) | |
| Weight of rider: 85... 95 kg (187... 209 lb.) | 4.8 N/mm (27.4 lb/in) | |
| Fork length | 932 mm (36.69 in) | |
| Oil capacity per fork leg | 680 ml (22.99 fl. oz.) | Fork oil (SAE 4) (48601166S1) (☛ p. 100) |

22.8 Shock absorber

22.8.1 SX-F EU

| | | |
|---|--|--|
| Shock absorber part number | 18.18.7M.09 | |
| Shock absorber | WP Suspension 5018 BAVP DCC | |
| Compression damping, low-speed | | |
| Comfort | 17 clicks | |
| Standard | 15 clicks | |
| Sport | 13 clicks | |
| Compression damping, high-speed | | |
| Comfort | 2.5 turns | |
| Standard | 2 turns | |
| Sport | 1.5 turns | |
| Rebound damping | | |
| Comfort | 17 clicks | |
| Standard | 15 clicks | |
| Sport | 13 clicks | |
| Spring preload | 14 mm (0.55 in) | |
| Spring rate | | |
| Weight of rider: 65... 75 kg (143... 165 lb.) | 54 N/mm (308 lb/in) | |
| Weight of rider: 75... 85 kg (165... 187 lb.) | 57 N/mm (325 lb/in) | |
| Weight of rider: 85... 95 kg (187... 209 lb.) | 60 N/mm (343 lb/in) | |
| Spring length | 260 mm (10.24 in) | |
| Gas pressure | 10 bar (145 psi) | |
| Static sag | 30 mm (1.18 in) | |
| Riding sag | 90 mm (3.54 in) | |
| Fitted length | 490 mm (19.29 in) | |
| Shock absorber oil | Shock absorber oil (SAE 2.5) (50180342S1) (☛ p. 100) | |

22.8.2 SX-F USA

| | | |
|---------------------------------|------------------------------------|--|
| Shock absorber part number | 18.18.7M.57 | |
| Shock absorber | WP Suspension 5018 BAVP DCC | |
| Compression damping, low-speed | | |
| Comfort | 17 clicks | |
| Standard | 15 clicks | |
| Sport | 13 clicks | |
| Compression damping, high-speed | | |
| Comfort | 2.5 turns | |
| Standard | 2 turns | |
| Sport | 1.5 turns | |
| Rebound damping | | |
| Comfort | 17 clicks | |

| | |
|---|--|
| Standard | 15 clicks |
| Sport | 13 clicks |
| Spring preload | 12 mm (0.47 in) |
| Spring rate | |
| Weight of rider: 65... 75 kg (143... 165 lb.) | 54 N/mm (308 lb/in) |
| Weight of rider: 75... 85 kg (165... 187 lb.) | 57 N/mm (325 lb/in) |
| Weight of rider: 85... 95 kg (187... 209 lb.) | 60 N/mm (343 lb/in) |
| Spring length | 260 mm (10.24 in) |
| Gas pressure | 10 bar (145 psi) |
| Static sag | 30 mm (1.18 in) |
| Riding sag | 100 mm (3.94 in) |
| Fitted length | 486 mm (19.13 in) |
| Shock absorber oil | Shock absorber oil (SAE 2.5) (50180342S1) (☛ p. 100) |

22.8.3 SX-F Factory Edition

| | |
|---|--|
| Shock absorber part number | 18.18.70.59 |
| Shock absorber | WP Suspension 5018 BAVP DCC |
| Compression damping, low-speed | |
| Comfort | 17 clicks |
| Standard | 15 clicks |
| Sport | 13 clicks |
| Compression damping, high-speed | |
| Comfort | 2.5 turns |
| Standard | 2 turns |
| Sport | 1.5 turns |
| Rebound damping | |
| Comfort | 17 clicks |
| Standard | 15 clicks |
| Sport | 13 clicks |
| Spring preload | 8 mm (0.31 in) |
| Spring rate | |
| Weight of rider: 65... 75 kg (143... 165 lb.) | 54 N/mm (308 lb/in) |
| Weight of rider: 75... 85 kg (165... 187 lb.) | 57 N/mm (325 lb/in) |
| Weight of rider: 85... 95 kg (187... 209 lb.) | 60 N/mm (343 lb/in) |
| Spring length | 260 mm (10.24 in) |
| Gas pressure | 10 bar (145 psi) |
| Static sag | 30 mm (1.18 in) |
| Riding sag | 100 mm (3.94 in) |
| Fitted length | 490 mm (19.29 in) |
| Shock absorber oil | Shock absorber oil (SAE 2.5) (50180342S1) (☛ p. 100) |

22.8.4 XC-F

| | |
|---------------------------------|------------------------------------|
| Shock absorber part number | 18.18.7M.77 |
| Shock absorber | WP Suspension 5018 BAVP DCC |
| Compression damping, low-speed | |
| Comfort | 17 clicks |
| Standard | 15 clicks |
| Sport | 13 clicks |
| Compression damping, high-speed | |
| Comfort | 2.5 turns |
| Standard | 2 turns |

| | |
|--|---------------------|
| Sport | 1.5 turns |
| Rebound damping | |
| Comfort | 17 clicks |
| Standard | 15 clicks |
| Sport | 13 clicks |
| Spring preload | 12 mm (0.47 in) |
| Spring rate | |
| Weight of rider: 65... 75 kg (143... 165 lb.) | 54 N/mm (308 lb/in) |
| Weight of rider: 75... 85 kg (165... 187 lb.) | 57 N/mm (325 lb/in) |
| Weight of rider: 85... 95 kg (187... 209 lb.) | 60 N/mm (343 lb/in) |
| Spring length | 260 mm (10.24 in) |
| Gas pressure | 10 bar (145 psi) |
| Static sag | 30 mm (1.18 in) |
| Riding sag | 100 mm (3.94 in) |
| Fitted length | 486 mm (19.13 in) |
| Shock absorber oil | |
| Shock absorber oil (SAE 2.5) (50180342S1) (☛ p. 100) | |

22.9 Chassis tightening torques

| | | | |
|--|-------------------|-------------------------------|----------------|
| Screw, air filter box lid | EJOT PT® K60x20-Z | 3 Nm (2.2 lbf ft) | – |
| Screw, pressure regulator | EJOT PT® | 3 Nm (2.2 lbf ft) | – |
| Spoke nipple, front wheel | M4.5 | 5... 6 Nm (3.7... 4.4 lbf ft) | – |
| Spoke nipple, rear wheel | M4.5 | 5... 6 Nm (3.7... 4.4 lbf ft) | – |
| Screw, battery terminal | M5 | 2.5 Nm (1.84 lbf ft) | – |
| Screw, intake air temperature sensor | M5 | 2 Nm (1.5 lbf ft) | – |
| Screw, shock absorber adjusting ring | M5 | 5 Nm (3.7 lbf ft) | – |
| Nut, cable on starter motor | M6 | 4 Nm (3 lbf ft) | – |
| Remaining nuts, chassis | M6 | 10 Nm (7.4 lbf ft) | – |
| Remaining screws, chassis | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, ball joint of push rod on foot brake cylinder | M6 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |
| Screw, chain sliding guard | M6 | 6 Nm (4.4 lbf ft) | Loctite® 243™ |
| Screw, front brake disc | M6 | 14 Nm (10.3 lbf ft) | Loctite® 243™ |
| Screw, rear brake disc | M6 | 14 Nm (10.3 lbf ft) | Loctite® 243™ |
| Screw, throttle grip | M6 | 5 Nm (3.7 lbf ft) | – |
| Fuel connection on fuel tank | M8 | 10 Nm (7.4 lbf ft) | – |
| Nut, foot brake lever stop | M8 | 20 Nm (14.8 lbf ft) | – |
| Nut, rear sprocket screw | M8 | 35 Nm (25.8 lbf ft) | Loctite® 2701™ |
| Nut, rim lock | M8 | 12 Nm (8.9 lbf ft) | – |
| Remaining nuts, chassis | M8 | 25 Nm (18.4 lbf ft) | – |
| Remaining screws, chassis | M8 | 25 Nm (18.4 lbf ft) | – |
| Screw, bottom triple clamp | M8 | 12 Nm (8.9 lbf ft) | – |
| Screw, chain sliding piece | M8 | 15 Nm (11.1 lbf ft) | – |
| Screw, engine brace | M8 | 33 Nm (24.3 lbf ft) | – |
| Screw, fork stub | M8 | 15 Nm (11.1 lbf ft) | – |
| Screw, front brake caliper | M8 | 25 Nm (18.4 lbf ft) | Loctite® 243™ |
| Screw, handlebar clamp | M8 | 20 Nm (14.8 lbf ft) | – |
| Screw, side stand attachment (XC-F) | M8 | 45 Nm (33.2 lbf ft) | Loctite® 2701™ |
| Screw, subframe | M8 | 35 Nm (25.8 lbf ft) | Loctite® 2701™ |
| Screw, top steering stem | M8 | 17 Nm (12.5 lbf ft) | Loctite® 243™ |
| Screw, top triple clamp | M8 | 17 Nm (12.5 lbf ft) | – |
| Engine carrying screw | M10 | 60 Nm (44.3 lbf ft) | – |
| Remaining nuts, chassis | M10 | 45 Nm (33.2 lbf ft) | – |

| | | | |
|--|---------|----------------------|-----------------------|
| Remaining screws, chassis | M10 | 45 Nm (33.2 lbf ft) | – |
| Screw, bottom shock absorber | M10 | 60 Nm (44.3 lbf ft) | Loctite® 2701™ |
| Screw, handlebar support | M10 | 40 Nm (29.5 lbf ft) | Loctite® 243™ |
| Screw, top shock absorber | M10 | 60 Nm (44.3 lbf ft) | Loctite® 2701™ |
| Nut, fuel pump | M12 | 15 Nm (11.1 lbf ft) | – |
| Nut, seat fixing | M12x1 | 20 Nm (14.8 lbf ft) | – |
| Nut, frame to linkage lever | M14x1.5 | 80 Nm (59 lbf ft) | – |
| Nut, linkage lever on swingarm | M14x1.5 | 80 Nm (59 lbf ft) | – |
| Nut, linkage lever to angle lever | M14x1.5 | 80 Nm (59 lbf ft) | – |
| Nut, swingarm pivot | M16x1.5 | 100 Nm (73.8 lbf ft) | – |
| Screw, front wheel spindle (SX-F Factory Edition) | M20x1.5 | 35 Nm (25.8 lbf ft) | – |
| Screw, top steering head | M20x1.5 | 12 Nm (8.9 lbf ft) | – |
| Screw-in nozzles, cooling system | M20x1.5 | 12 Nm (8.9 lbf ft) | Loctite® 243™ |
| Screw, front wheel spindle (SX-F EU, SX-F USA, XC-F) | M24x1.5 | 45 Nm (33.2 lbf ft) | – |
| Nut, rear wheel spindle | M25x1.5 | 80 Nm (59 lbf ft) | – |

Brake fluid DOT 4 / DOT 5.1

Standard/classification

- DOT

Guideline

- Use only brake fluid that complies with the specified standard (see specifications on the container) and that possesses the corresponding properties.

Recommended supplier

Castrol

- **RESPONSE BRAKE FLUID SUPER DOT 4**

Motorex®

- **Brake Fluid DOT 5.1**

Coolant

Guideline

- Use only suitable coolant (even in countries with high temperatures). Using inferior antifreeze can result in corrosion and foaming.
- Use only coolant based on ethylene glycol.

Mixture ratio

| | |
|--|---|
| Antifreeze protection: -25... -45 °C (-13... -49 °F) | 50 % corrosion inhibitor/antifreeze 50 % distilled water |
|--|---|

Coolant (mixed ready to use)

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

Recommended supplier

Motorex®

- **COOLANT M5.0**

Engine oil (SAE 10W/50)

Standard/classification

- JASO T903 MA (☛ p. 104)
- SAE (☛ p. 104) (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.

| |
|----------------------|
| Synthetic engine oil |
|----------------------|

Recommended supplier

Motorex®

- **Cross Power 4T**

Fork oil (SAE 4) (48601166S1)

Standard/classification

- SAE (☛ p. 104) (SAE 4)

Guideline

- Use only oils that comply with the specified standards (see specifications on the container) and that possess the corresponding properties.

Shock absorber oil (SAE 2.5) (50180342S1)

Standard/classification

- SAE (☛ p. 104) (SAE 2.5)

Guideline

- Use only oils that comply with the specified standards (see specifications on the container) and that possess the corresponding properties.

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

Standard/classification

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

Guideline

- Only use unleaded super fuel that matches or is equivalent to the specified fuel grade.
- Fuel with an ethanol content of up to 10 % (E10 fuel) is safe to use.



Info

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

Air filter cleaner

Recommended supplier

Motorex®

- Twin Air Dirt Bio Remover

Chain cleaner

Recommended supplier

Motorex®

- Chain Clean

Fuel additive

Recommended supplier

Motorex®

- Fuel Stabilizer

High viscosity grease

Recommended supplier

SKF®

- LGHB 2

Long-life grease

Recommended supplier

Motorex®

- Bike Grease 2000

Motorcycle cleaner

Recommended supplier

Motorex®

- Moto Clean

Off-road chain spray

Recommended supplier

Motorex®

- Chainlube Offroad

Oil for foam air filter

Recommended supplier

Motorex®

- Twin Air Liquid Bio Power

Preserving materials for paints, metal and rubber

Recommended supplier

Motorex®

- Moto Protect

Rubber grip adhesive (00062030051)

Recommended supplier

KTM-Sportmotorcycle AG

- GRIP GLUE

Special cleaner for glossy and matte paint finishes, metal and plastic surfaces

Recommended supplier

Motorex®

- Quick Cleaner

Universal oil spray

Recommended supplier

Motorex®

– Joker 440 Synthetic

JASO T903 MA

Different technical development directions required a new specification for 4-stroke motorcycles – the JASO T903 MA Standard. Earlier, engine oils from the automobile industry were used for 4-stroke motorcycles because there was no separate motorcycle specification. Whereas long service intervals are demanded for automobile engines, high performance at high engine speeds are in the foreground for motorcycle engines. In most motorcycles, the gearbox and the clutch are lubricated with the same oil as the engine. The JASO MA Standard meets these special requirements.

SAE

The SAE viscosity classes were defined by the Society of Automotive Engineers and are used for classifying oils according to their viscosity. The viscosity describes only one property of oil and says nothing about quality.

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