





## IMPORTANT

PLEASE READ THIS MANUAL THOROUGHLY BEFORE LETTING YOUR YOUNGSTER RIDE THE MOTORCYCLE FOR THE FIRST TIME. THIS MANUAL CONTAINS IMPORTANT INFORMATION AND RECOMMENDATIONS THAT WILL HELP YOU AND YOUR YOUNGSTER TO OPERATE AND HANDLE THE MOTORCYCLE PROPERLY.

IN THE INTEREST OF EVERYBODY INVOLVED, WE URGE YOU TO PAY PARTICULAR ATTENTION TO INSTRUCTIONS AND INFORMATION MARKED AS FOLLOWS:

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⚠ **WARNING** ⚠

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IGNORING THESE INSTRUCTIONS, CAN ENDANGER YOUR BODY AND YOUR LIFE.

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! **CAUTION** !

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IGNORING THESE INSTRUCTIONS COULD CAUSE DAMAGE TO PARTS OF THE MOTORCYCLE OR THAT THE MOTORCYCLE IS NOT ROAD-SAFE ANYMORE.

Please insert below the series numbers of the motorcycle

Chassis number

Engine number

Stamp of dealer

KTM SPORTMOTORCYCLE AG RESERVES THE RIGHT TO MODIFY ANY EQUIPMENT, TECHNICAL SPECIFICATIONS, COLORS, MATERIALS, SERVICES OFFERED AND RENDERED, AND THE LIKE SO AS TO ADAPT THEM TO LOCAL CONDITIONS WITHOUT PREVIOUS ANNOUNCEMENT AND WITHOUT GIVING REASONS, OR TO CANCEL ANY OF THE ABOVE ITEMS WITHOUT SUBSTITUTING THEM WITH OTHERS. IT SHALL BE ACCEPTABLE TO STOP MANUFACTURING A CERTAIN MODEL WITHOUT PREVIOUS ANNOUNCEMENT. IN THE EVENT OF SUCH MODIFICATIONS, PLEASE ASK YOUR LOCAL KTM DEALER FOR INFORMATION. WE SHALL NOT BE HELD LIABLE FOR ANY PRINTING ERRORS.

## Introduction

Now you own a modern motorcycle that you and your youngster will certainly enjoy, provided that you service and maintain it properly. This manual contains important information on the operation and maintenance of your new KTM motorcycle. It went to press describing your model's latest state of development. Nevertheless, the descriptions may deviate slightly from the current design as our motorcycles are permanently improved.

Maybe you are one of those riders who have acquired good technical skills and can perform many of the maintenance tasks themselves using the instructions contained in this manual. If this is not the case, please keep in mind that the maintenance tasks marked with an asterisk (\*) in the chapter „Maintenance of chassis and engine“ should rather be performed by a KTM dealer to protect you and your youngster.

Please strictly observe the prescribed running-in periods and inspection and maintenance intervals. Compliance with these instructions will significantly prolong the life of your motorcycle. Maintenance work should only be performed by a KTM dealer.

When special needs arise, please contact a KTM dealer, who will seek the assistance of the KTM importer if necessary.

PARENTS SHOULD KEEP IN MIND that the safety of their youngsters always depends on the efforts made by the parents to ensure that the motorcycle is kept in good working order and only used on safe terrains. Nevertheless, driving the motorcycle, like driving any other vehicle, involves a potential risk. Therefore, please make sure that all fundamental precautions are taken. Please also read the „INFORMATION ON SAFE DRIVING FOR PARENTS“ on page 4.

Riding an off-highway motorcycle is a wonderful form of outdoor recreation and we certainly hope that you and your youngsters will enjoy it to the full. However, this enjoyable outdoor activity can cause environmental problems or lead to conflicts with other people. Responsible use of the motorcycle will prevent such problems and conflicts. You can contribute to securing the future of motorcycling by making sure that you and your youngsters only use the motorcycle within the limits established by the applicable laws, making environmental protection one of your top priorities and never violating other people's rights.

In this spirit, we hope that you and your youngsters will always safely enjoy your motorcycle!



KTM Austria's certificate of achievement for its Quality System ISO 9001 is the beginning of an on-going total re-engineering quality plan for a brighter tomorrow.

KTM SPORTMOTORCYCLE AG  
5230 MATTIGHOFEN, AUSTRIA

Attachments: 1 spare parts manual chassis and manual engine

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## IMPORTANT INFORMATION ON SAFE DRIVING FOR PARENTS



KTM mini motorcycles are off-road motorcycles designed for one person only. They are not allowed on public roads.

The vehicle is designed to be used by children from 7 to 8 years of age with a maximum weight of 35 kg (78 lbs) and a maximum height of 130 cm (51 in) .

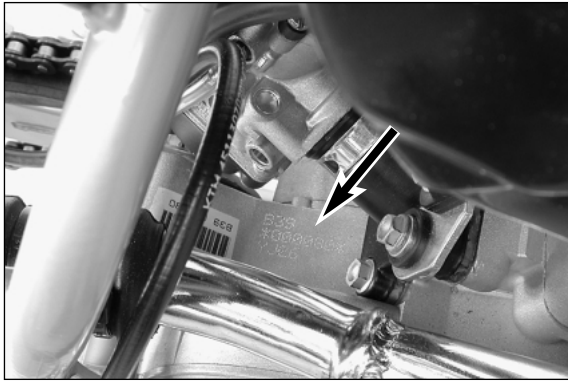
- Have your youngster wear proper protective gear whenever he or she rides the motorcycle: helmet, eye protection, chest, back, arm and leg protectors, gloves and boots. To set a good example, be sure to wear protective gear yourself whenever riding a motorcycle!
- Before your youngster takes his or her first ride, explain how each of the controls works and check if your youngster has understood what you explained. We recommend to review the entire owner's manual with your youngster item by item, paying particular attention to the specially marked warnings and pointing out the danger of injury.
- Instruct your youngster about riding and falling techniques, explain how the motorcycle will respond to shifting of the rider's weight, etc.
- Before using the motorcycle you should always check all components for proper operation (see maintenance schedule). Have your youngster perform these technical checks himself / herself as well.
- Whenever you go for a ride with your youngster, keep in mind that the speed should be adjusted to your youngster and not the other way around.
- Your youngster must understand that all instructions he or she receives from you or any other supervising adult must be followed.
- Your child must be physically ready to ride a motorcycle. This means that he or she must at least be able to ride a bicycle. Being good at sports that require fast reactions is an additional advantage. Your youngster should be strong enough to pick up the motorcycle after a fall.
- Never demand too much of your youngster. Give him or her time to get used to the motorcycle and to improve his / her riding skills. Do not even consider letting your youngster participate in a race before his / her physical condition, riding skills and motivation have sufficiently developed.
- Explain to your youngster that he / she should always adjust his / her riding speed to the local conditions as well as to his / her own riding skills and that excessive speed can cause falls and severe injuries. Always keep in mind that youngsters tend to underestimate dangers or fail to recognize them altogether. The riding speed must be reduced, in particular, on unknown terrain.
- Never let your youngster ride the motorcycle without supervision. An adult should always be present.
- The motorcycle is designed for one rider only. Your youngster is not allowed to transport a passenger.
- When you go for a ride, somebody at home should always know where you are going and when you will be back. This makes it easier to send you help, should problems occur.



## SERIAL NUMBER LOCATIONS

### Chassis number

The chassis number is located on the type plate on the steering head. Write this number into the field on page no 1.



### Engine number

The engine number is located in the engine case below the carburetor. Write this number into the relevant area on page no 1.



## OPERATION INSTRUMENTS

### Throttle grip

The throttle grip is located on the right side of the handlebar. It is used to reduce the engine speed and, thus, the driving speed.



### WARNING

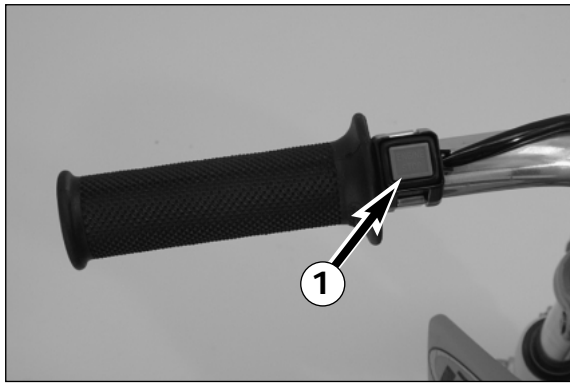


THE MOTORCYCLE HAS A CENTRIFUGAL CLUTCH. THE MOTORCYCLE BEGINS TO MOVE AS SOON AS THE THROTTLE IS OPENED.



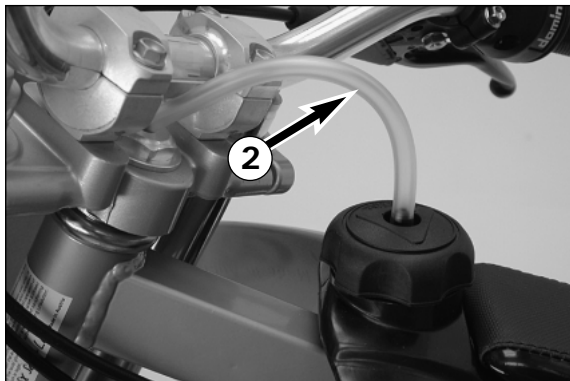
### Right hand brake lever

The hand brake lever is used to operate the front wheel brake via a control cable.



### Short circuit button

The short circuit button 1 turns off the engine. When pressing this button, the ignition circuit is short-circuited.



### Filler cap

To open it: turn filler cap counter-clockwise.  
To close it: put filler cap back on and tighten it by turning it clockwise. Install tank breather hose 2 without kinks.



### Refueling, fuel

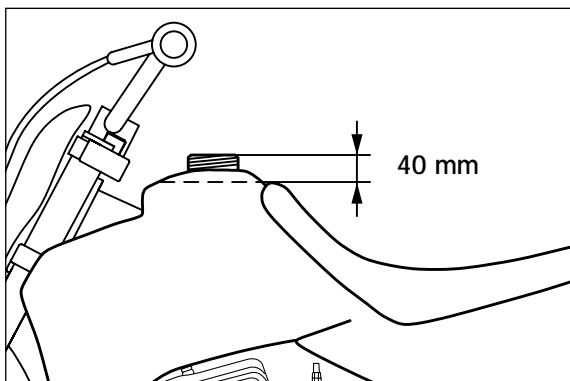
Oil (high-grade two-stroke engine oil) must be mixed with the fuel (ROZ 95) at a mixing ratio of 1:40.

⚠ **WARNING** ⚠

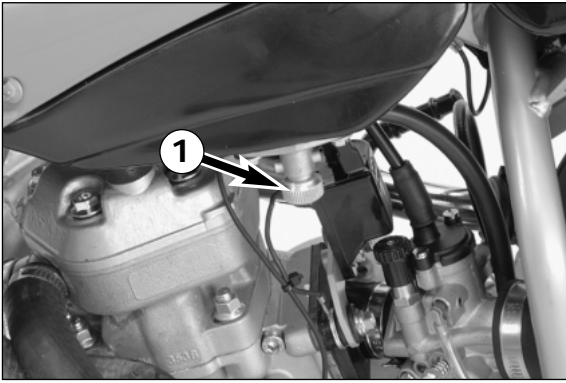
GASOLINE IS HIGHLY FLAMMABLE AND POISONOUS. EXTREME CAUTION SHOULD BE USED WHEN HANDLING GASOLINE. NEVER REFUEL THE MOTORCYCLE NEAR OPEN FLAMES OR BURNING CIGARETTES. ALWAYS SWITCH OFF THE ENGINE BEFORE REFUELING. BE CAREFUL NOT TO SPILL GASOLINE ON THE ENGINE OR EXHAUST PIPE WHILE THE ENGINE IS HOT. WIPE UP SPILLS PROMPTLY. IF GASOLINE IS SWALLOWED OR SPLASHED IN THE EYES, SEEK A DOCTOR'S ADVICE IMMEDIATELY.

! **CAUTION** !

- ONLY USE PREMIUM-GRADE GASOLINE ROZ 95 MIXED WITH HIGH-GRADE TWO-STROKE ENGINE OIL. OTHER TYPES OF GASOLINE CAN CAUSE ENGINE FAILURE.
- ONLY USE KNOWN BRANDS OF HIGH-GRADE 2-STROKE ENGINE OIL (SHELL ADVANCE RACING X).
- NOT ENOUGH OIL OR LOW-GRADE OIL CAN CAUSE EROSION OF THE PISTON. WHEN USING TOO MUCH OIL, THE ENGINE MAY START SMOKING AND FOUL THE SPARK PLUG.
- FUEL EXPANDS WHEN ITS TEMPERATURE RISES. THEREFORE DO NOT FILL THE TANK TO THE TOP. (SEE FIG.)







### Fuel tap

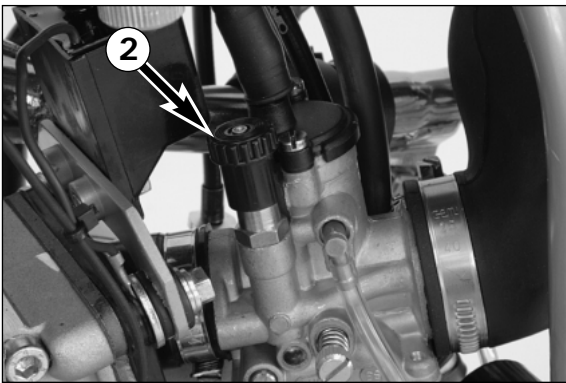
The fuel tap 1 is located on the left side of the tank.

**Opening the fuel tap:** Turn the knob all the way to the left.

**Closing the fuel tap:** Turn the knob all the way to the right.

**! CAUTION !**

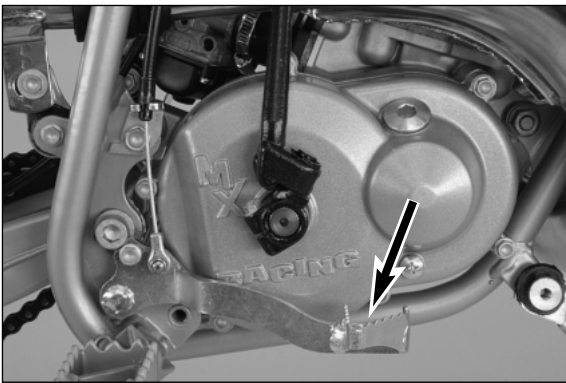
THE FUEL TAP SHOULD BE LOCKED WHENEVER THE MOTORCYCLE IS PARKED. IF THE TAP IS NOT CLOSED THE CARBURETOR MAY OVERFLOW AND FUEL GET INTO THE ENGINE.



### Choke

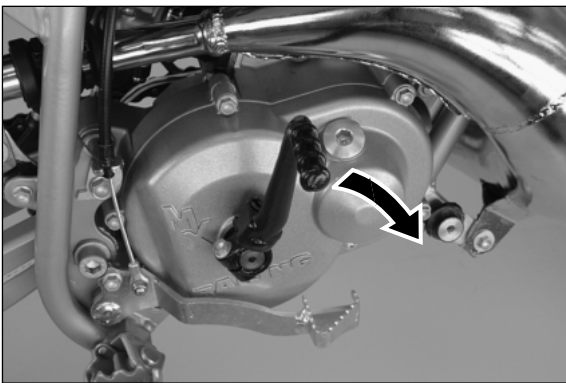
Pull the knob 2 and turn it (approx. 90°) to open a bore in the carburetor through which the engine can take in additional fuel. The result is a „fat“ fuel-air mixture of the type needed for cold starts.

To close the bore in the carburetor, turn the knob again (approx. 90°); the knob moves back into its initial position.



### Foot brake pedal

The foot brake pedal is located in front of the right footrest and actuates the rear brake. The basic position can be adjusted to correspond to the seating position (see maintenance work).



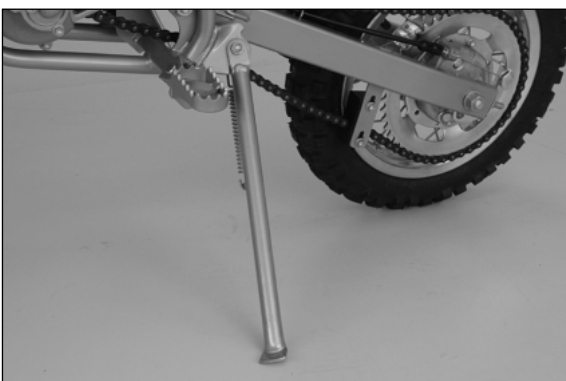
### Kickstarter

The kickstarter is mounted on the right side of the engine and is confirm to forward. Its upper part can be swivelled.

**⚠ WARNING ⚠**

WHEN STARTING THE ENGINE, PUT ON MOTORCYCLE BOOTS IN ORDER TO AVOID INJURIES. YOU MAY SLIP OFF THE KICKSTARTER, OR THE ENGINE MAY STRIKE BACK WHEN KICKING NOT VEHEMENTLY ENOUGH.

INFORMATION: A KICKSTARTER SYSTEM IN WHICH THE KICKSTARTER IS ACTUATED TOWARDS THE BACK IS AVAILABLE AS AN ACCESSORY.



### Side stand

Use your foot to swing the side stand forwards to the stop. Make sure it rests securely on solid ground.

**! CAUTION !**

- THE SIDE STAND IS ONLY DESIGNED FOR THE WEIGHT OF THE MOTORCYCLE. IF YOU GET ON THE MOTORCYCLE AND THUS PUT ADDITIONAL WEIGHT ON THE SIDE STAND, THE SIDE STAND OR THE FRAME CAN BE DAMAGED AND THE MOTORCYCLE MAY FALL ON THE SIDE.
- ALWAYS CHECK BEFORE GOING FOR A RIDE THAT YOU HAVE FOLDED UP THE SIDE STAND AS FAR AS POSSIBLE. IF THE STAND TOUCHES THE GROUND WHILE YOU ARE DRIVING, YOU MAY LOSE CONTROLL OF YOUR MOTORCYCLE.



## What you should check before each start

When you start off, the motorcycle must be in a perfect technical condition. For safety reasons, you should make it a habit to perform an overall check of your motorcycle before each start.

The following checks should be performed:

- 1 CHECK TRANSMISSION OIL LEVEL.  
A lack of gear oil leads to premature wear and finally results in destruction of the gear wheels.
- 2 FUEL  
Check that there is sufficient fuel in the tank; when closing the filler cap, check that the tank venting hose is free of kinks.
- 3 COOLING FLUID  
Check the level of cooling fluid when the engine is cold.
- 4 CHAIN  
A loose chain may fall off the chain wheels; an extremely worn chain may tear, and insufficient lubrication may result in unnecessary wear of chain and chain wheels.
- 5 TIRES  
Check for damaged tyres. Tyres showing cuts or dents must be replaced. Also check the air pressure. Insufficient tread and incorrect air pressure deteriorate the driving performance.
- 6 BRAKES  
Check the brakes for proper adjustment and correct operation.
- 7 Throttle cable  
Check the throttle cable for proper adjustment and smooth operation.



### WARNING



- HAVE YOUR YOUNGSTER WEAR PROPER PROTECTIVE GEAR WHENEVER HE OR SHE RIDES THE MOTORCYCLE: HELMET, EYE PROTECTION, CHEST, BACK, ARM AND LEG PROTECTORS, GLOVES AND BOOTS. TO SET A GOOD EXAMPLE, BE SURE TO WEAR PROTECTIVE GEAR YOURSELF WHENEVER RIDING A MOTORCYCLE!
- ONLY USE ACCESSORY PARTS RECOMMENDED BY KTM.

## Instructions for the first ride

- Verify that your KTM dealer performed the PREPARATION OF VEHICLE jobs (see Customer Service Manual).
- Before your youngster takes his or her first ride, explain how each of the controls works and check if your youngster has understood what you explained. We recommend to review the entire owner's manual with your youngster item by item, paying particular attention to the specially marked warnings and pointing out the danger of injury.
- Adjust the basic position of the foot brake pedal to correspond to your child's seating position.
- To prevent injury, teach your youngster the basic riding skills on soft ground, e.g. on a meadow or in the garden. Be sure that there is room enough to maneuver, and that no other riders are close.
- To ensure that your youngster gets the feel of the brakes, have your youngster operate the brakes while you push the motorcycle. Do not start the engine before your youngster has learned to apply both brakes with appropriate pressure.
- Now your youngster must get the feel of the throttle. Start the engine, hold the motorcycle and have your youngster slowly open the throttle. Then, your youngster can take his/her first ride. Initially, your youngster should ride back and forth between two persons who help the young rider to stop the motorcycle.

However, you should also teach your youngster how to stop the motorcycle himself/herself.

- To improve his/her riding skills, your youngster should practise to ride the motorcycle standing on the footpegs or to ride at the slowest possible speed. Additionally, you can arrange a series of obstacles and have your youngster drive around them, etc.
- Tell your youngster to look 3-10 m ahead, depending on the speed, to recognize and avoid obstacles. When riding through curves, the rider should also look far ahead into the curve.



### WARNING



- KTM MINI MODELS ARE DESIGNED FOR ONE PERSON ONLY. PASSENGERS ARE NOT ALLOWED.
- THESE MODELS DO NOT COMPLY WITH THE REGULATIONS AND SAFETY STANDARDS ESTABLISHED BY THE LAW. THEREFORE, THEY ARE NOT PERMITTED ON PUBLIC ROADS.
- ALWAYS KEEP IN MIND THAT OTHER PEOPLE FEEL MOLESTED BY EXCESSIVE NOISE.

## Running in

- EVEN VERY PRECISELY MACHINED SECTIONS OF ENGINE COMPONENTS HAVE ROUGHER SURFACES THAN COMPONENTS WHICH HAVE BEEN SLIDING ACROSS ONE ANOTHER FOR QUITE SOME TIME. THEREFORE, EVERY ENGINE NEEDS TO BE BROKEN IN. FOR THIS REASON, DURING ITS FIRST 5 HOURS THE ENGINE MUST NOT BE REVVED UP TO ITS PERFORMANCE LIMITS.
- APPLY LOW BUT CHANGING LOADS FOR RUNNING-IN.
- DO NOT DRIVE AT FULL LOAD FOR THE FIRST 30 MINUTES!

## Starting when the engine is cold

- 1 Open fuel tap
- 2 Operate the choke
- 3 Swing the side stand all the way up.
- 4 Squeeze front wheel brake
- 5 Operate the kickstarter, depressing it all the way, without opening the throttle.



### WARNING



- TO AVOID INJURY WHEN STARTING THE ENGINE, ALWAYS WEAR BOOTS!
- WHEN STARTING THE ENGINE, ALWAYS KEEP THE FRONT WHEEL BRAKE SQUEEZED. AS SOON AS THE ENGINE IS RUNNING, SLOWLY RELEASE THE BRAKE LEVERS. AN ACTIVATED CHOKE INCREASES THE IDLE SPEED OF THE ENGINE, THE CENTRIFUGAL CLUTCH THUS BEGINNING TO ENGAGE. THEREFORE, THE MOTORCYCLE CAN BEGIN TO MOVE WHEN THE BRAKE LEVERS ARE RELEASED.
- THE MOTORCYCLE HAS A CENTRIFUGAL CLUTCH. THE MOTORCYCLE BEGINS TO MOVE AS SOON AS THE THROTTLE IS OPENED.
- DO NOT START THE ENGINE AND ALLOW IT TO IDLE IN A CLOSED AREA. EXHAUST FUMES ARE POISONOUS AND CAN CAUSE LOSS OF CONSCIOUSNESS AND DEATH. ALWAYS PROVIDE ADEQUATE VENTILATION WHILE THE ENGINE IS RUNNING.



### Starting when the engine is warm

- 1 Open fuel tap
- 2 Swing the side stand all the way up.
- 3 Squeeze front wheel brake
- 4 Operate the kickstarter, depressing it all the way, without opening the throttle.

### What to do when the engine is „flooded“

- 1 Close fuel tap
- 2 Squeeze front wheel brake
- 3 Start engine with full throttle. If necessary, unscrew spark plug and dry it.
- 4 Once the engine is running, open fuel tap again.

### Starting off

Slowly release the brake lever while simultaneously opening the throttle.

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**⚠ WARNING ⚠**

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BEFORE YOU START OFF, CHECK THAT THE SIDE STAND HAS BEEN SWUNG RIGHT UP TO THE TOP. IF THE STAND DRAGS ON THE FLOOR, YOU MAY LOSE CONTROL OF YOUR MOTORCYCLE.

### Driving

The engine speed, and thus the driving speed, are regulated by the throttle grip.

The choke must always be deactivated as soon as the engine has warmed up.

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**⚠ WARNING ⚠**

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- YOUR CHILD SHOULD NEVER DRIVE FASTER THAN ITS SKILLS AND THE TERRAIN PERMIT.
- NEVER LET YOUR CHILD DRIVE ITS MOTORCYCLE UNCHAPERONED.
- WHEN THE ENGINE SPEED DROPS TO THE LEVEL AT WHICH THE CENTRIFUGAL CLUTCH DISENGAGES, BRAKING WITH THE ENGINE IS NO LONGER POSSIBLE AND THE MOTORCYCLE CAN ONLY BE SLOWED DOWN USING THE BRAKES.
- REPLACE THE HELMET VISOR OR GOGGLE GLASSES EARLY ENOUGH. WHEN LIGHT SHINES DIRECTLY ON A SCRATCHED VISOR OR GOGGLES, YOU WILL BE PRACTICALLY BLIND.
- AFTER FALLING WITH THE MOTORCYCLE, CHECK ALL ITS FUNCTIONS THOROUGHLY BEFORE USING IT AGAIN.
- A BENT HANDLEBAR MUST ALWAYS BE REPLACED. NEVER TRY TO STRAIGHTEN THE HANDLEBAR BECAUSE THIS WILL CAUSE IT TO LOSE ITS STABILITY.

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**! CAUTION !**

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- DRIVING A COLD ENGINE AT HIGH SPEED WILL REDUCE THE LIFE OF THE ENGINE. WE RECOMMEND TO WARM THE ENGINE UP AT A MEDIUM ENGINE SPEED FOR SEVERAL MINUTES BEFORE SWITCHING TO FULL LOAD.
- IN THE EVENT THAT, WHILE YOUR CHILD IS RIDING ON THE MOTORCYCLE, YOU NOTICE ANY UNUSUAL OPERATION-RELATED NOISE, YOUR CHILD SHOULD STOP IMMEDIATELY, TURN THE ENGINE OFF, AND CONTACT AN AUTHORIZED KTM DEALER.

### Braking

Close the throttle and squeeze both brake levers simultaneously. On sandy, wet or slippery terrain the rear wheel brake should be preferred. The brakes should always be operated carefully as locking wheels can cause skidding or falls.

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**⚠ WARNING ⚠**

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- BRAKE DRUM AND LININGS HEAT UP DURING BRAKE OPERATION, THUS REDUCING THE EFFECT OF THE BRAKES.
- WET BRAKES HAVE REDUCED BRAKE PERFORMANCE, THEREFORE BE SHURE TO BRAKE THEM DRY AFTER CLEANING.

### Stopping

Reduce the speed. Immediately before the motorcycle comes to a stop, put the left foot down. To turn off the engine, press the short circuit button until the engine stops. Close the fuel tap.

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**⚠ WARNING ⚠**

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- NEVER LEAVE YOUR MOTORCYCLE WITHOUT SUPERVISION AS LONG AS THE ENGINE IS RUNNING.
- MOTORCYCLES PRODUCE GREAT HEAT DURING OPERATION. THEREFORE, KEEP IN MIND THAT THE ENGINE, THE EXHAUST SYSTEM AND THE BRAKES CAN HEAT UP CONSIDERABLY. MAKE SURE THAT THESE PARTS ARE NOT TOUCHED AND ALWAYS TAKE CARE, WHEN PARKING THE MOTORCYCLE, THAT OTHER PERSONS WILL NOT BURN THEMSELVES.

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**! CAUTION !**

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CLOSE THE FUEL TAP WHEN LEAVING THE MOTORCYCLE. OTHERWISE THE CARBURETOR MAY GET FLOODED AND FUEL WILL ENTER THE ENGINE.



# MAINTENANCE WORK ON CHASSIS AND ENGINE



## WARNING



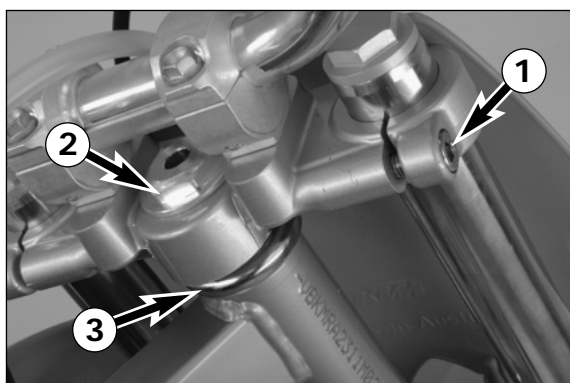
MAINTENANCE WORK AND ADJUSTMENTS MARKED WITH AN ASTERISK (\*) MUST BE PERFORMED BY AN EXPERT. TO PROTECT YOUR YOUNGSTER, ALWAYS HAVE SUCH WORK PERFORMED BY A SPECIALIZED KTM DEALER WHERE YOUR MOTORCYCLE WILL BE OPTIMALLY SERVICED BY APPROPRIATELY QUALIFIED SKILLED STAFF.



## CAUTION



- WHEN CLEANING THE MOTORCYCLE, DO NOT USE A HIGH PRESSURE CLEANING UNIT IF POSSIBLE, OTHERWISE WATER WILL PENETRATE THE BEARINGS, CARBURETOR, ELECTRIC CONNECTORS, DRUM BRAKES, ETC.
- BEFORE CLEANING WITH WATER, PLUG THE EXHAUST PIPE TO PREVENT WATER INGRESS
- WHEN TRANSPORTING YOUR MOTORCYCLE, SECURE IT WITH ELASTIC STRAPS OR OTHER MECHANICAL DEVICES IN AN UPRIGHT POSITION. BE SURE THAT THE FUEL TAP IS CLOSED. IF THE MOTORCYCLE TOPPLES OVER, FUEL CAN FLOW OUT OF THE CARBURETOR OR FUEL TANK.
- DO NOT USE TOOTHED WASHERS OR SPRING RINGS WITH THE ENGINE FASTENING SCREWS, AS THESE WORK INTO THE FRAME PARTS AND KEEP WORKING LOOSE. INSTEAD, USE SELF-LOCKING NUTS.
- LET YOUR MOTORCYCLE COOL DOWN BEFORE BEGINNING ANY MAINTENANCE WORK IN ORDER TO AVOID GETTING BURNED.
- REMOVE OILS, FATTY MATTERS, FILTERS, FUELS, WASHING DETERGENTS ETC. ORDERLY.
- UNDER NO CIRCUMSTANCES MAY USED OIL BE DISPOSED OF IN THE SEWAGE SYSTEM OR IN THE OPEN COUNTRYSIZE. 1 LITER USED OIL CONTAMINATES 1.000.000 LITERS WATER.



### Checking and adjusting the steering head bearing \*

The steering head bearing should regularly be checked for play. For this purpose, jack up the motorcycle by the frame so that the front wheel is in the air. Now try to move the fork forward and backward. There should be no play. For readjustment, release the two clamp screws 1 of the top triple clamp and the steering head screw 2. Turn the adjusting nut 3 until almost no play is left. Do not tighten the adjusting nut! Tightening the adjusting nut can damage the bearings! Keep in mind that tightening the steering head screw 2 reduces the play of the bearing. Slightly tap the top triple clamp with a rubber hammer to prevent jamming. Then tighten the 2 clamp screws with 15 Nm (11 ft.lb).



## WARNING



IF THE STEERING HEAD BEARING IS NOT ADJUSTED TO BE FREE OF PLAY, THE MOTORCYCLE WILL EXHIBIT UNSTEADY DRIVING CHARACTERISTICS AND CAN GET OUT OF CONTROL.

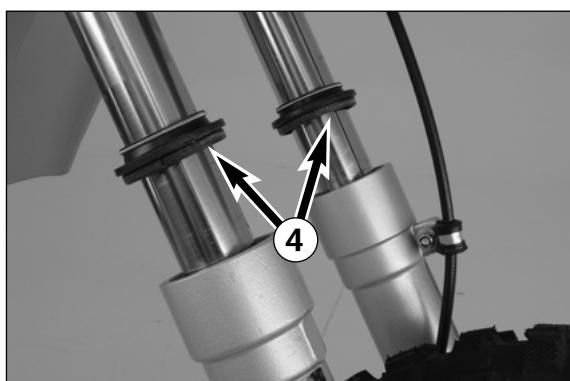
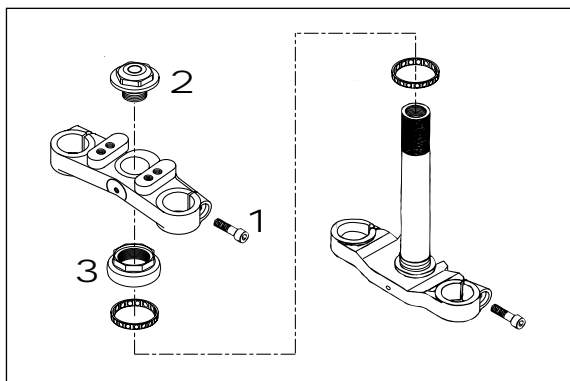


## CAUTION



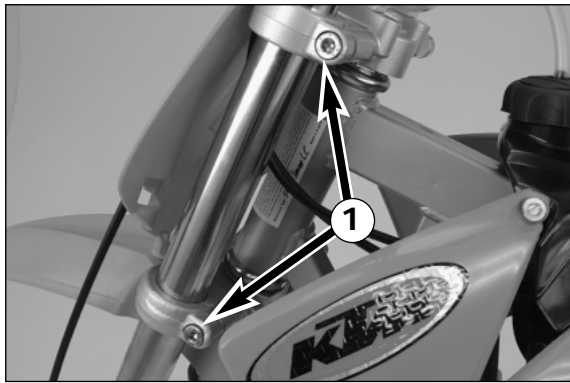
- THE HANDLEBAR MUST MOVE EASILY. OTHERWISE THE BEARINGS WILL BE DAMAGED.
- IF YOU DRIVE WITH PLAY IN THE STEERING HEAD BEARING FOR LONGER PERIODS, THE BEARINGS AND SUBSEQUENTLY THE BEARING SEATS IN THE FRAME WILL BE DESTROYED.

At least once a year, the steering head bearings should be smeared with waterproof grease.



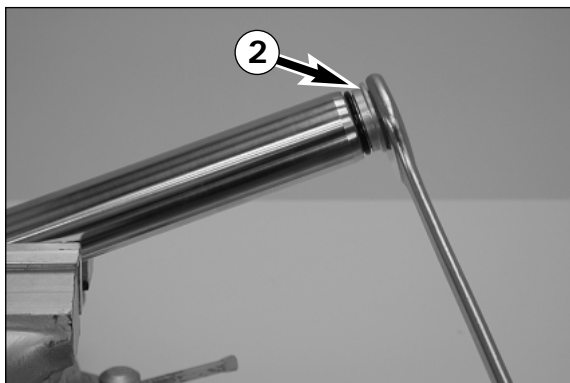
### Cleaning the dust scrubbers of the telescopic fork

The dust scrubbers 4 should be cleaned on a regular basis. For this purpose, use a screwdriver to lever the dust scrubbers out of the slider tubes, clean them thoroughly with compressed air, spray the fork tubes and dust scrubbers with silicon oil and press the scrubbers back into the slider tubes.



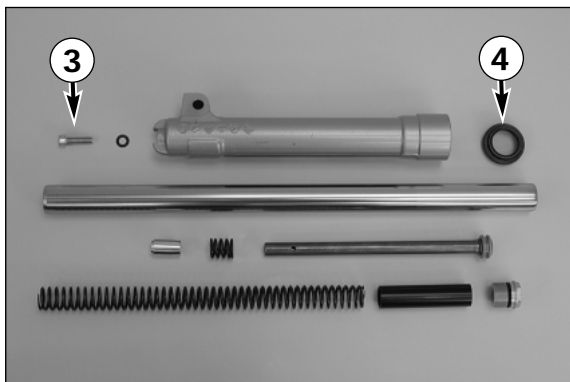
### Telescopic fork maintenance \*

The telescopic fork must be serviced at least once a year:  
 Jack up the motorcycle by the frame to take the weight off the front wheel.  
 Remove the front wheel and the brake cable guide.  
 Release the clamp screws **1** at the triple clamps and pull the fork legs downwards out of the triple clamps.



Clamp the fork leg into a vise (use protective jaws) and remove the plugs **2**.

Take the preload spacer and the spring out of the fork tube.  
 Remove screws **3** at the underside of the slider tubes and pull the fork tubes out of the slider tubes.  
 Remove the dust scrabbers **4**.



Thoroughly clean all parts and check for wear.

Grease gaskets and springs and reassemble the telescopic fork.  
 Tighten the screws at the underside of the slider tubes with 30 Nm (22 ft.lb).

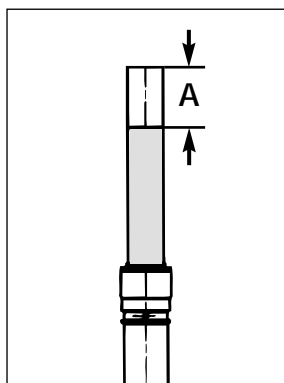
Insert the fork legs into the triple clamps (the fork tube must be flush with the top triple clamp) and tighten the clamp screws with 15 Nm (11 ft.lb).

Mount the front wheel.



### Changing the telescopic fork oil \*

Remove front wheel and fork legs (see above).  
 Remove plugs, preload spacers and springs.  
 Drain the fork oil into an appropriate container.  
 Clean the dust scrabbers.



Pour 170 cm<sup>3</sup> SAE 7.5 fork oil into each fork tube.

Slide the fork tube all the way into the slider tube.

Adjust the air-chamber length **A** to 115 mm (4.5 in) by extracting or adding fork oil.

Insert springs and pretensioning sleeves into the fork tube.

Check o-rings, grease and mount plugs.

Mount fork legs and front wheel (see above).

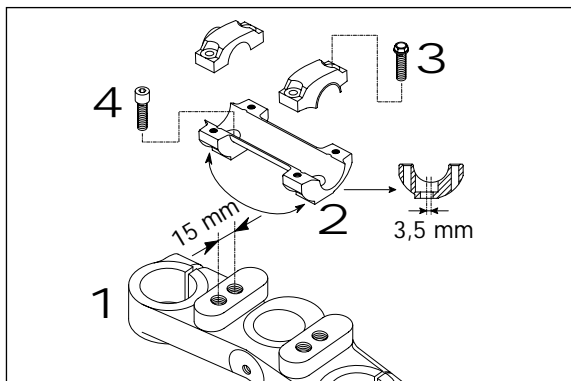
Mount brake control cable and brake cable guide.

Adjust the cable control on the front brake.

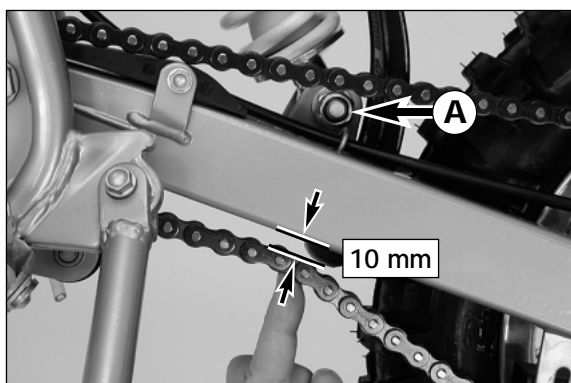


## How to change the handlebar position

The handlebar position can be readjusted by 22 mm (0.9 in). The upper triple clamp 1 includes 2 bores arranged at a distance of 15 mm (0,6 in) from one another. The bores at the handlebar support 2 are offset from the center by 3.5 mm (0,13 in). Accordingly, you can mount the handlebar in 4 different positions.



For this purpose, remove screws 3 of the handlebar clamps and screws 4 of the handlebar support. Position handlebar support, and tighten screws 4 to 40 Nm (30 ft.lb). Mount handlebar and handlebar clamps, and tighten screws 3 to 20 Nm (15 ft.lb). The gap between handlebar support and handlebar clamps is to be of equal size in the front and in the rear.



## Check chain tension

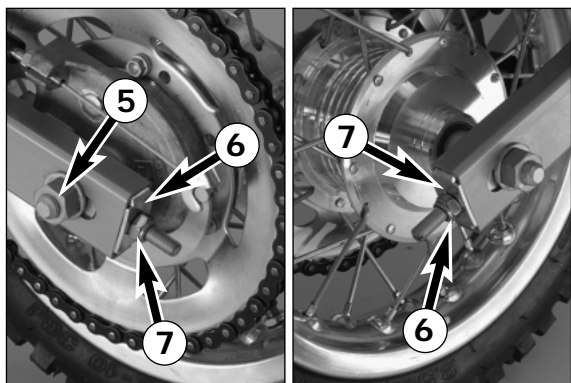
Put the motorcycle on the sidestand.

Chain tension has to be checked close to the lower rear shock mounting A. When pushing the chain upwards, the distance to the swingarm has to be 10 mm (0.4 in).

If necessary, correct chain tension.

### ⚠ **WARNING** ⚠

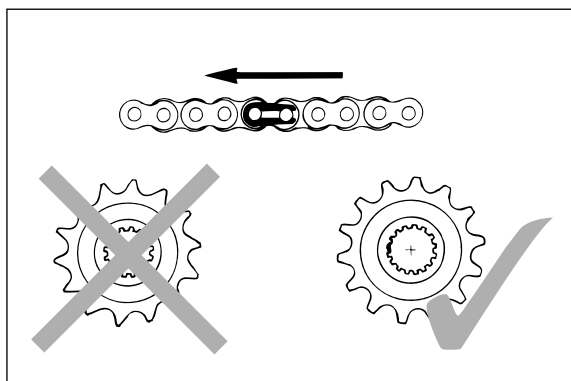
- IF CHAIN TENSION IS TOO GREAT, PARTS WITHIN THE SECONDARY TRANSMISSION (CHAIN, CHAIN WHEELS, GEAR BOX AND REAR WHEEL BEARINGS) WILL BE SUBJECTED TO UNNECESSARY STRESS, RESULTING IN PREMATURE WEAR AND EVEN CHAIN BREAKAGE.
- TOO MUCH SLACK IN THE CHAIN, ON THE OTHER HAND, CAN RESULT IN THE CHAIN JUMPING OFF THE CHAIN WHEELS. IF THIS HAPPENS, THE CHAIN COULD ALSO BLOCK THE REAR WHEEL OR DAMAGE THE ENGINE.
- IN EITHER CASE THE OPERATOR IS LIKELY TO LOSE CONTROL OF THE MOTORCYCLE.



## Correct chain tension

Release the hexagon nut of the wheel spindle 5 and turn the left and the right hexagon nut 6 equally far.

Before tightening the hexagon nut of the wheel spindle with 30 Nm (22 ft.lb), ensure that the supporting plates 7 are resting against the swing arm. Additionally, check that the rear wheel is aligned with the front wheel.



## Chain maintenance

For long chain life, good maintenance is very important. Chains without O-rings should be cleaned in fireproof solvent regularly and afterwards treated with hot grease or chain spray (Shell Advance Bio Chain).

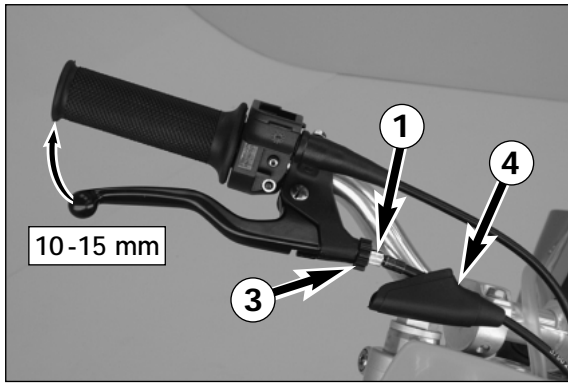
### ⚠ **WARNING** ⚠

KEEP THE REAR WHEEL FREE OF GREASE! GREASE ON THE REAR WHEEL WILL SIGNIFICANTLY REDUCE THE GRIP OF THE REAR TIRE AND THE MOTORCYCLE COULD EASILY GET OUT OF CONTROL.

### ! **CAUTION** !

WHEN MOUNTING THE CHAIN MASTERLINK CLIP, THE CLOSED SIDE OF THE MASTERLINK CLIP MUST POINT IN RUNNING DIRECTION.

Also check sprockets and chain guides for wear, and replace if necessary.



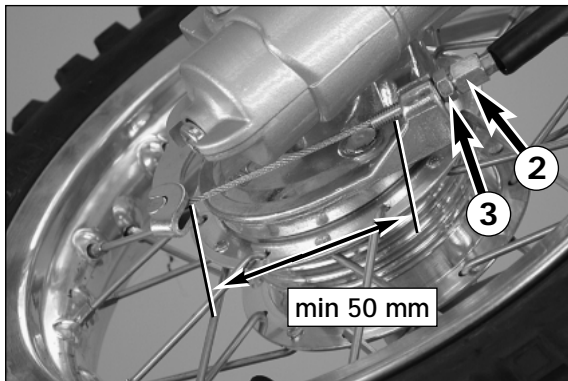
### Adjusting the front wheel brake cable

The hand brake lever should travel between 10 and 15 mm (0.4-0.6 in) before the front wheel is actually slowed down.

To adjust the brake control cable, use either the adjusting screw 1 at the hand brake lever or the adjusting screw 2 at the brake backing plate. Before commencing to adjust the cable, always release the counter nut 3. Afterwards, the counter nut must be retightened. Properly remount the rubber protection piece 4 pulled back earlier.

**! CAUTION !**

AFTER ADJUSTING THE CABLE, ALWAYS CHECK IF THE WHEEL TURNS SMOOTHLY.

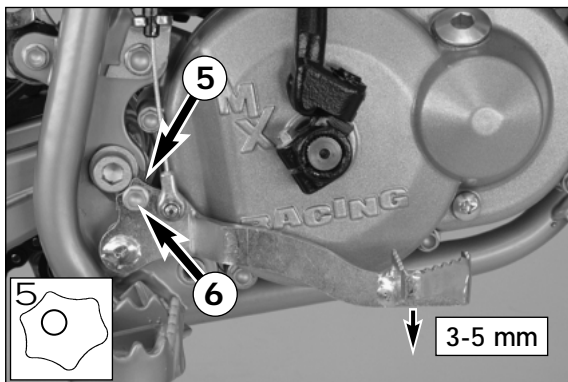


### Checking the front brake linings for wear

The brake linings must be replaced when the distance between the hub brake lever and the cable support, measured with the brake lever squeezed, is less than 50 mm (2 in) (see illustration).

**! CAUTION !**

IF THE BRAKE LININGS ARE REPLACED TOO LATE, I.E. WHEN THE LINING IS PARTLY OR FULLY WORN AWAY, THE METAL SHOES WILL RUB AGAINST THE BRAKE DRUM, THUS REDUCING THE BRAKING EFFECT AND DESTROYING THE BRAKE DRUM.



### Adjusting the rear wheel brake cable

You should be able to actuate the foot brake pedal 5-10 mm (0.4 - 0.6in) before the rear wheel begins to brake.

The brake control cable is adjusted via the adjusting screw 7 on the brake anchor cap. Loosen counter nut 8, turn adjusting screw 7 accordingly and tighten counter nut again.

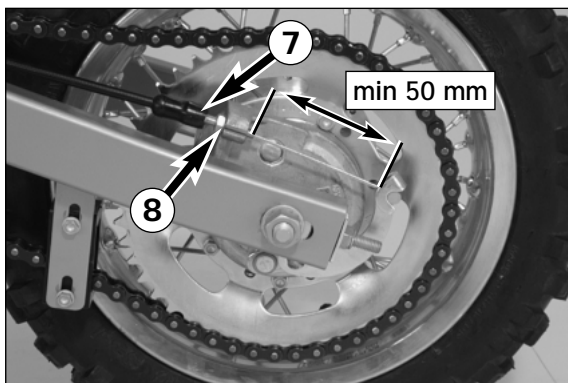
**! CAUTION !**

AFTER ADJUSTING THE CABLE, ALWAYS CHECK IF THE WHEEL TURNS SMOOTHLY.

### Changing the basic position of the foot brake pedal

The basic position of the foot brake pedal can be changed by turning the stop disk 5 (loosen screw 6).

Afterwards, check the adjustment of the rear wheel brake.

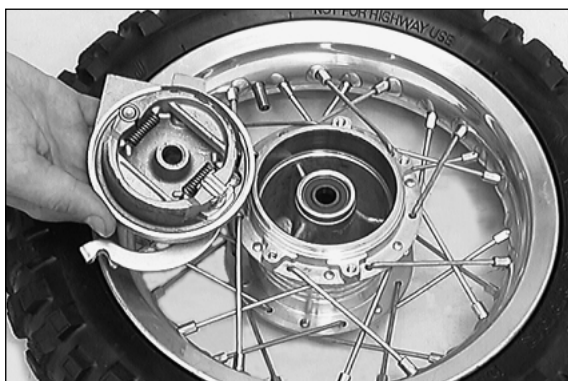


### Checking the rear brake linings for wear

The brake linings must be replaced when the distance between the hub brake lever and the cable support, measured with the brake lever squeezed, is less than 50 mm (2 in) (see illustration).

**! CAUTION !**

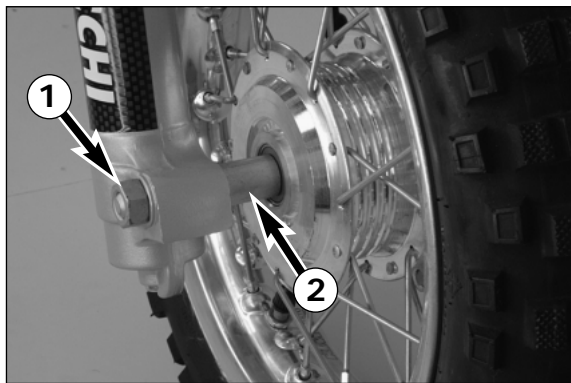
IF THE BRAKE LININGS ARE REPLACED TOO LATE, I.E. WHEN THE LINING IS PARTLY OR FULLY WORN AWAY, THE METAL SHOES WILL RUB AGAINST THE BRAKE DRUM, THUS REDUCING THE BRAKING EFFECT AND DESTROYING THE BRAKE DRUM.



### Drum brake maintenance

Drum brake maintenance is limited to occasional blowing out of brake drum and brake shoes. Brake drum and brake linings can be slightly roughened with an abrasive cloth.





### Removing and mounting the front wheel

Jack up the motorcycle by the frame.

Remove the right hexagon nut of the wheel spindle 1 together with the washer.

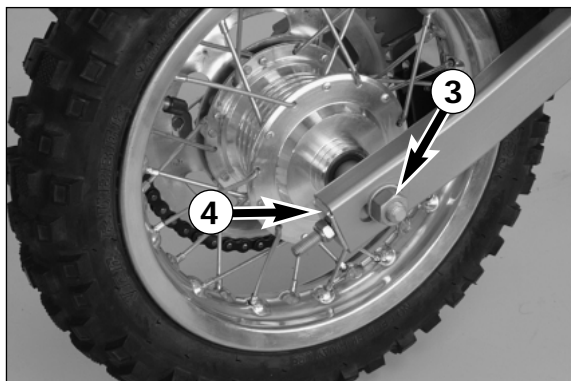
Pull the wheel spindle halfway out and remove the spacer 2.

Now pull out the wheel spindle out until the wheel is free but not so far that the brake backing plate comes off.

Turn both wheel and fork slider tube to the left and remove wheel.

To mount the wheel reverse the procedure described above.

Tighten the hexagon nut with 30 Nm (22 ft.lb).



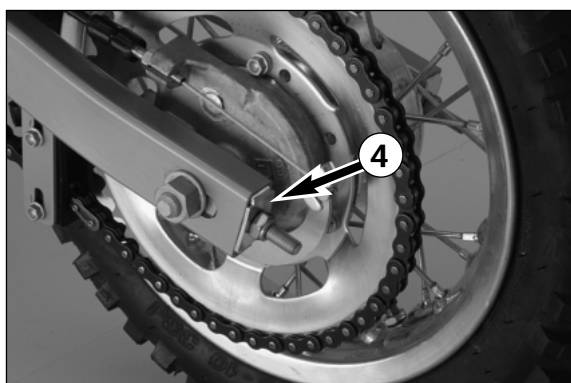
### Removing and mounting the rear wheel

Jack up the motorcycle by the frame.

Remove the right hexagon nut of the wheel spindle 3 together with the washer.

Hold the rear wheel and remove the wheel spindle.

Move the rear wheel downward, remove the chain and take the rear wheel out of the swing arm.



To mount the wheel reverse the procedure described above.

Always hook the brake backing plate into the swing arm support.

Before tightening the hexagon nut of the wheel spindle, ensure that the supporting plates 4 are resting against the swing arm. Additionally, check that the rear wheel is aligned with the front wheel.

Tighten the hexagon nut with 30 Nm (22 ft.lb).



### Tires, air pressure

Tire type, tire condition, and air pressure level affect the way your motorcycle rides, and they must therefore be checked whenever you are getting ready to go anywhere on your motorcycle.

- Tire size can be found in the technical specifications.
- Tire condition has to be checked every time you want to ride your motorcycle. Before leaving, check tires for punctures and nails or other sharp objects that might have become embedded in them.
- Regularly check the "cold" tire pressure. Correct tire pressure (1.0 bar / 14 psi) guarantees optimum grip and maximum tire life.



#### WARNING



- DAMAGED TIRES MUST BE REPLACED IMMEDIATELY TO PROTECT YOUR YOUNGSTER.
- WORN TIRES CAN HAVE A NEGATIVE EFFECT ON HOW THE MOTORCYCLE PERFORMS, ESPECIALLY ON WET SURFACES
- TIRE PRESSURE BELOW THE NORMAL LEVEL WILL LEAD TO PREMATURE TIRE WEAR.



### Checking spoke tension

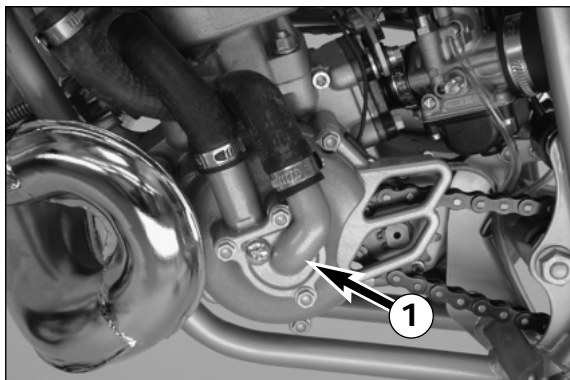
The correct spoke tension is very important for the stability of the wheels and thus for riding safety. A loose spoke causes the wheel to become unbalanced and before long other spokes will have come loose. Check spoke tension, especially on a new motorcycle, in regular intervals. If necessary, have the spokes retightened and the wheel centered by a KTM dealer.



#### WARNING



SPOKES CAN TEAR IF YOU CONTINUE TO RIDE WITH THEM LOOSE. THIS MAY LEAD TO AN UNSTABLE HANDLING OF YOUR MOTORCYCLE.



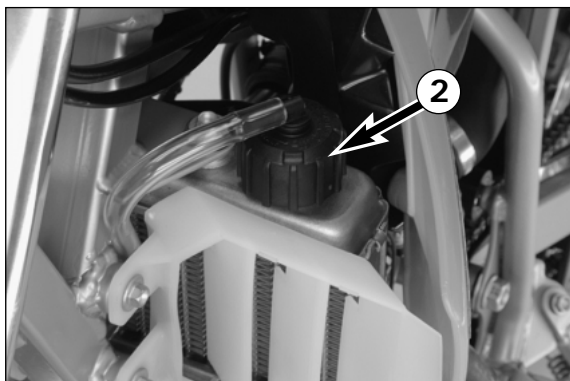
### Cooling system

The water pump 1 in the engine keeps the cooling liquid in circulation. The cooling liquid is cooled by the air stream. Therefore, the cooling effect is reduced when the traveling speed is reduced. Dirty radiators additionally reduce the cooling effect.

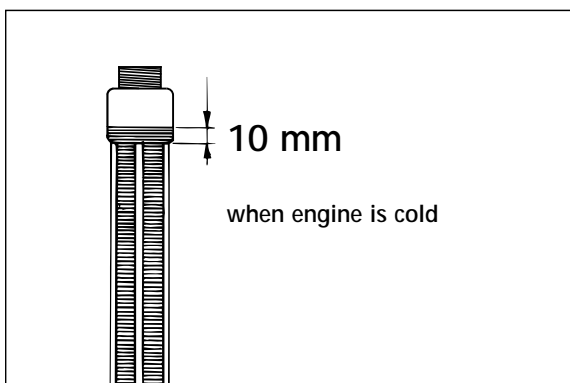
A mixture of 40% anti freeze liquid and 60% water is used as coolant. However, the anti-freeze protection must be at least -25° C (-13° F). This mixture offers anti-freeze protection but also good corrosion protection and should therefore not be replaced by pure water.

**! CAUTION !**

FOR THE COOLING SYSTEM, USE ONLY WITH HIGH-GRADE ANTIFREEZE (SHELL ADVANCE COOLANT). USING LOWER-GRADE ANTIFREEZE AGENTS, CAN CAUSE CORROSION AND COOLANT FOAMING.



Pressure induced by heating of the coolant in the system is controlled by a valve in the radiator cap 2; a water temperature rising up to 120° C (248° F) is admissible, without fear of problems.

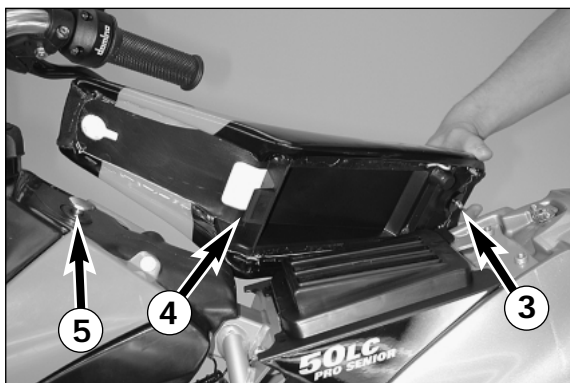


### Checking coolant level

The coolant should be 10 mm (0.4 in) above the radiator fins when the engine is cold (see illustr.). In the event of the coolant being drained, always fill and bleed the system.

**⚠ WARNING ⚠**

IF POSSIBLE, ALWAYS CHECK LEVEL OF COOLING LIQUID WHEN ENGINE IS COLD. IF YOU HAVE TO OPEN THE RADIATOR CAP WHEN THE ENGINE IS HOT, USE A RAG TO COVER THE CAP AND OPEN SLOWLY TO RELEASE PRESSURE.



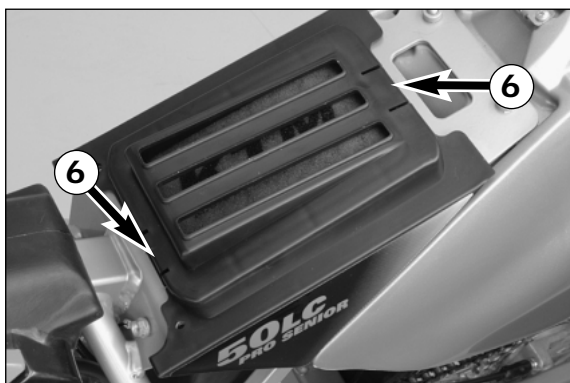
### Removing the seat

The quick release 3 allows the seat to be removed without tools. Turn the quick release approx. 180° in a counter-clockwise direction, lift back of seat slightly and pull back.

To mount, insert seat in the oval-head screw 5, press back of seat down and push forward until the locating tab 4 hooks onto the tank. Ease the quick release through and turn clockwise to lock.

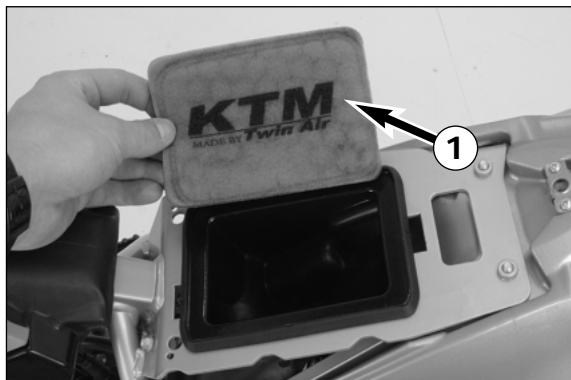
**⚠ WARNING ⚠**

MAKE SURE THE SEAT IS CORRECTLY MOUNTED AND THE QUICK RELEASE HAS LATCHED IN.

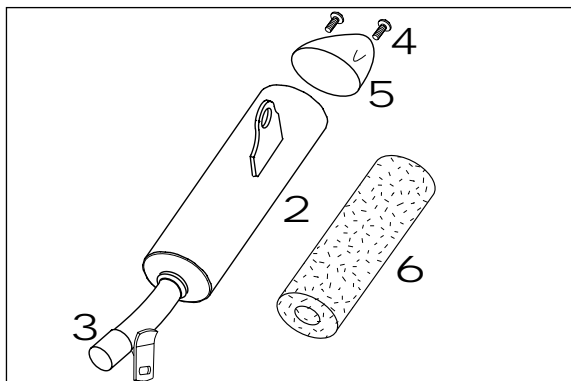


### Cleaning the air filter

The air filter is cleaned depending on the dust formation. To clean, remove the seat, press both retaining clips 6 towards center and remove the filter holder and foam filter



Thoroughly wash the foam filter 1 in special cleaning fluid and allow it to dry well. Only press out the filter, do not wring it out under any circumstances. Oil the dry foam filter with a high-grade filter oil.



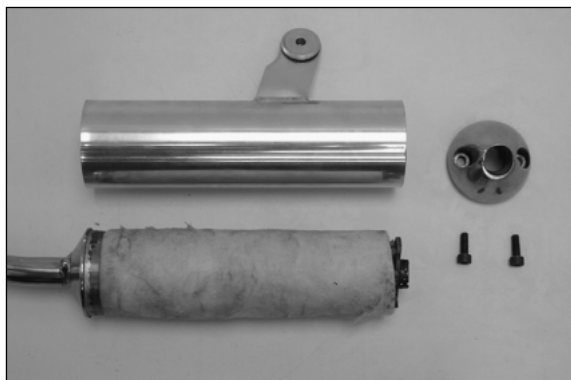
- ! CAUTION !**
- DO NOT CLEAN FOAM FILTER WITH FUEL OR PETROLEUM SINCE THESE WILL DAMAGE THE FOAM. KTM RECOMMENDS THE PRODUCTS MADE BY PUTOLINE FOR AIR FILTER MAINTENANCE. „ACTION CLEANER“ FOR CLEANING PURPOSES AND „ACTION FLUID“ TO OIL THE FOAM FILTER.
  - NEVER OPERATE YOUR MOTORCYCLE WITHOUT AIR FILTER. OTHERWISE, DUST AND DIRT MAY GET INTO THE ENGINE AND LEAD TO INCREASED WEAR.
  - THE HOLDER MUST RETAIN THE AIR FILTER THROUGHOUT ITS ENTIRE CIRCUMFERENCE. IF THE FILTER HAS BEEN MOUNTED INCORRECTLY, THE ENGINE WILL TAKE IN UNFILTERED AIR, THEREBY CAUSING INCREASED ENGINE WEAR.

Also clean the air filter box. Check carburetor collar for damage and that it is filled correctly. Insert the air filter in the opening and fasten it with the filter holder. Then mount the seat.

### Exhaust system

The silencer is filled with glass-fiber yarn for damping. When in use, the glass-fiber yarn becomes loose or coked with oil carbon. This can lead to a power loss and a reduction of the silencer damping. The glass-fiber yarn packing can be replaced in a few easy steps.

To replace, remove the silencer from the vehicle and mark the position of the outer tube 2 to the inner tube 3. Remove screws 4 and the end cap 5. Pull of the outer tube and remove the old glass-fiber yarn packing 6 from the inner tube. Thoroughly clean all parts.

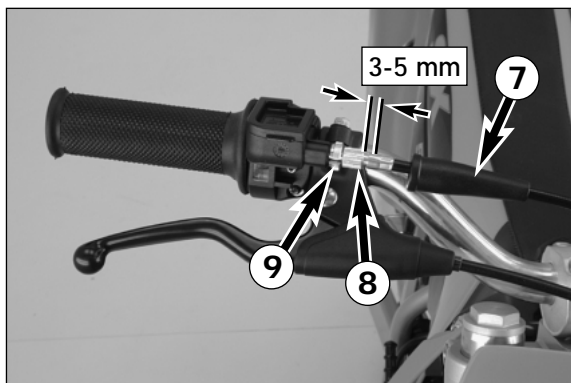


To assemble, mount a new glass-fiber yarn packing onto the inner tube (see illustration) and slide into the outer tube. Mount end cap and fix with screws 4. Before tightening the screws, turn the outer tube until they match the positions you marked. Mount the silencer and check the exhaust system for tightness.

NOTE: Glass fiber yarn packages are offered by your licensed KTM dealer.

**! WARNING !**

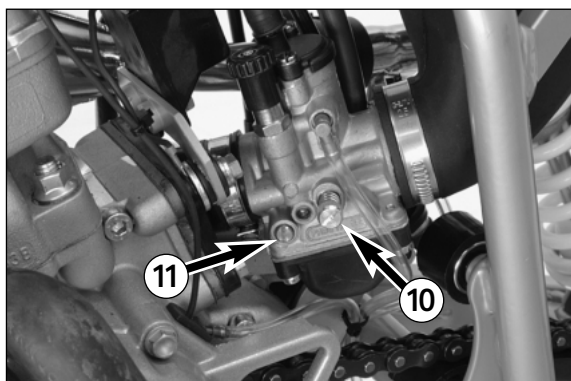
THE EXHAUST SYSTEM BECOMES VERY HOT WHILE THE MOTORCYCLE IS RUNNING. TO AVOID BURNS DO NOT START WORK ON THE EXHAUST SYSTEM UNTIL IT HAS PROPERLY COOLED DOWN.



### Adjusting the throttle cable \*

There must always be a 3-5 mm (0.1-0.2 in) play in the throttle cable. To check this, move back the protective cover 7 on the throttle grip. You must be able to lift the outer covering of the cable 3-5 mm from the adjusting screw 8, until resistance is felt.

To adjust, loosen the counter nut 9 and turn the adjusting screw accordingly. Finally tighten counter nut and slide the protective cover back on.



### Adjusting the idle speed (Dell'Orto PHBG 19 BS) \*

The idle range is adjusted with the slide stop screw bk and the mixture control screw bl.

The slide stop screw is used to change the basic position of the throttle slide and thus the idle speed.

Turning in a clockwise direction will increase the idle speed.

Turning in a counter-clockwise direction will reduce the idle speed.

The mixture control screw is used to change the fuel content in the fuel-air mixture in an idle position.

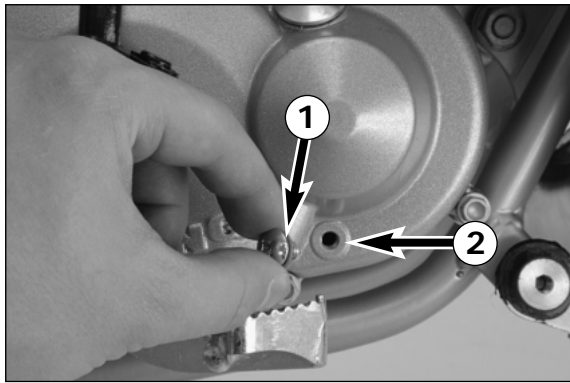
Turning in a clockwise direction will make the idle mixture leaner.

Turning in a counter-clockwise direction will make the idle mixture richer.

Check the technical engine data for the basic setting.

**! CAUTION !**

THE IDLE SPEED MAY NOT BE ADJUSTED USING THE MIXTURE CONTROL SCREW.

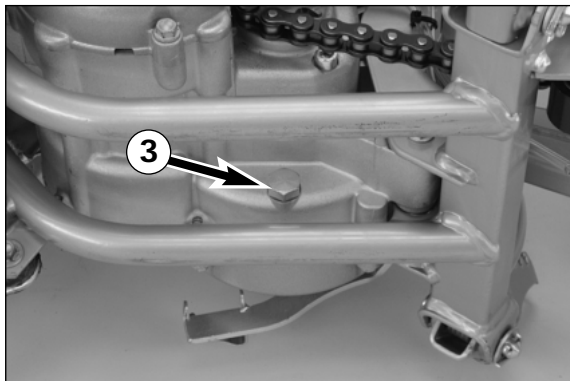


### Checking the gear oil level

To check the gear oil level, first remove the plug 1. With the motorcycle parked in an upright position, a small quantity of oil should flow out of the indicator opening 2. If oil must be added, tilt the motorcycle and pour engine oil 20W/40( Shell Advance Ultra 4 20W/40) into the bore.

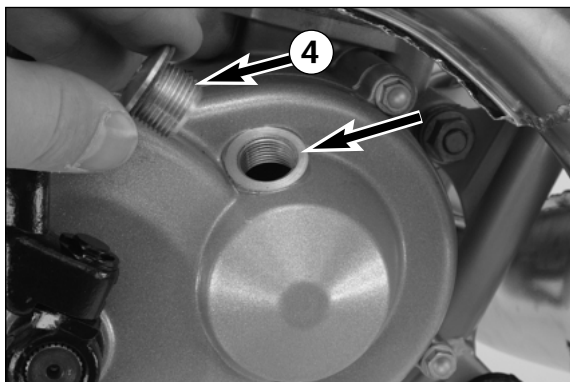
**! CAUTION !**

TOO LITTLE OIL OR A POOR OIL QUALITY LEAD TO PREMATURE TRANSMISSION WEAR. THEREFORE, ONLY USE BRANDED PRODUCTS (SHELL ADVANCE ULTRA 4).



### Changing gear oil \*

The engine must be warmed up before changing the gear oil. Park the motorcycle on a horizontal surface, remove the oil drain plug 3 and drain the used oil into an appropriate container. Clean the sealing surface, mount the oil drain plug together with the gasket and tighten with 15 Nm (11 ft.lb).



Lay motorcycle down and pour in 0.15 liters of 20W/40 engine oil (Shell Advance Ultra 4 20W/40). Mount screw plug 4 and check engine for tightness.

**! CAUTION !**

TOO LITTLE OIL OR A POOR OIL QUALITY LEAD TO PREMATURE TRANSMISSION WEAR. THEREFORE, ONLY USE BRANDED PRODUCTS.



### Changing the seat height

The seats on all mini models can easily be raised by 25 mm (1 in). This allows you to adjust the seat as your child grows.

Figures A and B show the fork and shock absorber positions for a low seat position. The fork tubes extend approx. 17 mm (0.7 in) (H) above the upper fork stabilizer. The shock absorber is attached to the upper hole in the frame. Tighten the clamp screws on the fork stabilizers to 15 Nm (10 ft.lb), the screw on the shock absorber to 45 Nm (33 ft.lb).

Figures A and B: low seat position  
Figures C and D: high seat position



Figures C and D show the fork and shock absorber positions for a high seat position. Fork tubes are plane with top of upper fork stabilizer. (Screw cap (Aluminium) protrudes top of upper fork stabilizer) The shock absorber is attached to the lower hole in the frame. Tighten the clamp screws on the fork stabilizers to 15 Nm (10 ft.lb), the screw on the shock absorber to 45 Nm (33 ft.lb).

**⚠ WARNING ⚠**

THE FORK TUBES MAY NOT BE LOWERED ANY FURTHER THAN AS DESCRIBED ABOVE, OTHERWISE THE CLAMPING ON THE UPPER FORK STABILIZER WILL NO LONGER BE ADEQUATE.

# TECHNICAL DATA – ENGINE 50 MCH 2001

Engine	50 MCH
Design	single cylinder 2-stroke engine, liquid cooled, with reed valve inlet
Displacement	49.0 ccm
Bore/Stroke	39.5 / 40 mm
Compression ratio	9 : 1
Fuel	SUPER fuel, research octane no 95, mixed with 2-stroke oil
Oil/gasoline ratio	1 : 40 when using high grade 2-stroke oil (Shell Advance Racing X) When in doubt, please contact your importer or use 1 : 33 mix ratio to be on the safe side
Lubrication	mixture lubrication
Crankshaft bearing	2 grooved ball bearing
Connecting rod bearing	needle bearing
Piston pin bearing	needle bearing
Piston rings	1 rectangular ring
Primary drive	straight cut spur gears, 16 : 57 t
Transmission oil	0.15 liter engine oil W20-40 (Shell Advance Ultra 4 20W/40)
Spark plug	NGK BR 10 EG
Electrode gap	0.6 mm
Carburetor	Dell'Orto PHBG 19 BS
Air filter	wet foam type air filter insert
Coolant	0.5 liter (0.132 USgal) ; mixture coolant : water = 2 : 1

## BASIC CARBURETOR SETTING

Type	Dell'Orto PHBG 19 BS
Main jet	85
Needle jet	260 AU
Idling jet	48
Jet needle	W9
Needle position from top	3.
Air/Mixture reg. screw open	3.0
Throttle valve	60
Starting jet	60

## TIGHTENING TORQUES - ENGINE

Primary gear nut	M14x1,25	40 Nm (30 ft.lb)
Hexagon nut ignition rotor	M10x1,25	20 Nm (15 ft.lb)
Nut of clutch hub	M10x1,25	Loctite 243 + 35 Nm (25 ft.lb)
Cylinder head screws	M7x	15 Nm (11 ft.lb)
Cylinder base nuts	M8	18 Nm (13 ft.lb)
Allan head screw-Stator	M5x25	Loctite 243 + 8 Nm (6 ft.lb)
Oilplug	M16	5 Nm (4 ft.lb)
Oil drain plug	M10	15 Nm (11 ft.lb)
Other screws engine	M5	7 Nm (5 ft.lb)
	M6	10 Nm (7 ft.lb)
	M8	30 Nm (22 ft.lb)

# TECHNICAL SPECIFICATIONS - CHASSIS 50 SX Pro Senior LC 2001

	50 SX Pro Senior „LC“
Frame	single downtube, split-cradle
Fork	telescopic fork Marzocchi Ø = 31,8 mm (1,25 in)
Wheel travel front/rear	165/170mm (6.5/6.7 in)
Rear suspension	central shock absorber Paioli MC30 RB (l = 275 mm / 10,8 in)
Front brake	internal expanding, single/cam drum brake Ø 90 mm (3.5")
Rear brake	internal expanding, single/cam drum brake Ø 90 mm (3.5")
Tyres	front: Pirelli 2.50-10 MT32a rear: Pirelli 2.50-10 MT320
Air pressure	front / rear: 1.0 bar (14 psi) / 1.0 bar (14 psi)
Fuel tank capacity	1,8 liter (0,48 USgal)
Final drive ratio	11 : 48 t
Chain	1/2 x 3/16" (415) 104 rolls
Steering angle	63°
Wheel base	1030 mm (40.5")
Seat height, unloaded	650 / 675 mm (25.6 / 26.6 in) (adjustable)
Ground clearance	255 mm (10 in)
Dead weight without fuel	40 kg (88.3 lbs)
Rider's body height	max. 130 cm (51 in)
Rider's body weight	max 35 kg (78 lbs)
Recommended age of rider	7 to 8 years
Engine	Beta 50 MCH

## STANDARD-ADJUSTMENT - FORK

	50 SX Pro Senior „LC“
Spring	2,0 N/mm
Preload bushing - length	105 mm (4.1 in)
Fork oil	SAE 7.5
Air chamber length	115 mm (4.5 in)

## TIGHTENING TORQUES

Hexagon nuts front axle	M12x1	30 Nm (22 ft.lb)
Hexagon nuts rear axle	M12x1	30 Nm (22 ft.lb)
Hexagon nut swing arm bolt	M10	20 Nm (15 ft.lb)
Clamping screw upper fork bridge	M8	15 Nm (11 ft.lb)
Clamping screw lower fork bridge	M8	15 Nm (11 ft.lb)
Screws handlebar clamp	M8	20 Nm (15 ft.lb)
Shock absorber top	M10	45 Nm (33 ft.lb)
Shock absorber bottom	M10	45 Nm (33 ft.lb)
Other screws chassis	M5	6 Nm (4,5ft.lb)
	M6	10 Nm (7 ft.lb)
	M8	25 Nm (19 ft.lb)
	M10	45 Nm (33 ft.lb)





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