

OWNER'S MANUAL 2008

65 SX

65 XC

3211223en



KTM

Now you own a modern motorcycle that you and your youngster will certainly enjoy, provided that you service and maintain it properly.

Please insert the serial numbers of the motorcycle below

Chassis number

Engine number

Stamp of dealer

All information contained is without obligation. KTM-Sportmotorcycle AG particularly reserves the right to modify any equipment, technical specifications, prices, colors, shapes, materials, services, service work, constructions, equipment and the like so as to adapt them to local conditions or to cancel any of the above items, all without previous announcement and without giving reasons. KTM may stop manufacturing certain models without previous notice. KTM shall not be held liable for any deviations of availability and/or ability to deliver, illustrations, descriptions, printing and/or other errors. The illustrated models partly contain extra equipment, which is not applied to standard models.

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In accordance with the international quality management ISO 9001 standard, KTM uses quality assurance processes that lead to the highest possible product quality.

INTENDED PURPOSE

KTM mini-sports motorcycles are designed and constructed to resist the usual wear and tear of normal use in competitions.

The motorcycles comply with the regulations and categories currently in effect with the leading international motorcycle associations.

OWNER'S MANUAL

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:

WARNING

- Ignoring these instructions can be dangerous to life and limb!

CAUTION

- Ignoring these instructions may damage parts of the motorcycle or impair the motorcycle's traffic safety!

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. The Owner's Manual is an integral part of the motorcycle and must be handed over to the new owner when the motorcycle is sold.

SERVICE

Observance of the service, maintenance and tuning instructions for the engine and chassis specified in the Owner's Manual is a prerequisite for faultless operation and the avoidance of premature wear. An improperly tuned chassis can lead to damage and breakage of the chassis components (see chapter on checking the basic chassis setting).

The use of the motorcycle under extreme conditions, e.g. on extremely muddy and wet terrain, can lead to higher than average wear on components such as the drive train or the brakes. In this case it may become necessary to service or replace wear parts before the service limit specified in the maintenance schedule has been reached.

We expressly point out that work marked with an asterisk (*) in the chapter "Maintenance work on the chassis and engine" must be performed by a KTM workshop. If maintenance work should become necessary during a competition, it must be performed by a trained mechanic.

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.

WARRANTY

The service work specified in the "Lubrication and Maintenance Schedule" must be performed by a KTM workshop and recorded in the service manual otherwise claims under the warranty shall become void. No claims can be filed under the warranty for damage or consequential damage caused by manipulations or conversions to the motorcycle.

AUTOMOTIVE FLUIDS

The fuels and lubricants specified in the Owner's Manual or automotive fluids with equivalent specifications must be used in accordance with the maintenance schedule.

SPARE PARTS, ACCESSORIES

For the safety of your child, only use spare parts and accessories approved by KTM. KTM shall not assume any liability for other products or consequential damage resulting from the use of such products. When special needs arise, please contact a KTM dealer, who will seek the assistance of the KTM importer if necessary.

SAFETY

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.

TRANSPORT

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.

ENVIRONMENT

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-SPORTMOTORCYCLE AG
5230 MATTIGHOFEN, AUSTRIA

Attachments: 1 spare parts manual chassis & engine



The 65 SX and 65 XC mini motorcycles are off-road motorcycles designed for one person only. They are not allowed on public roads.

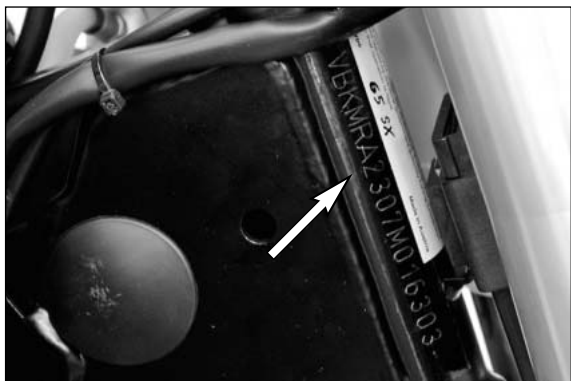
The vehicle dimensions and components are designed for children from 6 to 10 years of age with a maximum weight of 50 kg (22.65 lb) and a maximum height of 160 cm (63.04 in).

- 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!
- Adjust the clutch lever and hand brake lever to match your child's hand size (with gloves).
- Adjust the basic setting of the foot brake pedal to your child's seating position.
- 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 starting the motorcycle for the first time check whether the basic fork and shock absorber settings are suitable for your child's weight (see chapter on checking the basic chassis setting).
- 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.

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SERIAL NUMBER LOCATIONS »



Chassis number

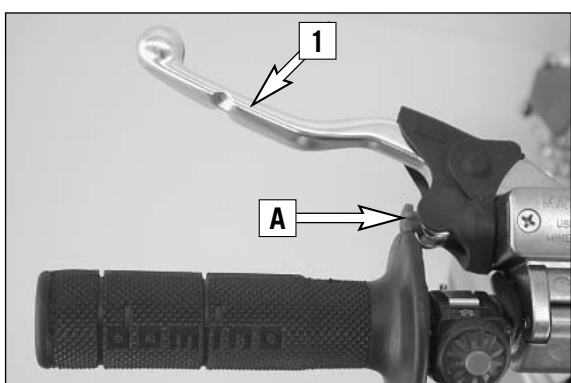
The chassis number is stamped on the right side of the steering head tube. Enter this number in the field on page no 1.



Engine number

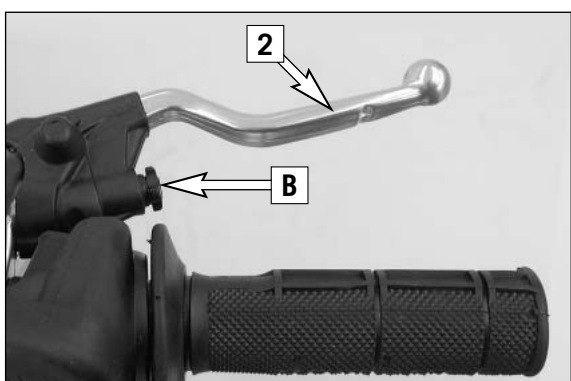
The engine number is stamped into the engine housing underneath the carburetor. Enter this number in the field on page no 1.

OPERATION INSTRUMENTS »



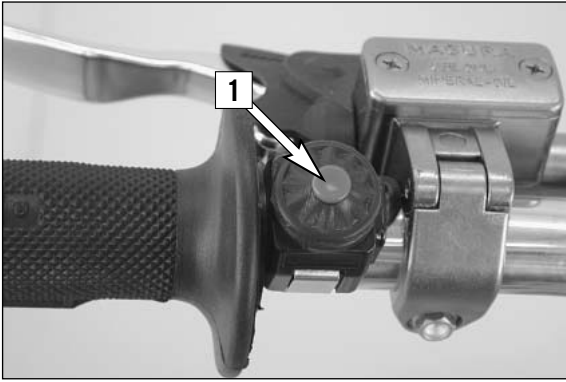
Clutch lever

The clutch lever [1] is located on the left side of the handlebar. The adjusting screw [A] is used to change the original position of the clutch lever (see maintenance work on chassis and engine). The clutch is hydraulically actuated and adjusts itself automatically.



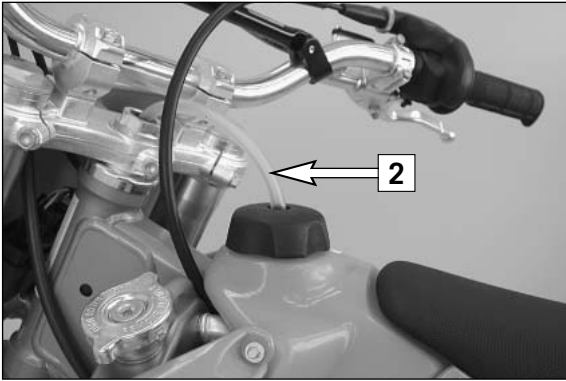
Hand brake lever

The hand brake lever [2] is mounted on the handle bars on the right and actuates the front wheel brake. The adjusting screw [B] can be used to change the basic position of the hand brake lever (see maintenance work on chassis and engine).



Short circuit button

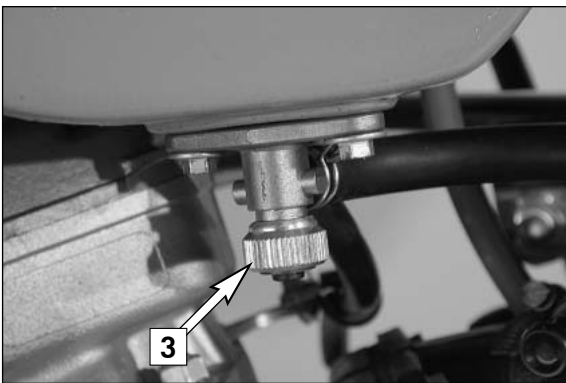
The short circuit button [1] turns off the engine. When pressing this button, the ignition circuit is short-circuited.



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.

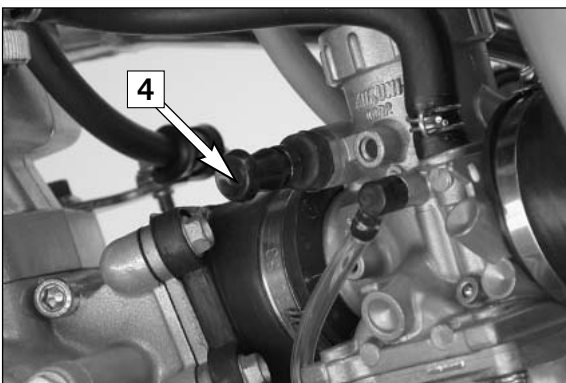


Fuel tap

The fuel tap [3] is located on the left side of the tank.

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

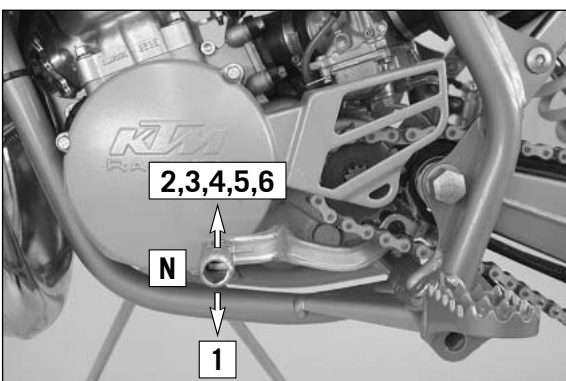
Closing the fuel tap: Turn the knob all the way to the right.



Choke

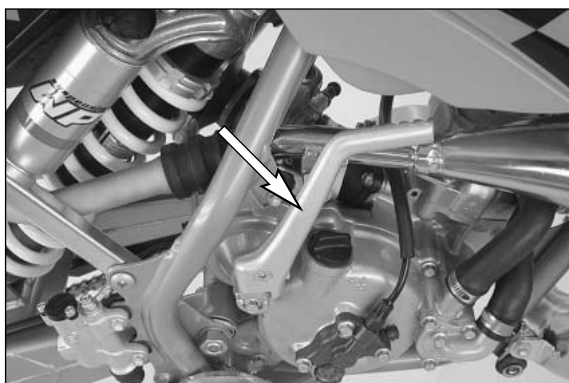
The choke button [4] is located on the left side of the carburetor. Pulling the choke button all the way out opens a bore in the carburetor through which the engine can take in additional fuel, thus achieving the „rich“ fuel air mixture needed for cold starting.

Pushing the choke button back in closes the bore in the carburetor.



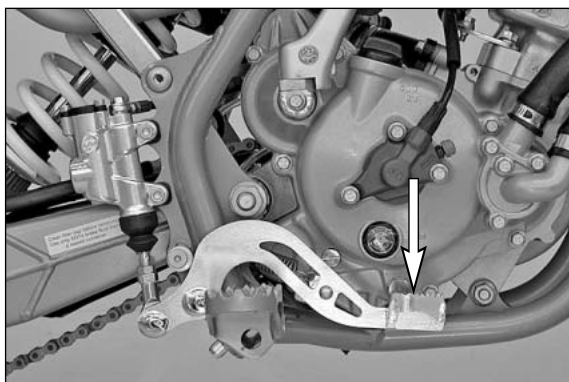
Shift lever

The shift lever is mounted on the left side of the engine. The position of the gears is shown in the illustration. Neutral, or the idle speed, is located between first and second gear.



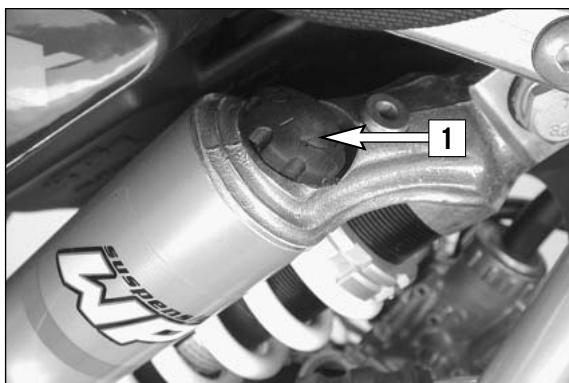
Kickstarter

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



Foot brake pedal

The foot brake pedal is located in front of the right foot rest. Its basic position can be adjusted to your seat position (see maintenance work).



Compression damping of shock absorber

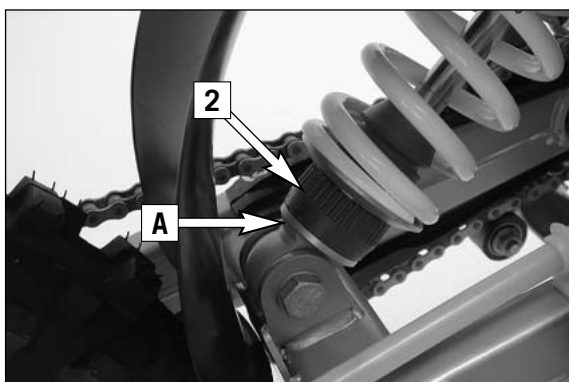
The degree of damping of the compression can be adjusted with the knob [1]. Turning in a clockwise direction will increase the damping, turning in a counterclockwise direction will decrease the damping.

STANDARD ADJUSTMENT (SX):

Turn the knob all the way to the stop in a clockwise direction.
Turn the knob 3 clicks in a counterclockwise direction (= position 4).

STANDARD ADJUSTMENT (XC):

Turn the knob all the way to the stop in a clockwise direction.
Turn the knob 6 clicks in a counterclockwise direction (= position 7).

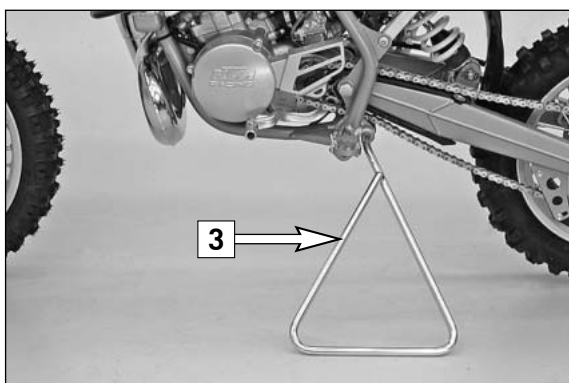


Rebound damping function of the shock absorber

The damping effect of the rebound damping mechanism can be adjusted by levels by means of the setting wheel [2]. Turn the setting wheel clockwise (in) to increase and counterclockwise (out) to reduce the damping effect.

STANDARD ADJUSTMENT (SX/XC):

Position 6 at the mark [A]



Plugin-stand (SX)

A socket is provided on the left side of the frame into which you can plug the stand [3].



Side Stand (XC):

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



Instructions for the first ride

- Make sure the work for the „pre-delivery inspection“ was performed by your authorized KTM workshop. The DELIVERY CERTIFICATE and SERVICE MANUAL will be handed over when you pick up your vehicle.
- 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 clutch lever, hand lever and foot brake pedal so your child can operate them easily!
- 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 hand brake, have your youngster operate the hand brake while you push the motorcycle. Do not start the engine before your youngster has learned to apply hand brake with appropriate pressure.
- To familiarize your youngster with the operation of the hand brake let him or her practice to operate the hand brake while you are pushing the motorcycle. Do not start the engine before he or she is thoroughly familiar with the use of the hand brake.
- 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 riding the motorcycle standing on the footpegs or to riding at the slowest possible speed. Additionally, you can arrange a series of obstacles and have your youngster drive around them, etc.
- Pay attention to the running-in procedure.

Running in

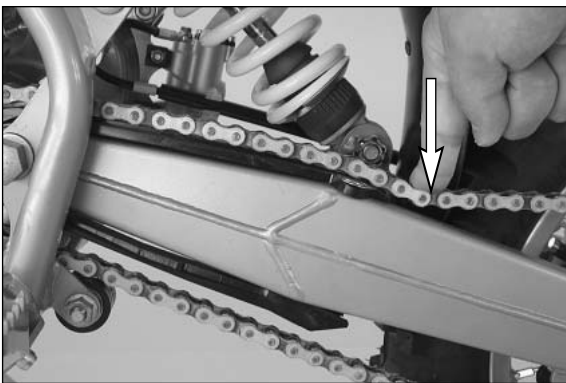
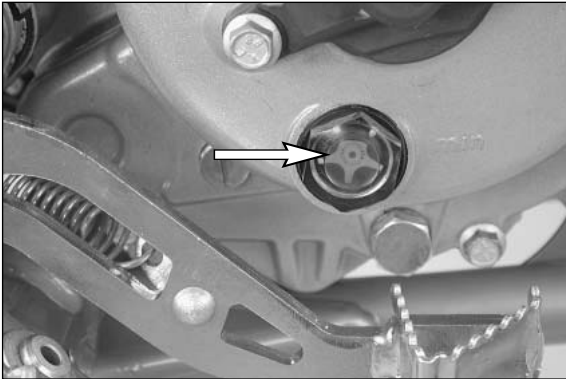
- Even very precisely machined sections of engine components have rougher surfaces than components which have been sliding across one another for quite some time. Therefore, every engine needs to be broken in. For this reason, during its first 30 minutes the engine must not be revved up to its performance limits.
- Apply low but changing loads for running-in.

! CAUTION

Do not drive at full load for the first 30 minutes!

⚠ 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.
- The front and rear wheel are only allowed to be tired with tires that have the same profile type.
- Your youngster's driving speed should always be adjusted to his/her driving skills as well as to the terrain.
- Your youngster should never be allowed to ride the motorcycle without supervision.
- Replace the helmet visor or goggle glasses early enough. When light shines directly on a scratched visor or goggles, you will be practically blind.
- Never leave your motorcycle without supervision as long as the engine is running.
- SX and XC 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.

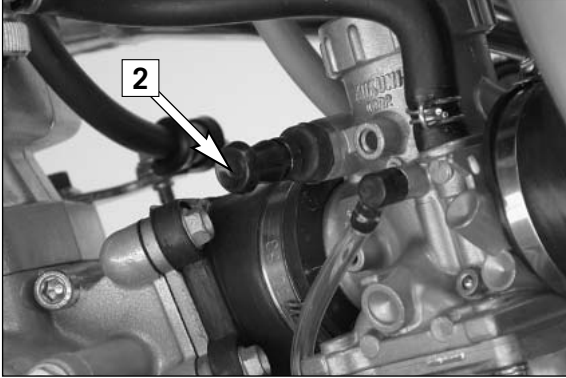
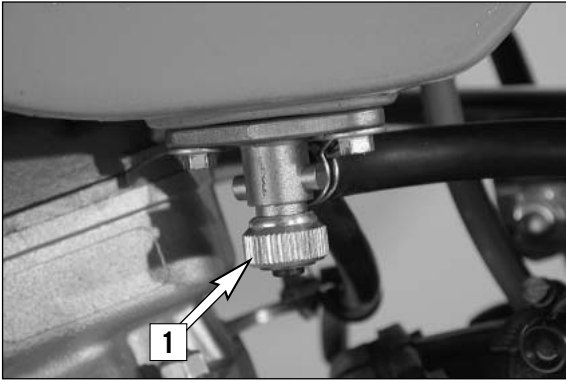


What you should check before each start

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 **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 the chain and chain wheels.
 - 4 **TIRES**
Check for damaged tires. Tires showing cuts or dents must be replaced. Also check the air pressure. Insufficient tread and incorrect air pressure deteriorate the driving performance.
 - 5 **BRAKES**
Check the correct functioning of the braking system. Verify that there is sufficient brake fluid in the reservoir. The reservoirs have been designed in such a way that brake fluid does not need to be refilled even when the brake pads are worn. If the level of brake fluid falls below the minimum value, this indicates a leak in the braking system or completely worn out brake pads. Always have the brake system checked by a KTM workshop to avoid brake failure.
Also check the state of the brake hose and the thickness of the brake linings.
Check free travel at the hand brake lever and foot brake lever.
- ! CAUTION**
- If the resistance in the hand brake lever feels „spongy“ (too much play), this is an indication that something is wrong with the brake system. Don't let your child ride the motorcycle anymore without first having the brake system looked over by a KTM dealer.**
- 6 **CABLES**
Check correct setting and easy running of all control cables.
 - 7 **COOLING FLUID**
Check the level of cooling fluid when the engine is cold.



Starting when the engine is cold

- 1 Open fuel tap [1].
- 2 Put the gear in neutral
- 3 Activate the cold-starting aid (choke) [2].
- 4 Leave throttle closed and kick down the kickstarter vigorously all the way.

⚠ WARNING

- To avoid injury when starting the engine, always wear strong bikers boots! You may slip off the kickstarter, or the engine may kick back if you do not kick hard enough.
- 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.

! CAUTION

Do not ride your motorcycle at full load and do not rev up the engine when cold. since the piston warms up and expands faster than the water cooled cylinder, this might cause engine damage. always let engine idle until warm or drive it warm at low r.p.m. speeds.

NOTE: If you have trouble starting the motorcycle, this could be due to old fuel in the float chamber. The easily inflammable components of the new fuels evaporate during longer periods of standstill. When the motorcycle has been out of operation for more than a week, it is therefore recommended to drain the old fuel from the float chamber. The engine will immediately start off when the float chamber is filled with new fuel.

Starting when the engine is warm

- 1 Open fuel tap
- 2 Put the gear in neutral
- 3 Leave throttle closed and kick down kickstarter vigorously all the way.

What to do when the engine is „flooded“

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

Starting off

Pull the clutch lever. Put the engine into first gear, slowly release the clutch lever and accelerate at the same time.

⚠ WARNING

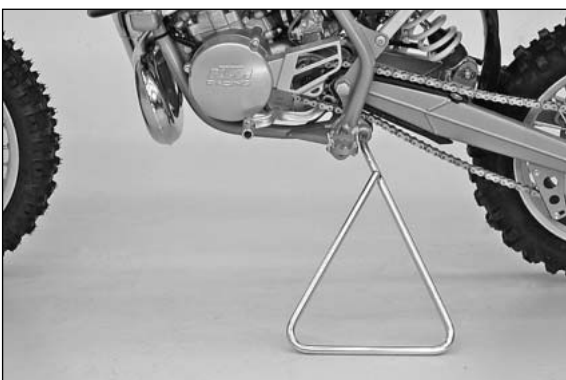
Always make sure the side stand is kicked all the way up or the plug-in stand removed before you let your child drive off. The motorcycle could run out of control if the stand touches the ground.

Shifting/Riding

You are now in first gear, referred to as the drive or uphill gear. Depending on the conditions (traffic, hill size, etc.), you can shift to a higher gear. Turn down the throttle, at the same time pull clutch lever in and shift to the next higher gear. Let clutch lever go again and open the throttle. If you turned on the choke, make sure you turn it off again as soon as engine is warm. When shifting down, use the brakes if necessary and turn down at the same time. Pull clutch lever and shift down to the next lower gear. Let the clutch lever go slowly and open throttle or shift down again.

⚠ WARNING

- After falling with the motorcycle, check all its functions thoroughly before using it again.
- A twisted handlebar must always be replaced. Do not adjust the handlebar, it will lose stability.





! CAUTION

- 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.
- Never have the throttle wide open when changing down to a lower gear. The engine will overrev, damaging the valves. In addition, the rear wheel blocks so that the motorcycle can easily get out of control.
- If the engine runs without throttle during longer downhill travel, the engine should be accelerated occasionally to ensure that it is supplied with sufficient lubricant which is mixed in the fuel.
- 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

Turn off the gas and apply the hand and foot brakes at the same time. When driving on sandy, wet or slippery ground use mainly the rear wheel brake. Always brake with feeling, blocking wheels can cause you to skid or fall. Also change down to lower gears depending on your speed.

⚠ WARNING

- In case of rain, after washing the motorcycle, after rides through water and in case of rides on wet off-road tracks, humid or dirty brake discs can delay the braking effect. The brakes must be pulled until they are dry or clean.
- Dirty brake discs cause increased tear of brake pads and brake discs.
- When you brake, the brake discs, brake pads, brake caliper and brake fluid heat up. The hotter these parts get, the weaker the braking effect. In extreme cases, the entire braking system can fail.
- If the resistance in the hand brake lever or foot brake pedal feels „spongy“ (too much give), this is an indication that something is wrong with the brake system. Don't ride your motorcycle anymore without first having the brake system looked over by a KTM dealer.

Stopping

Brake motorcycle and shift gears to idling. To switch off the engine, depress short circuit switch until the engine stops. Close fuel tap.

⚠ WARNING

Motorcycle engines produce a great amount of heat while running. The engine, exhaust pipe, muffler, brake rotors, and shock absorbers can become very hot. Do not touch any of these parts after starting the motorcycle, and take care to park it where pedestrians are not likely to touch it and get burned.

! CAUTION

- Close the fuel tap when leaving your vehicle. Otherwise the carburetor may get flooded and fuel will enter the engine.
- The Plugin- Stand is only designed for the weight of the motorcycle. If you get on your motor-cycle and thus put additional weight on the motorcycle, the Plugin- Stand or the frame can be damaged or the motorcycle may fall on the side.

Refueling, fuel

Unleaded premium gasoline RON 95 mixed with high grade two stroke oil. Mixture ratio 1:60. Fuel and engine oil should only be mixed immediately before use.

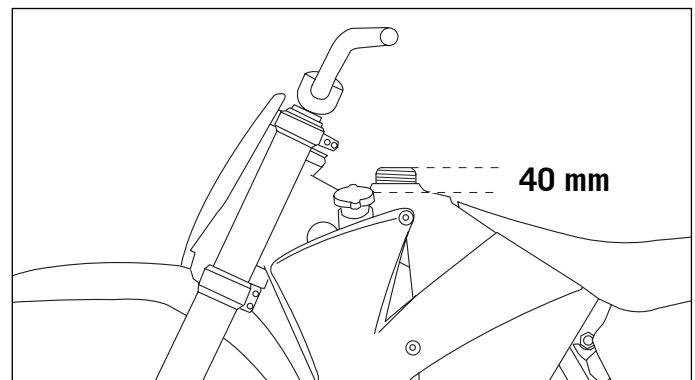
KTM recommends Motorex Cross Power 2T.

⚠ 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 (USA = Premium RON 91) 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 (Motorex Cross Power 2T).
- Do not use premixed two-stroke oils, oils for outboard engines or normal engine oil to prepare the mixture.
- 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.)



PERIODIC MAINTENANCE SCHEDULE »

A CLEAN MOTORCYCLE CAN BE CHECKED MORE QUICKLY WHICH SAVES MONEY!		65 SX 65XC 2008	Service every 20 hours	once a year	Before every race
Engine	Check transmission oil level		●		
	Change transmission oil			●	
	Check spark plug, change it if necessary, set electrode gap		●		
Carburetor	Check carburetor for a tight fit at intake flange		●		
	Check the intake flange and carburetor connection boot for cracks and tightness		●		
	Check idle setting when engine is warm		●		
	Check the bleeder hose for damage, kinkless installation and passage			●	
Add-on-parts	Check cooling system for leaks, antifreeze protection		●		
	Check exhaust system for leaks and suspension		●		●
	Check actuating cables for damage, smooth operation, and kinkless arrangement, and adjust and lubricate		●		●
	Check oil level of the clutch master cylinder		●		
	Clean air filter and air filter box		●		●
Brakes	Check brake fluid level, lining thickness, brake discs		●		●
	Check brake lines for damage and leaks		●		●
	Check the hand and foot brake lever for smooth functioning and free travel and the brakes for proper functioning		●		●
	Check screws of brake system for a tight fit		●		●
Chassis	Check suspension strut and fork for leaks and a proper function		●		●
	Check dust bellows			●	●
	Bleed fork legs			●	●
	Check swinging-fork pivot		●		●
	Check/adjust steering-head bearing		●		●
	Check all chassis screws for a tight fit (fork plates, axle nuts, swinging-fork pivot, suspension strut)		●		●
Wheels	Check spoke tension and rim joint		●		●
	Check tire condition and inflation pressure		●		●
	Check chain, chain wheels, chain wheel, chain joint guides for wear, tight fit, and tension		●		●
	Lubricate chain		●		●
	Check wheel bearings for play		●		●

PERIODIC MAINTENANCE SCHEDULE »

VITAL CHECKS AND CARE PROCEDURES TO BE CONDUCTED BY THE OWNER OR THE MECHANIC				
	before each start	after every cleaning	for cross country use	once a year
Check transmission oil level	●			
Check coolant level	●			
Check brake fluid level	●			
Check brake pads for wear	●			
Check brake performance	●	●		
Lubricate and adjust actuating gas cable and nipples		●		
Remove and clean dust sleeves of telescopic fork at regular intervals			●	
Bleed fork legs regularly			●	
Clean and lubricate chain, check tension and readjust it if necessary		●	●	
Clean air filter and filter box			●	
Check tire inflation pressure and wear	●			
Check fuel line for leaks	●			
Drain and clean float chamber		●		
Verify smooth operation of all controls	●			
Treat exposed metal components (except for the brake and exhaust systems) with wax-based anti-corrosion agents		●		
Treat all electric plug-in connections with contact spray		●		
Check all screws, nuts, and hose clamps for their tight fit at regular intervals				●

ADDITIONAL SERVICE WORK TO BE PERFORMED UNDER A SEPARATE ORDER.			
	every 20 hours	every 40 hours	once a year
Check the reed-type intake valve for wear	●	●	
Check the clutch discs for wear	●	●	
Check the length of the clutch springs	●	●	
Check the cylinder and piston for wear	●	●	
Check the eccentricity of the crankshaft journal	●	●	
Check the radial clearance of the conrod bearings	●		
Check the radial clearance of the piston pin main bearing	●		
Check the crankshaft main bearing for wear	●		
Replace the crankshaft bearings and conrod bearings		●	
Check the entire transmission including roller and bearings for wear		●	
Perform complete fork maintenance			●
Perform complete suspension strut maintenance			●
Clean and lubricate the swinging-arm bearing			●
Clean and lubricate the steering-head bearing and sealing elements			●
Clean and adjust carburator			●
Change hydraulic clutch fluid			●
Change brake fluid			●

NOTE: If the inspection establishes that permissible tolerances are exceeded, the respective components must be replaced.

The kilometer reading for inspection intervals should not exceed 5 hours.

Maintenance work performed by your authorized KTM workshop is not a substitute for care and maintenance by the driver!

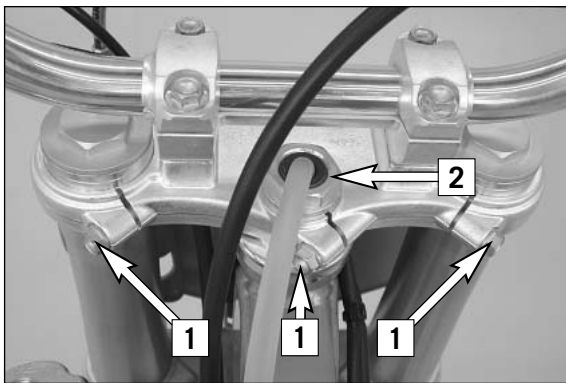
NOTE: A service hour counter (item no.: SXS05450600) is available from your KTM dealer for strict observance of the service intervals.

MAINTENANCE WORK ON CHASSIS AND ENGINE »

All maintenance and adjustment operations that are marked with an asterisk * require specialist knowledge. For your own security, let these tasks be carried out by a 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, etc.
- When transporting your KTM, ensure that it is held upright with restraining straps or other mechanical fastening devices and that the fuel tap is in the OFF position - if the motorcycle should fall over, no fuel can leak from the carburetor or fuel tank.
- Only use special screws with an appropriate thread length supplied by KTM to fix the spoilers on the tank. Using other screws or longer screws can cause leaks in the tank through which fuel can flow out.
- 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.
- Dispose of Oils, fatty matters, filters, fuels, washing detergents, etc. properly.
- Under no circumstances may used oil be disposed of in the sewage system or in the open countryside. 1 liter of used oil contaminates 1,000,000 liters of water.



Checking and adjusting the steering head bearing *

Check steering head bearing for play periodically. To check, put motorcycle on the stand so that the front wheel is off the ground. Now try to move the fork forward and backward. For readjusting, loosen the three clamp screws [1] of the top triple clamp and turn steering stem bolt clockwise [2] until there is no more play. Don't tighten the steering stem bolt all the way, otherwise the bearings will be damaged. With a plastic hammer, lightly rap on the triple clamp to release tension. Retighten the three clamp screws to 25 Nm.

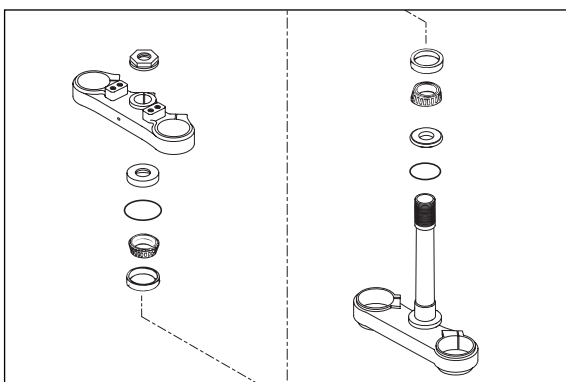
! WARNING

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

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.

The steering head bearings should be regreased at least once a year (i.e. Motorex Long Term 2000).

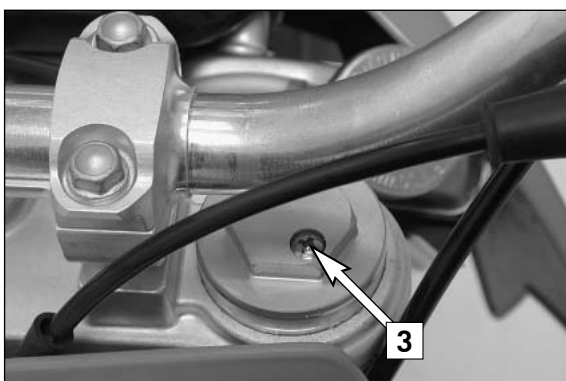


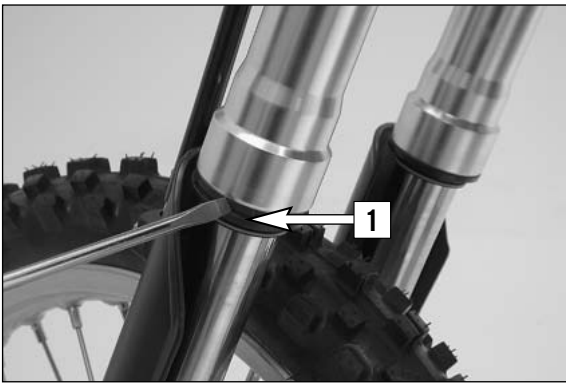
Breather plug front fork

The telescopic fork should be ventilated at regular intervals. Jack up the motorcycle until the front wheel no longer touches the ground. Unscrew vent screws [3] several turns to let any excess pressure escape from the inside of the fork.

! CAUTION

Excessive pressure in the interior of the fork can cause leaks in the fork. If your fork is leaking, it is recommended to open the breather plugs before having the seals replaced.

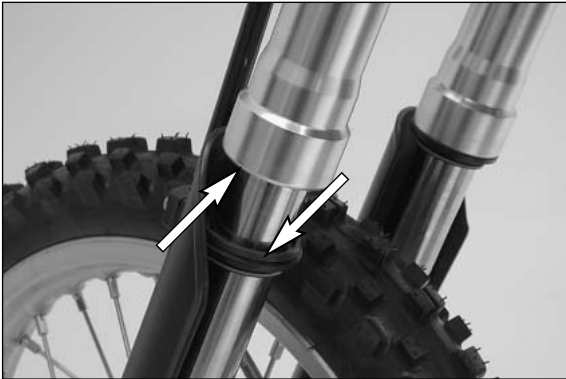




Cleaning the dust sleeves of the telescopic fork

The dust-protection bellows [1] are to remove dust and coarse dirt particles from the fork tube. However, after some time, dirt may also get in behind the dust-protection bellows. If this dirt is not removed, the oil sealing rings located behind it may start to leak.

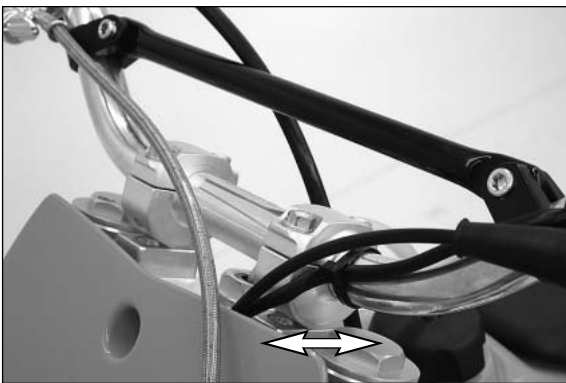
Use a screwdriver to lift the dust-protection bellows out of the outer tubes and slide them downward.



Clean the dust-protection bellows, outer tubes, and fork tubes thoroughly, and oil them thoroughly with Universal oil spray (Motorex Joker 440) or engine oil. Then, push the dust-protection bellows into the outer tubes by hand.

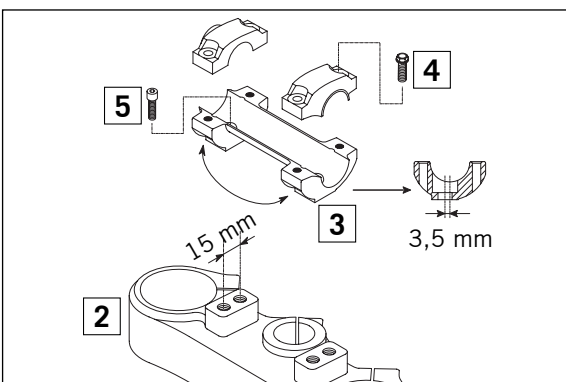
⚠ WARNING

No oil may reach the front tire or the brake disks since this would considerably reduce the tire's road grip and the braking effect of the front brake.



How to change the handlebar position

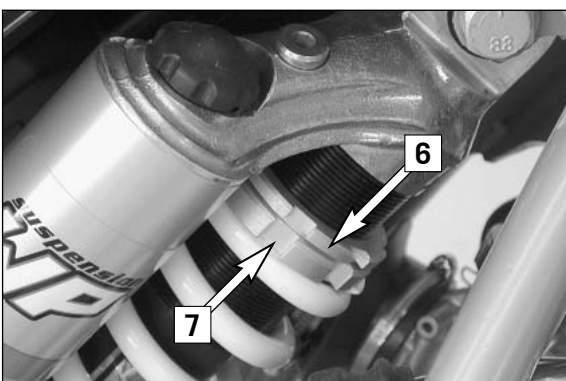
The handlebar position can be readjusted by 22 mm. Thus, you can put the handlebar in the position that is the most convenient for you. The upper triple clamp [2] includes 2 bores arranged at a distance of 15 mm (0.6 in) from one another. The bores at the handlebar support [3] are offset from the center by 3.5 mm (0.13 in). Accordingly, you can mount the handlebar in 4 different positions.



For this purpose, remove screws [4] of the handlebar clamps and screws [5] of the handlebar support. Position handlebar support, and tighten screws [5] to 40 Nm. Mount handlebar and handlebar clamps, and tighten screws [4] to 20 Nm. The gap between the handlebar support and handlebar clamps should be the same size in the front and in the rear.

⚠ WARNING

The screws [5] must be secured with loctite 243.



Changing spring preloading of the shock absorber

This is easily done.

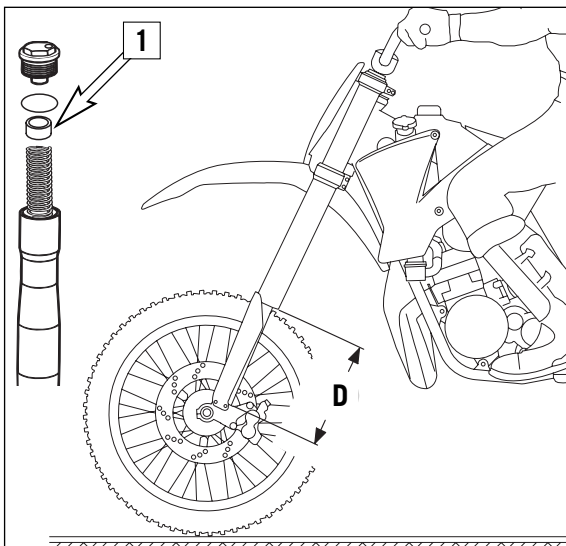
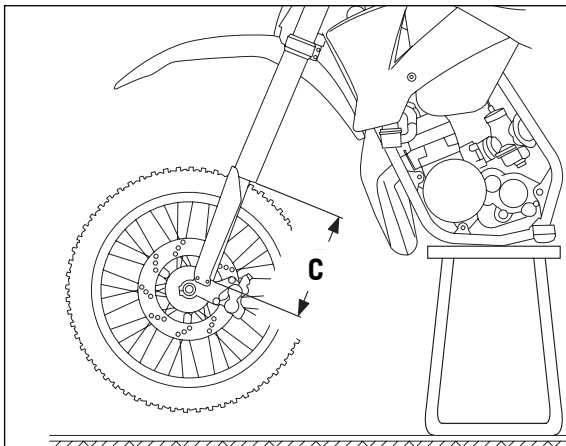
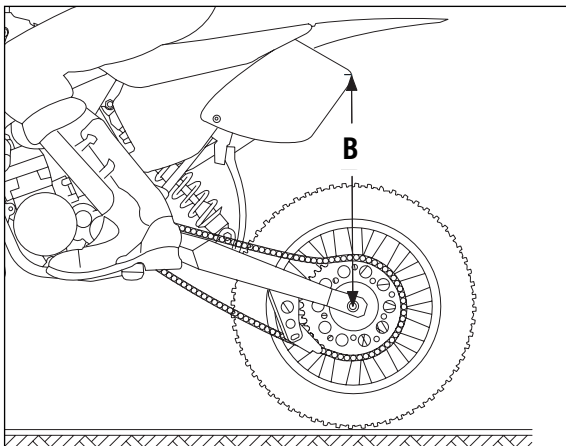
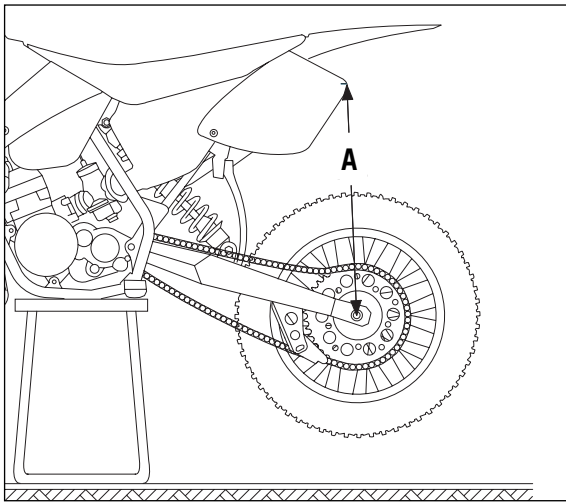
NOTE: Before changing the spring preload note down the basic setting, e.g. how many threads are visible above the adjusting ring.

Loosen the locking ring [6] with the hook spanner. Change the spring preload with the adjusting ring [7] and re-tighten the locking ring [6].

BASIC SETTING – SPRING PRELOAD: 7 mm (0.28 in)

⚠ WARNING

The damping unit of the shock absorber is filled with high compressed nitrogen. Never try to take the shock absorber apart or to do any maintenance work yourself. Severe injuries could be the result.



Basic suspension setup for the weight of the driver

To achieve maximum handling performance and to prevent the telescopic fork and shock absorber from being damaged, the basic setup of the suspension components must be suitable for your child's weight. At delivery, KTM's 65 SX and XC motorcycles are set to accommodate a driver weighing 35 – 45 kg (wearing full protective clothing). If your child's weight exceeds or falls short of this range, you will need to adjust the spring preload for the telescopic fork and shock absorber accordingly.

To adjust, check the sag of the shock absorber and telescopic fork. The motorcycle should be filled up and your child should be wearing full protective clothing.

To determine the sag of the shock absorber

- Jack up the motorcycle until the rear wheel no longer touches the ground.
- Measure the vertical distance between the rear wheel axle and a fixed point (e.g. a mark on the side cover) and write it down as dimension A.
- Place the motorcycle on the ground again.
- Have your child sit on the motorcycle in a normal seating position (feet on the footrests) wearing full protective clothing and bounce up and down a few times to allow the rear wheel suspension to become level.
- Holding your child and the bike, have another person measure the distance between the same two points with the load on the motorcycle to establish dimension B.
- The sag is the difference between dimensions A and B.

EXAMPLE:

Motorcycle jacked up (dimension A)430 mm
Motorcycle on ground with driver seated (dimension B)	- 340 mm
Sag90 mm

The sag should be 90 mm (± 5 mm)

If the sag is lower, the spring preload of the shock absorber must be reduced, if the sag is higher, the spring preload must be increased (see Changing spring preloading of the shock absorber).

To determine the sag of the telescopic fork

- Jack up the motorcycle until the rear wheel no longer touches the ground.
- Measure the distance between the upper edge of the slider tube and the triple clamp and write it down as dimension C.
- Have your child sit on the motorcycle in a normal seating position (feet on the footrests) wearing full protective clothing, and bounce up and down a few times to allow the telescopic fork to become level.
- Holding your child and the bike, have another person measure the distance between the same two points with the load on the motorcycle to establish dimension D.
- The sag is the difference between dimensions C and D.

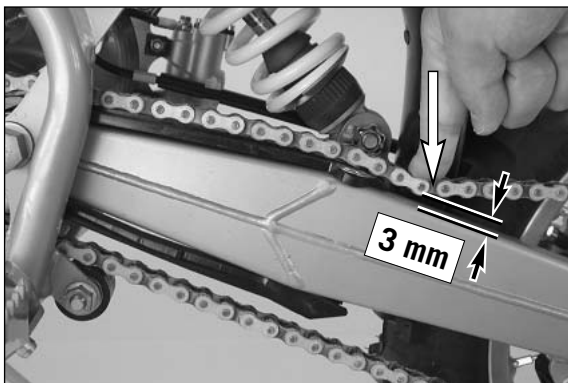
EXAMPLE:

Motorcycle jacked up (dimension C)220 mm
Motorcycle on ground with driver seated (dimension D)	- 180 mm
Sag40 mm

The sag should be 45 mm (± 5 mm).

If the sag is lower, the spring preload of the telescopic fork must be reduced, if the sag is higher, the spring preload must be increased.

The preload on the fork spring is determined by the length of preload spacer [1]. If an adjustment is necessary, demount the fork legs, remove the plugs and shorten the pretensioning sleeves or replace with longer ones.



Checking chain tension

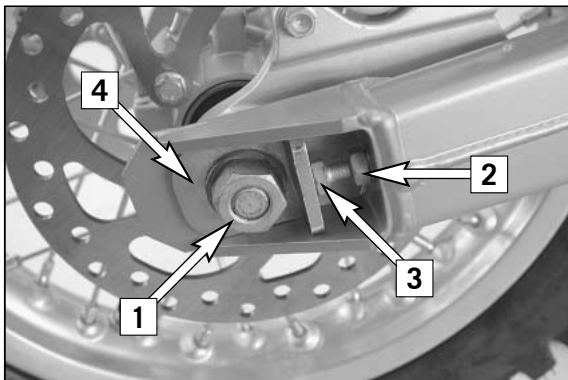
Set the motorcycle on the plug-in stand.

Press the chain down on the upper end of the chain sliding component.

The distance between the chain and the swing arm should be approx. 3 mm. The lower part of the chain should be tightened.

⚠ WARNING

- If the chain is too tight the secondary transmission components (chain, sprockets, bearings of the transmission and of the rear wheel) will be put under additional strain that can, in addition to premature wear, also cause chain breakage.
- If the chain is not tight enough it can slip off the sprockets and block the rear wheel or damage the engine.
- In both cases the rider is very likely to lose control of the motorcycle.



Correcting chain tension

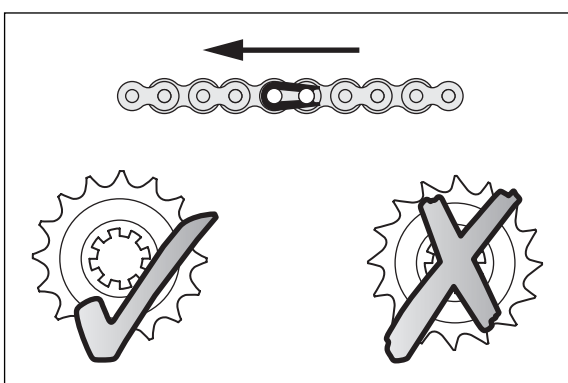
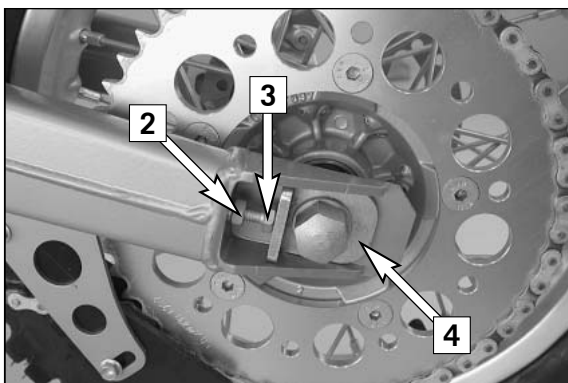
Undo the hexagon nut [1], then undo both counter nuts [2] and turn the left and the right tensioning screws [3] equally far. Then retighten the counter nuts [2].

Before tightening the hexagon nut [1] make sure that the chain adjuster [4] is properly resting against the tensioning screws [3] and that the rear wheel is properly aligned with the front wheel.

Tighten the hexagon nut [1] to 40 Nm.

⚠ WARNING

- If you don't happen to have a torque wrench at hand, make sure you have the tightening torque corrected by a KTM dealer as soon as possible. A loose axle may lead to an unstable driving behavior of your motorcycle.
- Tighten the hexagon nut to the required torque. A loose wheel spindle may lead to an unstable behavior of your motorcycle.



Chain maintenance (SX)

For long chain life, good maintenance is very important. The chain should be cleaned in fireproof solvent regularly and afterwards treated with hot grease or chain spray (Motorex Chainlube 622).

Chain maintenance (XC)

Maintenance of the O-ring chain is reduced to a minimum. Rinse off any heavy dirt with plenty of water. Residual used grease must be removed prior to lubrication (Motorex Chain Clean 611). After drying, use a chain spray specially designed for O-ring chains (Motorex Chainlube 622).

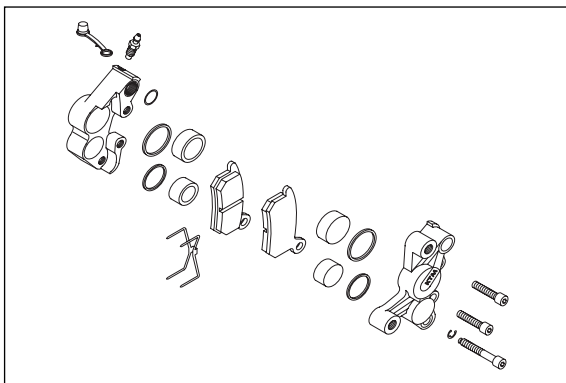
⚠ WARNING

No lubrication is allowed to reach the rear tire or the brake disks, otherwise the road adherence and the rear wheel braking effects would be strongly reduced and the motorcycle could easily lose 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.



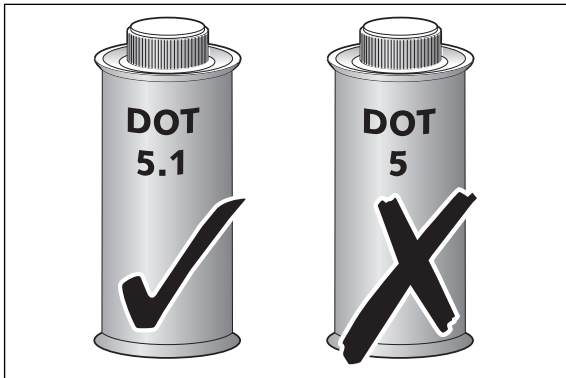
General information about KTM disc brakes

BRAKE CALIPERS:

If the front brake caliper is removed, the screws must be secured with Loctite 243 when mounted and tightened to 20 Nm.

BRAKE FLUID RESERVOIRS:

The brake fluid reservoirs on front and rear wheel brakes have been designed in such a way that even if the brake pads are worn it is not necessary to top up the brake fluid. If the brake fluid level drops below the minimum level either the brake system has a leak or the brake pads are completely worn. In this case, consult an authorized KTM dealer immediately.

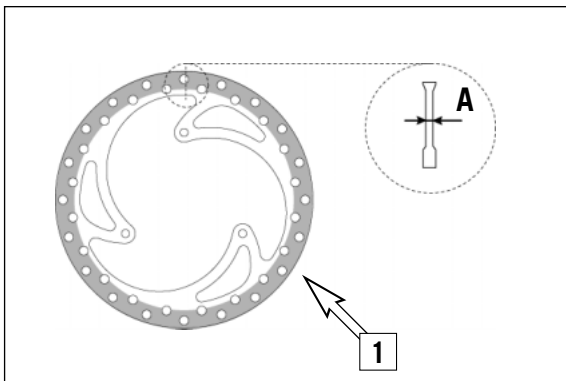


BRAKE FLUID:

We recommend that you use Motorex DOT 5.1 brake fluid when you refill or change the brake fluid. DOT 5.1 brake fluid has a wet boiling point of 180°C / 356°F (25°C / 45°F higher than DOT 4) and is safer for high performance applications. Brake fluid DOT 5.1 is a polyethylene glycol based fluid, amber-colored and can be mixed with DOT 4 brake fluid. **Do not, in any event, use DOT 5 brake fluid.** It is based on silicone oil and is dyed purple. KTM motorcycle gaskets and brake hoses are not designed for DOT 5 brake fluid.

⚠ WARNING

Have the brake fluid changed at least once annually. If you wash your motorcycle often, the brake fluid should be changed even more frequently. Brake fluid tends to absorb water. Therefore, vapor pockets may form in „old“ brake fluids even at low temperatures, causing the brake system to fail.

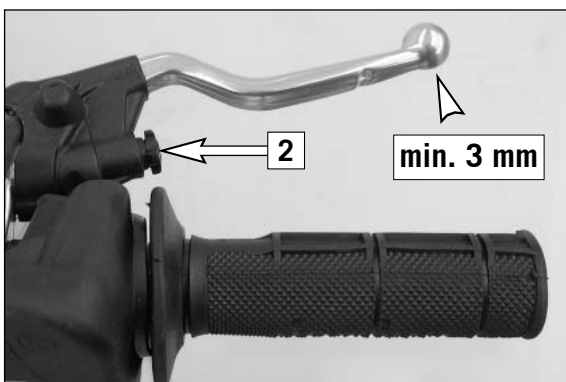


BRAKE DISCS:

Due to wear, the thickness of the brake disc in the area of the contact face [1] of the brake pads decreases. The brake disk must be at least 2.80 mm thick at the thinnest point [A]. Check the thickness of the brake disk at several points.

⚠ WARNING

- A brake disk worn down to less than 2.80 mm is a safety risk. Have the brake disk replaced as soon as it reaches the service limit.
- Have any repairs on the brake system be performed by a KTM dealer.



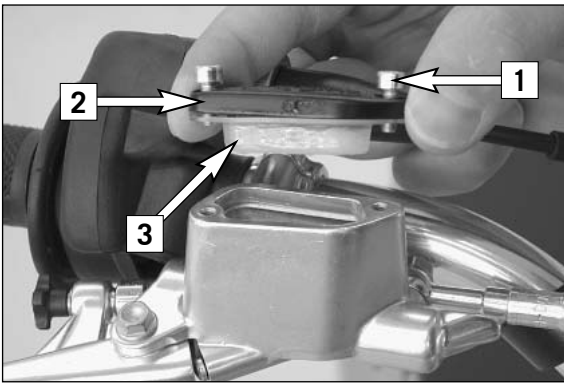
Adjusting the free travel at the hand brake lever

Free travel at the hand brake lever may be readjusted by using adjustment screw [2]. In this way, the position of the point of pressure (i.e. the resistance you feel on the hand brake lever when the brake pads are pressed against the brake disc) can be adjusted for any hand size.

When you press the hand brake lever forwards, you should have at least 3 mm free travel. Turn the adjusting screw [2] if necessary.

! CAUTION

At the hand brake lever, free travel must at least be 3 mm (0.1 in). Only then may the piston in the hand brake cylinder be moved (to be recognized by the greater resistance of the hand brake lever). If this free travel is not provided, pressure will build up in the braking system, and the front-wheel brake may fail due to overheating.



Checking/refilling the front brake fluid level*

The brake fluid reservoir is combined with the hand brake cylinder on the handlebar. To check the brake fluid level, press the brake pistons back into the basic position. Move the hand brake cylinder in a horizontal position, remove the screws [1] and the cover [2] with the diaphragm [3]. The brake fluid level should be 5 mm below the upper edge of the reservoir (see drawing), otherwise add DOT 5.1 brake fluid (e.g. Motorex Brake Fluid DOT 5.1) up to 5 mm below the upper edge of the reservoir.

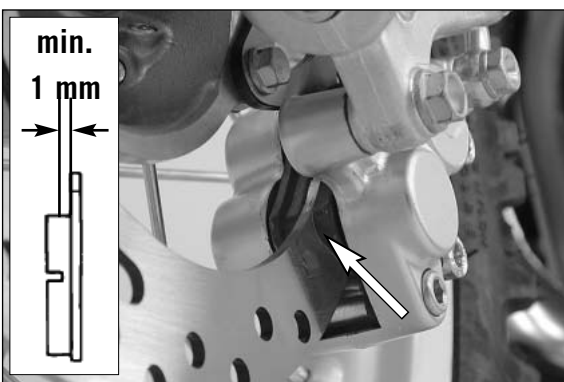
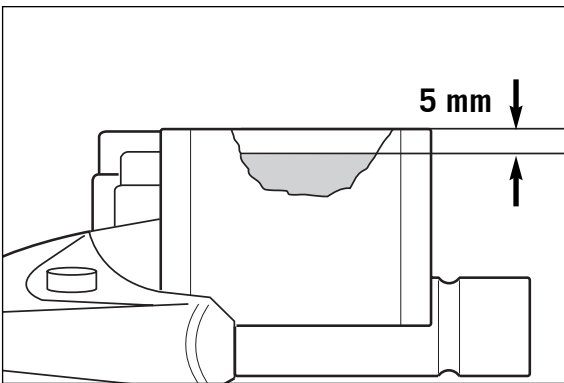
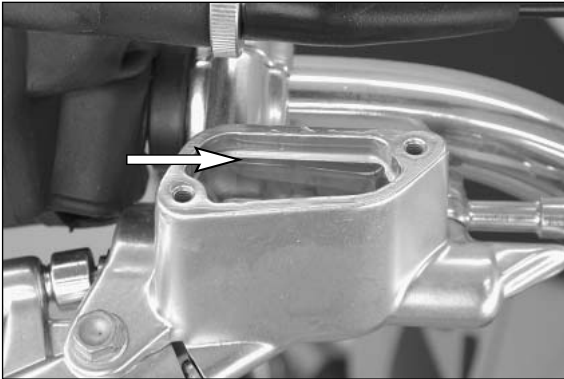
Mount the diaphragm, the cover and the screws and actuate the hand brake lever until you feel the point of pressure again. Wipe off any overflowing or spilled brake fluid with water.

⚠ WARNING

- Actuate the hand brake lever until you feel the point of pressure again.
- Never use DOT 5 brake fluid! It is based on silicone oil and of a purple color. Seals and brake hoses must be especially adapted to it.
- Store brake fluid out of reach of children.
- Brake fluid can cause skin irritation. Avoid contact with skin and eyes. If you get brake fluid in your eyes, rinse with plenty of water and consult a doctor.

! CAUTION

- Don't let brake fluid get in contact with paint, it is an effective paint remover.
- Use only clean brake fluid taken from a tightly sealed container.



Checking front brake pads

Inspect the brake pads from in front of the vehicle. The linings must be at least 1 mm (0.04 in) thick.

⚠ WARNING

At their most worn point brake pad linings should not be thinner than 1 mm (0.04 in), otherwise they could lead to brake failure. For your own safety don't put off having your brake pads changed.

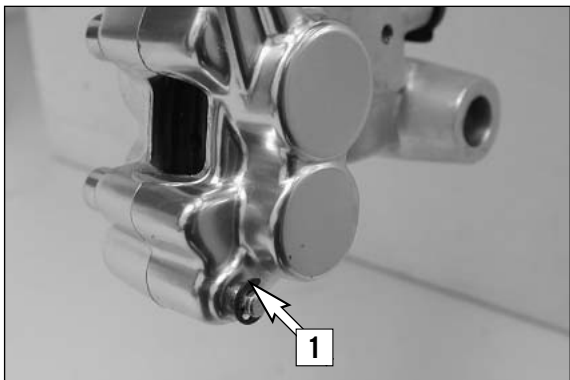
! CAUTION

If the brake pads are replaced too late so that the lining is partly or entirely worn, the steel components of the brake pad will rub against the brake disc, thereby impairing the braking effect and destroying the brake disc.

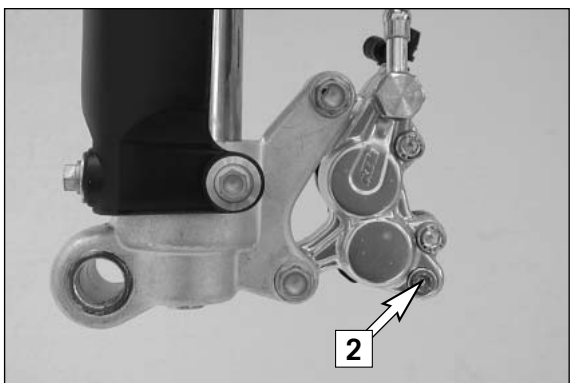


Replacing the front brake pads *

Remove the front wheel (see front wheel chapter). Press brake shoes apart with a suitable screwdriver to put the brake pistons in their basic position.



Remove the lock washer [1] from the screw as well as fixing screw [2] and take the brake shoes out of the brake caliper. Clean brake caliper thoroughly with compressed air.



Mount the left brake shoe and fix with screw. Mount the right brake shoe and tighten the screw to 6 Nm. Mount the lock washer. Align brake shoes, mount front wheel (see chapter: Mounting the front wheel).

⚠ WARNING

- It is very important to keep the brake disk free from oil and fatty matters. Otherwise, the braking effect would be strongly reduced.
- After assembly, check if circlips have been fitted correctly.
- Having performed any work on the braking system, one must always actuate the hand brake lever or foot brake lever, respectively so as to ensure that the brake pads will lie against the brake disk and the pressure point is established.
- Do not unscrew any other screws on the brake caliper or you will have to bleed the brake system.

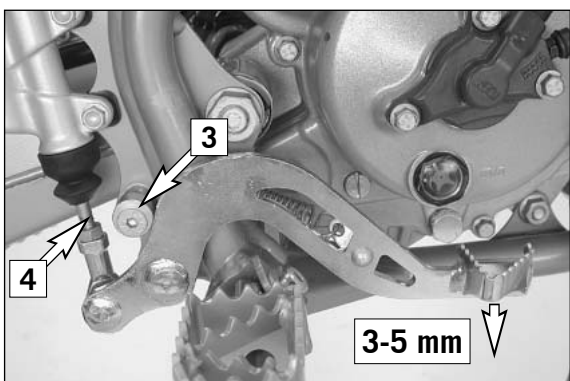
Changing basic position of the brake pedal *

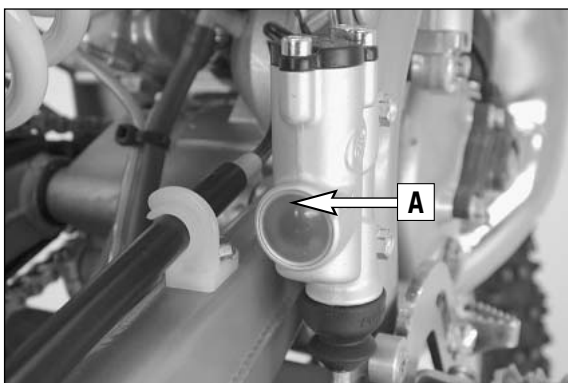
The basic setting of the foot brake pedal can be changed by turning the end stop roller [3]. Using the push rod [4], the free play on the foot brake pedal must be set.

Measured on the outside, the foot brake pedal must have 3-5 mm of free play before the push rod can move the piston in the brake cylinder (to be recognised from the resistance on the foot brake pedal).

⚠ WARNING

If this clearance is missing, pressure accumulates in the braking system and the brake pads begin to rub. The braking system overheats and can fail completely in extreme cases.





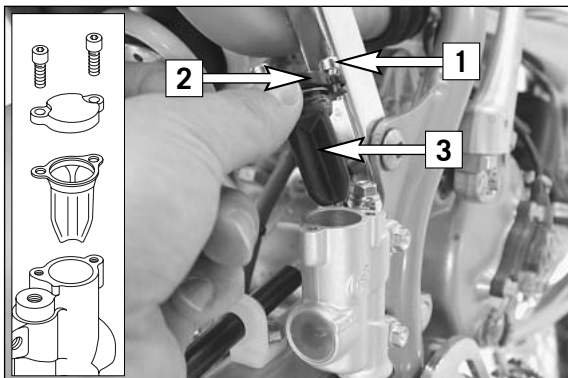
Checking the rear brake fluid level

The reservoir for the rear disk brake is on the right side of the motorcycle on the rear brake cylinder.

No air bubble should be visible in inspection glass [A] when the vehicle is parked in a vertical position.

⚠ WARNING

If the brake fluid level drops below the upper edge of the inspection glass, this indicates that the brake system is either leaking or the brake shoes completely worn.



Refilling the rear brake fluid reservoir *

Remove the screws [1] and take off the cover [2] and diaphragm [3]. The brake pistons must be pushed back to their basic position. Fill DOT 5.1 brake fluid (e.g. Motorex Brake Fluid DOT 5.1) up to 10 mm under the upper edge of the reservoir.

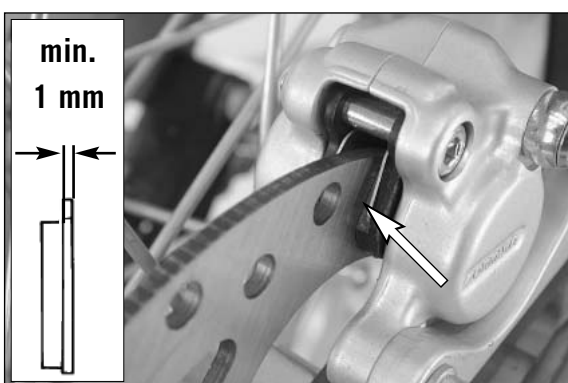
Remount the diaphragm, cover and screws and actuate the foot brake lever until you feel the point of pressure again. Wipe any overflowing or spilled brake fluid off with water.

⚠ WARNING

- Actuate the foot brake lever until you feel the point of pressure again.
- Never use DOT5 brake fluid! It is based on silicone oil and of a purple color. Seals and brake hoses must be especially adapted to it.
- Store brake fluid out of reach of children.
- Brake fluid can cause skin irritation. Avoid contact with skin and eyes. If you get brake fluid in your eyes, rinse with plenty of water and consult a doctor.

! CAUTION

- Don't let brake fluid get in contact with paint, it is an effective paint remover.
- Use only clean brake fluid taken from a tightly sealed container.



Checking rear brake pads

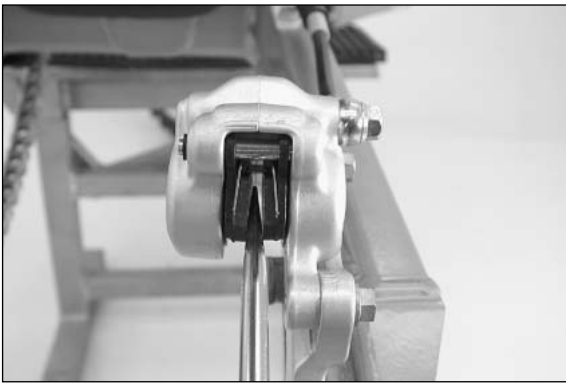
The brake pads can be inspected from the rear. The thickness of the linings may not be less than 1 mm (0.04 in).

⚠ WARNING

At their most worn point brake pad linings should not be thinner than 1 mm, otherwise they could lead to brake failure. For your own safety don't put off having your brake pads changed.

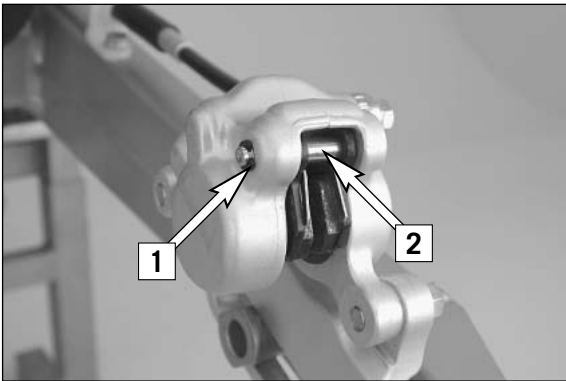
! CAUTION

If the brake pads are replaced too late so that the lining is partly or entirely worn, the steel components of the brake pad will rub against the brake disc, thereby impairing the braking effect and destroying the brake disc.



Replacing the rear brake pads *

Dismount the rear wheel (see „Dismounting the rear wheel“). Press the brake shoes apart with a suitable screwdriver to allow the brake pistons to return to their basic position.



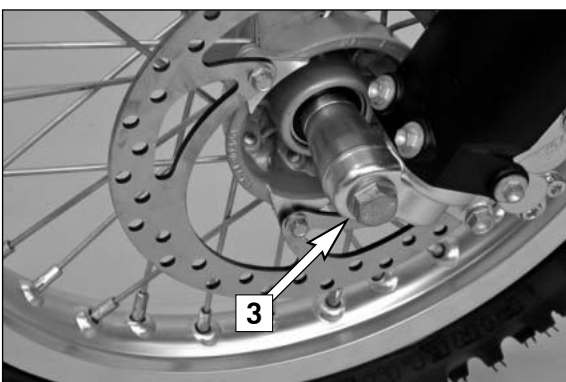
Remove the locking screw [1], unscrew the screw [2] and pull the brake shoes out of the brake caliper.



Slide new brake shoes into the brake caliper and fasten with the screw [2]. Tighten the screw to 4 Nm and mount the locking screw [1]. Mount the rear wheel and actuate the foot brake lever until you can feel the pressure point.

⚠ WARNING

- It is very important to keep the brake disk free from oil and fatty matters. Otherwise, the braking effect would be strongly reduced.
- After mounting, make sure the retaining bracket is in place.
- After working on the braking system, one must always actuate the hand brake lever or foot brake lever, respectively so as to ensure that the brake pads will lie against the brake disk and the pressure point is established.



Removing and installing front wheel

To remove the front wheel, jack the motorcycle up on its frame so that the front wheel no longer touches the ground.

Loosen the collar screw [3].

Loosen the 2 clamping screws [4] on the fork fists.

Hold the front wheel, pull out the wheel spindle [5].

Remove front wheel carefully from the fork.

! CAUTION

- Do not operate the hand brake when the front wheel has been dismounted.
- Make sure the brake disc is always on top when you lay down the wheel, otherwise the brake disc can be damaged.

Insert the front wheel in the fork and adjust to the right position.

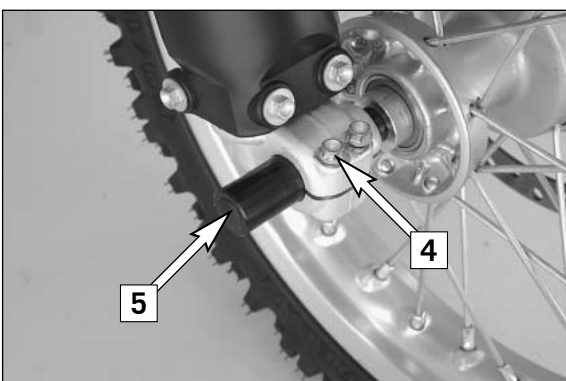
Mount the wheel spindle [5] and tighten the clamping screws on the right fork leg slightly. Degrease the thread on the collar screw and apply Loctite 243.

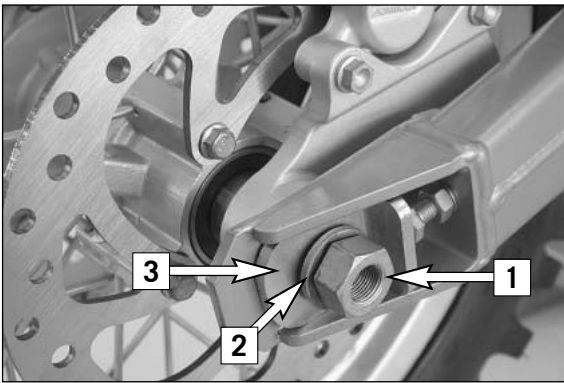
Mount the collar nut and tighten to 40 Nm.

Take the motorcycle off the stand and bounce the fork hard a few times to align the fork legs. Then tighten clamping screws to a max. torque of 10 Nm.

⚠ WARNING

- If you don't happen to have a torque wrench at hand, make sure you have the tightening torque corrected by a KTM dealer as soon as possible. A loose axle may lead to an unstable driving behavior of your motorcycle.
- After mounting the front wheel, keep operating the hand brake until the pressure point returns.
- It is very important to keep the brake disk free from oil and fatty matters, otherwise the braking effects would be strongly reduced.





Removing and installing the rear wheel

Jack the motorcycle up by the frame.
Remove the hexagon nut [1] of the wheel spindle together with the washer [2] and remove the chain adjuster [3].
Hold the rear wheel and pull out the wheel spindle.

Turn the rear wheel forwards and take the chain off the rear sprocket.
Pull the rear wheel backwards.

To install the rear wheel reverse the procedure described above.
Slightly grease the wheel spindle.
Before tightening the hexagon nut [1] make sure that the chain adjusters [3] are properly resting against the tensioning screws. Additionally, make sure that the rear wheel is properly aligned with the front wheel.
Mount the hexagon nut and tighten to 40 Nm.



! CAUTION

- Do not operate the rear brake when the rear wheel has been dismantled.
- Make sure the brake disc is always on top when you lay down the wheel, otherwise the brake disc can be damaged.
- If the axle is dismantled, clean the thread of the wheel spindle and collar nut thoroughly and apply a new coat of grease to prevent the thread from jamming.

⚠ WARNING

- If you don't happen to have a torque wrench at hand, make sure you have the tightening torque corrected by a KTM dealer as soon as possible. A loose axle may lead to an unstable driving behavior of your motorcycle.
- After mounting the rear wheel, keep operating the rear brake until the pressure point returns.
- It is very important to keep the brake disc free from oil and fatty matters, otherwise the braking effects would be strongly reduced.
- Tighten the hexagon nut to the required torque. A loose wheel spindle may lead to an unstable behavior of your motorcycle.



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.

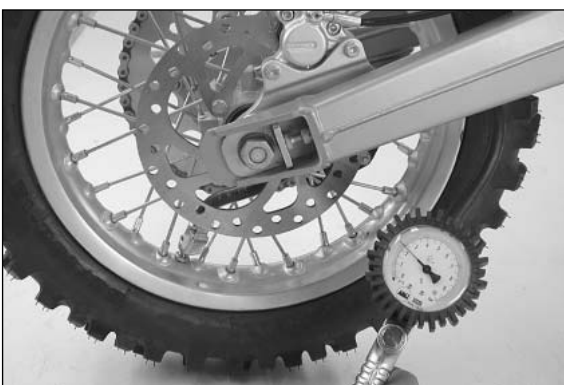
Tire size can be found in the technical specifications

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.

Tire pressure should be checked regularly on a „cold“ tire. Proper pressure (1.0 bar) ensures optimum driving comfort and extends the life of your tires.

⚠ 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.



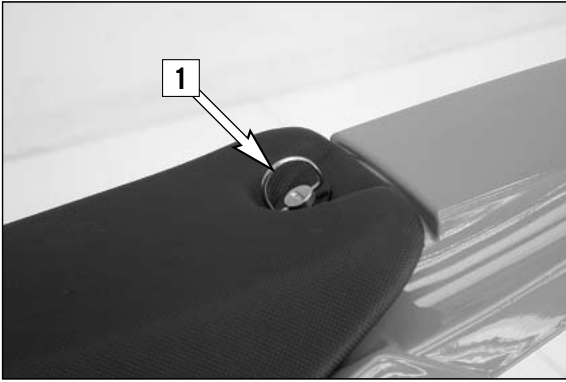
Checking spoke tension

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, at regular intervals. For checking, tap on each spoke with the blade of a screwdriver (see photo). A clear tone must be the result. Dull tones are indicators of loose spokes. If necessary, have the spokes retightened and the wheel centered by a KTM dealer.

⚠ WARNING

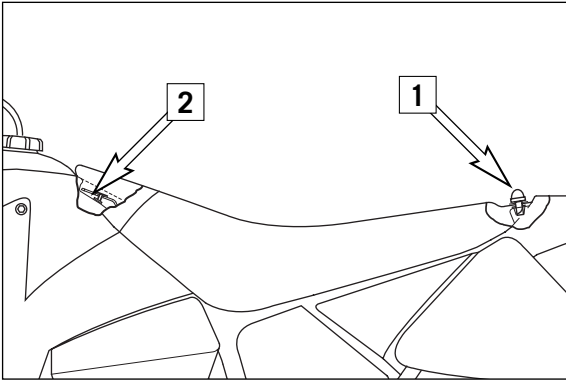
- Spokes can tear if you continue to ride with them loose. This may lead to an unstable handling of your motorcycle.
- Excessively tensioned spokes may rupture due to local overloading. The spokes must be tensioned to 3 Nm.





Removing the seat

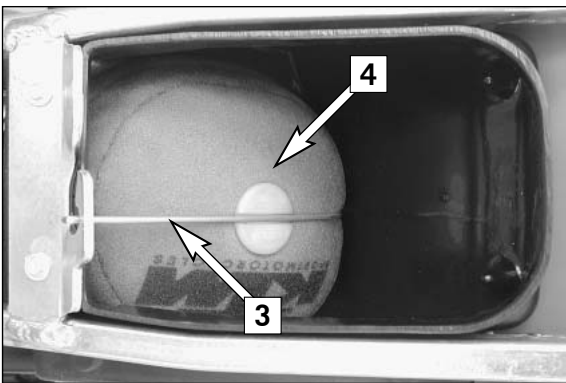
By using the quick-release mechanism [1], the seat can be removed without using tools. Turn the quick-release mechanism about 180° counter clockwise and lift up the rear of the seat. Pull the seat backwards and unhook it from the fixing screw [2].



To mount the seat, position seat on the fixing screw [2] and tank, push forward and fix with the quick release.

⚠ WARNING

If not correctly mounted, the seat can slip while you are driving and cause you to lose control of your motorcycle.

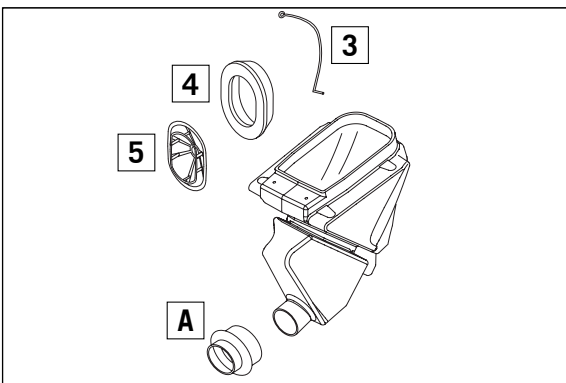


Cleaning the air filter *

To do this, remove the seat and the air filter cover from the air filter box. Unclip the filter holder [3], swing back and remove air filter [4] plus filter carrier [5] from the filter box.

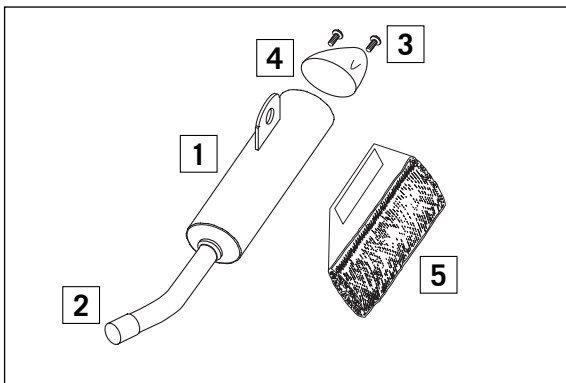
! CAUTION

- Do not clean foam filter with fuel or petroleum since these damage the foam. KTM recommends the products of the company Motorex for air filter maintenance (Bio Dirt Remover and Liquid Bio Power).
- Never start your motorcycle without any air filters. Otherwise, dust and dirt may penetrate and cause damage and increased wear.
- Dust and dirt can accumulate and damage the engine if the air filter is not mounted correctly.



Thoroughly wash the foam filter in special cleaning fluid and allow to dry well. Only press out the filter, do not wring out under any circumstances. Oil the dry foam filter with a high grade filter oil. Also clean the air filter box. Check carburetor collar [A] for damage and that it is fitted correctly.

Mount the air filter [4] on the filter support [5]. Grease the front side of the filter to improve the seal. Mount the air filter and the filter support in the filter box. Make sure they are centered, and lock into place with the filter holder [3].



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.

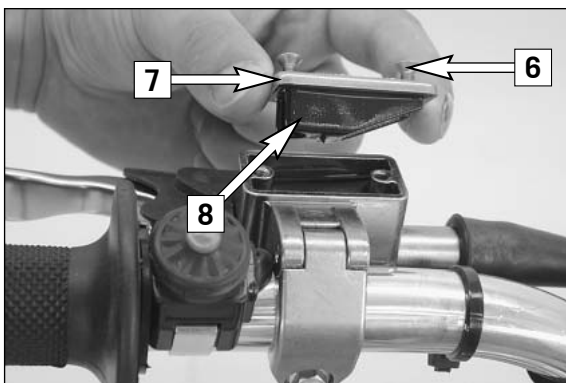
To replace, remove the silencer from the vehicle and mark the position of the outer tube [1] to the inner tube [2]. Remove screws [3] and the end cap [4]. Pull off the outer tube and remove the old glass-fiber yarn packing [5] from the inner tube. Thoroughly clean all parts.

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 [1]. 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.



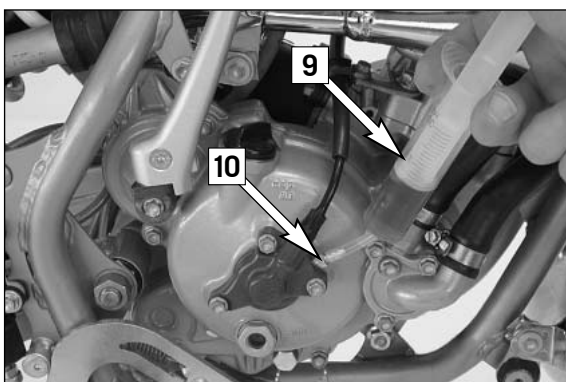
Checking the oil level of the hydraulic clutch

To check the oil level in the master cylinder of the clutch remove the cover. For this purpose, remove screws [6] and cover [7] together with the rubber boot [8]. The oil level in the horizontal-standing master cylinder should be 4 mm below the upper edge.

If necessary, add SAE 10 biodegradable hydraulic oil (Motorex Kupplungsfluid 75), available from your authorized KTM workshop.

! CAUTION

KTM uses biodegradable, hydraulic mineral oil to actuate the hydraulic clutch. Do not mix this oil with any other hydraulic oil. Always use original KTM hydraulic oil (available from your authorized KTM workshop) to make sure your clutch operates smoothly. Never refill with brake fluid.



Bleeding the hydraulic clutch *

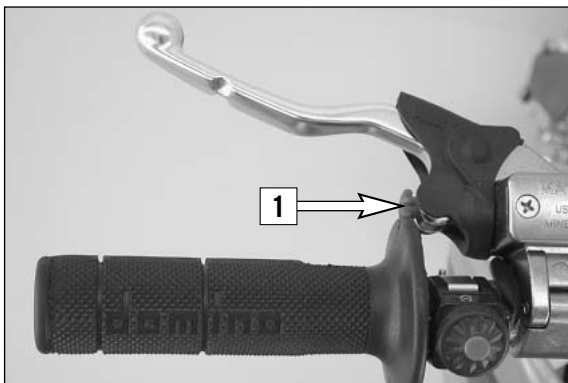
If the clutch lever starts to feel unresponsive, the clutch control system needs to be bled. You will need a bleeder syringe (special tool) and biodegradable hydraulic oil. Both are available from your KTM dealer.

Turn the handlebar until the master cylinder is in a horizontal position, remove the screws [6], the cover [7] and the rubber boot [8].

Fill the bleeder syringe [9] with biodegradable hydraulic oil (Motorex Kupplungsfluid 75). Remove the bleeder screw [10] from the slave cylinder and mount the bleeder syringe. Press oil into the system until the oil runs out of the hole [11] in the master cylinder without bubbles. Occasionally extract the oil from the master cylinder reservoir to keep it from overflowing.

After you finish bleeding, remove the bleeder syringe, mount the bleeder screw, correct the oil level in the reservoir and mount the cover (see above).





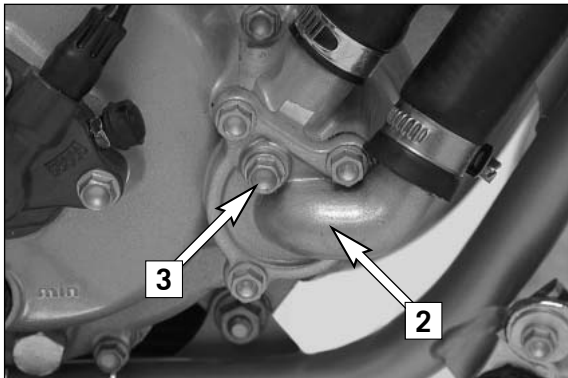
Changing the original position of the clutch lever

The adjusting screw [1] can be used for individual adjustment of the original position of the clutch lever, thus allowing adjustment to an optimal position for every hand size.

Turning the adjusting screw counterclockwise reduces the distance between the clutch lever and the handlebar. Turning the adjusting screw clockwise increases the distance between the clutch lever and the handlebar.

! CAUTION

Adjustment of the clutch lever position is only possible within certain limits. Only turn the adjusting screw manually and never apply excessive force.



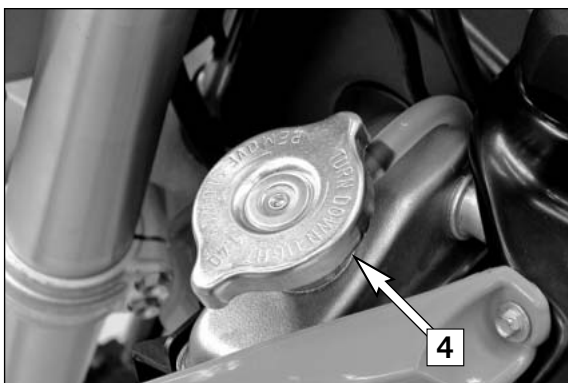
Cooling system

The water pump [2] 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.

The cooling liquid can be drained by removing the screw [3] on the water-pump cover.

! WARNING

Do not remove any cooler hoses or the drain screw when the engine is hot.

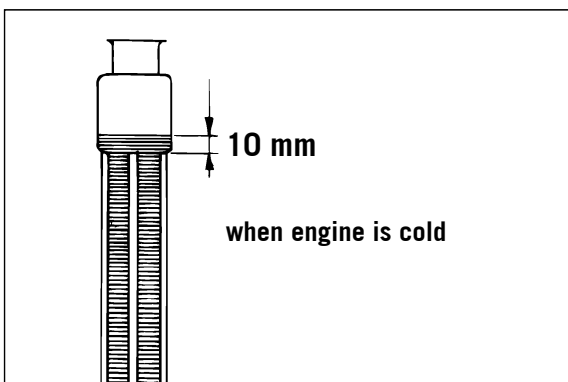


A mixture of 50% antifreeze liquid and 50% distilled water is used as coolant. However, the antifreeze protection must be at least -25°C (-13°F). This mixture offers antifreeze protection but also good corrosion protection and should therefore not be replaced by pure water.

! CAUTION

For the cooling system, use only with high-grade antifreeze (Motorex Anti-Freeze). 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 [4]; a water temperature rising up to 120°C (248°F) is admissible, without fear of problems.

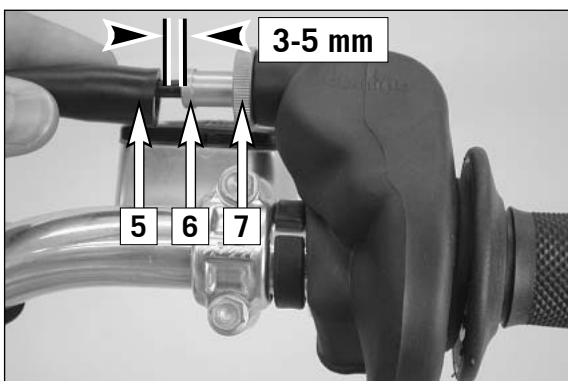


Checking coolant level

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 the level of the cooling liquid when the 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.



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 [5] on the throttle grip. You must be able to lift the outer covering of the cable 3-5 mm from the adjusting screw [6] until resistance is felt.

To adjust, loosen the counternut [7] and turn the adjusting screw accordingly. Finally tighten the counternut and slide the protective cover back on.

To check the correctness of this setting, start the engine, turn the handlebar left and right, in both cases as far as it will go. This must not cause any changes in idling speed. Otherwise, you will have to increase the backlash of the throttle cable.

MAINTENANCE WORK ON CHASSIS AND ENGINE »

Carburetor adjustment *

Basic information on the original carburetor setting

The original carburetor setting was adapted for an altitude of approx. 500 meters (1600 ft.) above sea level, and the ambient temperature of approx. 20° C (68° F), mainly for off-road use and central European premium-grade fuel (ROZ 95).

Mixing ratio 2-stroke motor oil : super fuel 1:60 .

Basic information of changing the carburetor setting

Always start out from the original carburetor setting. Essential requirements are a clean air filter system, air-tight exhaust system and an intact carburetor. Experience has shown that adjusting the main jet, the idling jet and the jet needle is sufficient and that changes to other parts of the carburetor will not greatly affect engine performance.

RULE OF THUMB: high altitude or high temperatures > choose leaner carburetor adjustment
low altitude or low temperatures > choose richer carburetor adjustment

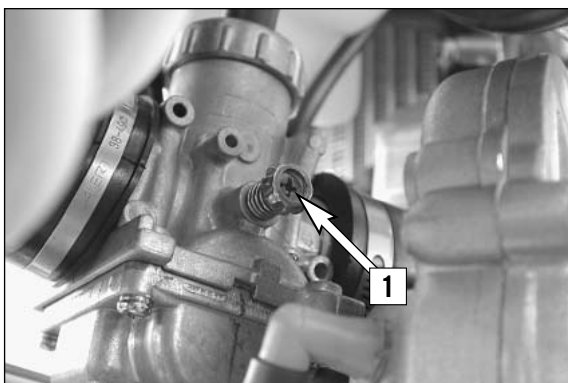
⚠ WARNING

- Only use premium-grade gasoline ROZ 95 (USA = Premium RON 91) mixed with high-grade two-stroke engine oil. Other types of gasoline can cause engine failure, and their use will void your warranty.
- Only use high-grade 2-stroke engine oil of known brands (i. e. Motorex Cross Power 2T).
- Not enough oil or low-grade oil can cause erosion of the piston. If you use too much oil, the engine can start smoking and foul the spark plug.
- In the case of a leaner adjustment of the carburetor proceed cautiously. Always reduce the jet size in steps of one number to avoid overheating and piston seizure.

NOTE: If the engine does not run properly, despite a changed adjustment look for mechanical faults and check the ignition system.

Basic information on carburetor wear

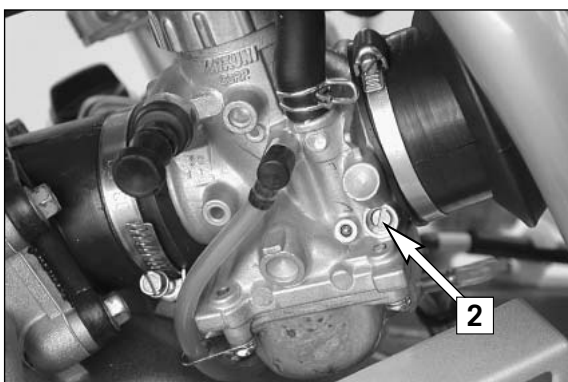
As a result of engine vibrations, the throttle valve, jet needle, and needle jet are subjected to increased wear. This wear may cause carburetor malfunction (e.g. overly rich mixture). Therefore, these parts should be replaced after 100 hours of using.



Idling range – A, Adjusting the idle speed

Operation with closed throttle valve. This range is influenced by the position of the air control screw [2] and the slide stop screw [1]. Only make adjustments when the engine is hot.

To this end, slightly increase the idling speed of the engine by means of the air control screw. Turning it clockwise produces a higher idling speed and turning the screw counterclockwise produces a lower idling speed. Create a round and stable engine speed using the air control screw (basic position of the air control screw = open by 1 turns). Then adjust to the normal idling speed by means of the air control screw.



Opening up – B

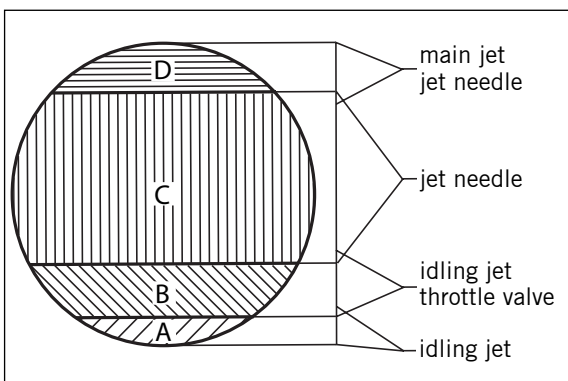
Engine behavior when the throttle opens. The idle jet and the shape of the throttle valve influences this range. If, despite good idling-speed and part-throttle setting, the engine sputters and smokes when the throttle is fully opened and develops its full power not smoothly but suddenly at high engine speeds, the mixture to the carburetor will be too rich, the fuel level too high or the float needle is leaking.

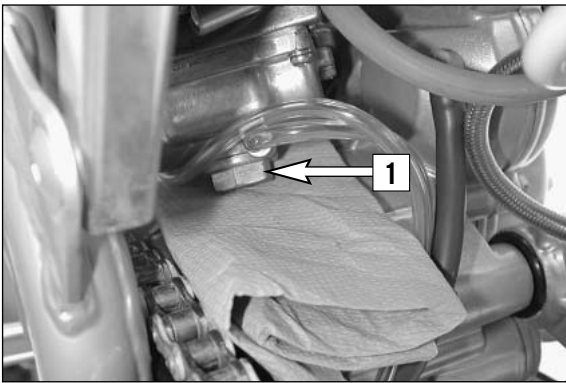
Part-throttle range – C

Operation with partly open throttle valve. This range is only influenced by the jet needle (shape and position). The optimum part-throttle setting is controlled by the idling setting in the lower range and by the main jet in the upper range. If the engine runs on a four-stroke cycle or with reduced power when it is accelerated with the throttle partly open, the jet needle must be lowered by one notch. If the engine pings, especially when accelerating under full power at maximum engine revs, the jet needle should be raised. If these faults should occur at the lower end of the part throttle range at a four-stroke running, make the idling range leaner; if the engine pings, adjust the idling range richer.

Full throttle range – D

Operation with the throttle fully open (flat out). This range is influenced by the main jet and the jet needle. If the porcelain of the new spark plug is found to have a very bright or white coating or if the engine rings, after a short distance of riding flat out, a larger main jet is required. If the porcelain is dark brown or black with soot the main jet must be replaced by a smaller one.





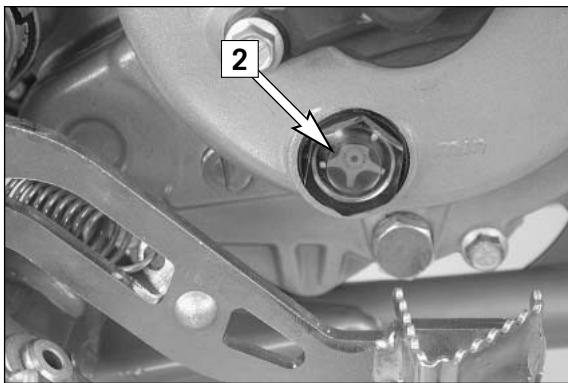
Draining the float chamber of the carburetor

Following every wet-cleaning procedure, the float chamber of the carburetor should be drained in order to remove any water that may have penetrated into it. Water in the float chamber leads to engine malfunction.

Make sure you do this while the engine is cold. Close the fuel tap and place a cloth under the carburetor which is capable of absorbing the leaking fuel. Unscrew the plug [1] and clean it with compressed air. Then, mount the plug together with the gasket and tighten it to 4 Nm, open fuel tap, and check the float chamber for leaks.

⚠ WARNING

Fuel is easily flammable and toxic. When handling fuel, be sure to exercise the utmost caution. Never perform any work on the fuel system near of open flames or burning cigarettes. Always allow the engine to cool off first. Immediately clean up any fuel which may have been spilled. Materials saturated with fuel are also easily flammable. In case you ingested fuel or fuel splashed into your eyes, consult a doctor immediately. Dispose of the fuel properly!



Checking gear oil level

An inspection glass [2] on the left side of the engine allows easy checking of the gear oil level.

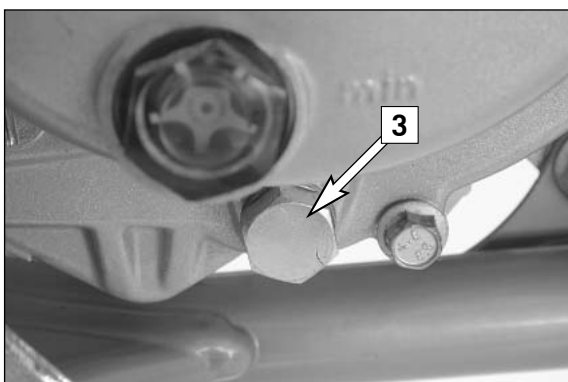
Warm up the engine, then turn it off and wait two minutes until the oil has flown back into the gearbox case.

Park the motorcycle straight on a horizontal surface and check the oil level. The oil level must not drop below the „MIN“ mark of the inspection glass. Note: If the motorcycle is not parked properly for the oil level inspection it will not be possible to achieve a reliable result.

If necessary add gear oil 20W30 (e.g. Motorex Top Speed 4T 15W50).

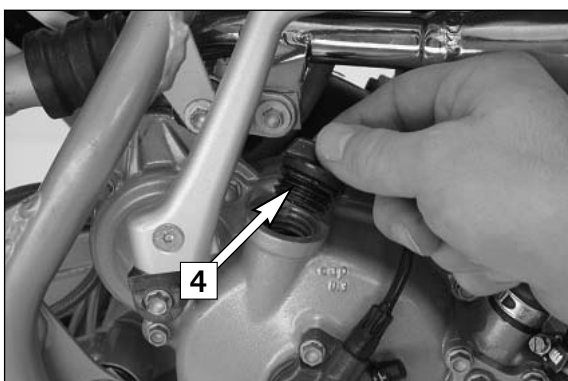
⚠ WARNING

Not enough oil or a poor oil quality lead to premature wear of the transmission. Therefore, use only high-quality oils (e.g. Motorex Top Speed 4T 15W50).



Changing gear oil *

Before changing the gear oil warm up the engine and 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 its gasket and tighten to 15 Nm.



Remove the filler plug [4] and add 0.50 l gear oil 20W30 (e.g. Motorex Top Speed 4T 15W50). Mount the filler plug and check the engine for leaks.

⚠ WARNING

Not enough oil or a poor oil quality lead to premature wear of the transmission. Therefore, use only high-quality oils (e.g. Motorex Top Speed 4T 15W50).

TROUBLE SHOOTING »

If you let the specified maintenance work on your motorcycle be carried out, disturbances can hardly be expected. Should an error occur nevertheless, we advise you to use the trouble shooting chart in order to find the cause of error.

We would like to point out that many operations cannot be performed by oneself. In case of uncertainty, please contact a KTM-dealer.

TROUBLE	CAUSE	REMEDY
Engine fails to start	Operating error	Open fuel tap, replenish fuel, do not use choke
	The motorcycle has been out of operation for a longer period of time. Therefore old fuel has accumulated in the float chamber	The easily inflammable components of the new fuels evaporate during longer periods of standstill. When the motorcycle has been out of operation for more than a week, it is therefore recommended to drain the old fuel from the float chamber. The engine will immediately start off when the float chamber is filled with new fuel.
	Fuel supply interrupted	Close fuel tap, loosen fuel hose at carburettor, lead into a basin and open fuel tap, <ul style="list-style-type: none"> – if fuel leaks out, clean carburettor – if no fuel leaks out, check tank ventilation, i.e. clean fuel tap
	Electrode distance too great	Reduce electrode distance (0.60 mm)
	Plug fouled by oil, wet or bridged	Clean spark plug or renew
	Ignition wire or spark plug connector damaged	Dismount spark plug, connect ignition cable, hold to ground (blank place on engine) and actuate kickstarter, a strong spark must be produced at the spark plug <ul style="list-style-type: none"> – If no spark is produced, loosen spark plug cap from ignition cable, hold about 5 mm from ground and actuate kickstarter – If a spark now occurs, replace spark plug cap – If no spark is produced, control ignition system
	Kill button wire or short-circuit switch faulty	Disconnect black coloured cable from short circuit button at ignition coil and check ignition spark. If the spark is O.K. repair defective part of cable or ignition switch
	Loose ignition cable connectors	Inspect cable connectors
	Spark too weak	Examine ignition system
Water in the carburetor and jets blocked	Dismantle and clean carburetor	
Engine without idle running	Idle adjusting screw out of adjustment	Readjust idle running or replace idle adjusting screw
	Ignition system damaged	Examine ignition system
	Wear	Overhaul engine
Engine has not enough power	Charred glass fiber yarn in silencer	Renew filling
	Air filter obstructed	Clean or renew airfilter
	Fuel supply partly interrupted or blocked	Blow through fuel pipe and clean carburetor
	Loss of compression through loose spark plug	Tighten spark plug
	Exhaust system damaged	Check exhaust system for damage
	Engine has not enough preignition	Check and adjust ignition

TROUBLE SHOOTING »

TROUBLE	CAUSE	REMEDY
Engine has not enough power	Reed paddles tensionless or damaged, surface of reed valve housing damaged Wear	Replace reed paddles or reed valve housing Overhaul engine
Engine revs not up and running in four stroke cycle	Carburetor overflows if level adjust too high, float needle seating is dirty or enlarged Loose carburetor jets	Clean carburetor, if necessary replace float needle and adjust level Tighten jets
High rpm misfiring	Incorrect heat range spark plug or low quality spark plug Loose, corroded or non conductive ignition socket connector	Refer to technical data section Check and seal with silicon
Engine splutters into the carburetor	Lack of fuel Spark plug with incorrect heat value (Ignition by incandescence) Engine takes air out of control	Clean fuel pipes, examine tank aeration and clean Fit correct spark plug Check intake flange and carburettor if firmly setted
Engine overheating	Insufficient liquid in cooling system Radiator fins clogged Frothing in cooling system Pinched or kinked water hoses Incorrect ignition timing because of loose stator screws Incorrect compression ratio	Top up coolant and bleed cooling system check cooling system for leaks Clean radiator fins with water jet Renew coolant using branded anti-freeze/anti-corrosive (Motorex Anti-Freeze) Replace with correct routed hoses Readjust to correct ignition timing specifications, secure screws with Loctite 243 Measure and adjust compression ratio
Emission of white smoke (steam)	Cylinder head or O-ring of cylinder head gasket leaks	Check cylinder head, replace O-ring
Excessive oil escapes from transmission breather tube	Excessive oil quantity in transmission	Correct transmission oil level
Water in transmission oil	Shaft seal ring of the water pump defect	Replace shaft seal ring of the water pump

CLEANING »

Clean your motorcycle regularly in order to keep its painted finish looking shiny and new.

The best manner would be to use warm water that has been mixed with a commercially available washing detergent and a sponge. The hard dirt can be removed before with the help of a soft water jet.

! CAUTION

Never clean your motorcycle with a high-pressured cleaner or a high-pressured water jet. otherwise the water might run into the electrical components, connectors, sheathed cables, bearings, carburetor etc. and cause malfunctions, i.e., lead to the premature destruction of these parts.

- Before cleaning with water, plug the exhaust pipe to prevent water ingress.
- You should use commercially available detergents to clean the motorcycle. Heavily soiled parts should also be cleaned with the help of a paint brush.
- After the motorcycle has been rinsed with a soft water jet, it should be dried by air pressure and a cloth. Then take a short drive until the engine has reached its operating temperature, and also operate the brakes. The heat also causes the water at the inaccessible parts of the engine and the brakes to evaporate.
- Slide back the protective covers on the handlebar-mounted instruments so that any water that may have seeped into this part of the motorcycle is allowed to evaporate.
- After the motorcycle has cooled down, oil and grease all the gliding bearing parts. Also treat the chain with a chain spray.
- To prevent failures in the electric system, you should treat the short circuit button with a contact spray.

STORAGE »

If you want to put your motorcycle away for longer periods of time, please observe the following instructions:

- Clean motorcycle thoroughly (see chapter: CLEANING)
- Change engine oil (old engine oil contains aggressive contaminations).
- Check antifreeze and amount of cooling liquid.
- Let the engine warm up again, close fuel tap and wait until the engine dies off by itself. In this way, the carburetor jets are prevented from becoming resin-clogged by the old fuel.
- Remove spark plug and fill in approx. 5 ccm of engine oil into the cylinder through the opening. Actuate kickstarter 10 times in order to distribute the oil onto the cylinder walls and mount the spark plug.
- Let fuel flow out of tank into an appropriate basin.
- Correct tire pressure.
- Lubricate bearing points of the control levers, footrests, etc. as well as the chain.
- The storage place should be dry and not be subjected to overly great temperature fluctuations.
- Cover the motorcycle with an air permeable tarpaulin or blanket. Do not use airtight materials, as possible humidity might not be able to escape and thereby cause corrosion.

! CAUTION

It would be very bad to let the engine run for a short time during the storage period. The engine would not get warmed up enough and the thus developed steam would condense during the combustion process and cause the exhaust to rust.

USE AFTER PERIOD OF STORAGE

- Fill up tank with fresh fuel.
- Check motorcycle as before each start (see driving instructions).
- Take a short, careful test ride first.

NOTE: Before you put your motorcycle away for the winter, you should check all parts for their function and wear. Should any service jobs, repairs, or any refitting be necessary, you should have them carried out during the off-season (lower workload at mechanics' shops). This way, you can avoid the long waiting times at your shop at the beginning of the next biking season.

TECHNICAL SPECIFICATIONS – CHASSIS »

CHASSIS	65 SX / 65 XC
Frame	Central chrome-moly-steel frame
Fork	telescopic fork (Marzocchi USD Ø 35)
Wheel travel front/rear	220 mm (8.7 in) / 270 mm (10.7 in)
Rear suspension	central shock absorber (WP Suspension) 3614 BAVP
Front brake	Disc brake Ø 198 mm (7.8 in), 4 piston
Rear brake	Disc brake Ø 160 mm (6.3 in), 2 piston
Tires	front: Pirelli Pirelli 60/100-14" NHS 29 Scorpion rear: Pirelli 80/100-12" NHS 50 Scorpion
Air pressure	front / rear: 1,0 bar (14 psi) / 1,0 bar (14 psi)
Fuel tank capacity	3.3 liter (0.87 USgal)
Final drive ratio	14 : 50
Chain	65 SX 1/2 x 1/4" 112 rolls / 65 XC 1/2 x 1/4" O-Ring 112 rolls
Steering angle	64.5 °
Wheel base	1137 mm (44.7 in)
Seat height, unloaded	750 mm (30 in)
Ground clearance	290 mm (11.5 in)
Dead weight without fuel	55.6 kg (122.7 lbs)
Rider's body height	max. 160 cm (63 in)
Rider's body weight	max 50 kg (22.7 lbs)
Recommended age of rider	8 to 12 years
Engine	CR-65

STANDARD ADJUSTMENT – FORK

	MARZOCCHI USD Ø 35
Spring	3,14 N/mm
Preload bushing – length	10 mm
Air chamber length	120 mm
Fork oil	SAE 5

STANDARD ADJUSTMENT – SHOCK ABSORBER (SX)

	WP 03187D03
Compression adjuster	3
Rebound adjuster	6
Spring	40-220
Spring preload	7 mm

STANDARD ADJUSTMENT – SHOCK ABSORBER (XC)

	WP 03187D05
Compression adjuster	6
Rebound adjuster	6
Spring	40-220
Spring preload	7 mm

TIGHTENING TORQUES – CHASSIS

Hexagon screw – brake caliper	M 8	Loctite 243 + 20 Nm
Flat head screw – brake discs	M 6 (10.9)	Loctite 243 + 14 Nm
AH screw rear brake pad	M 5	6 Nm
Hexagon nut – front wheel spindle	M 10	40 Nm
Hexagon nut – rear wheel spindle	M 12x1	40 Nm
Hexagon nut – swingarm bolt	M 12x1	40 Nm
Clamping screws – upper fork bridge	M 8	25 Nm
Clamping screws – lower fork bridge	M 8	25 Nm
Screw – handlebar clamp	M 8	20 Nm
Spoke nipple	M 3,5	3 Nm
Other chassis screws	M 5	6 Nm
	M 6	10 Nm
	M 8	25 Nm
	M 10	45 Nm

TECHNICAL SPECIFICATIONS – ENGINE »

ENGINE	CR-65
Design	Liquid cooled single cylinder two-stroke engine with reed valve intake
Displacement	64.85 ccm
Bore/stroke	45 / 40.8 mm (1.77/1.6 in)
Fuel	SUPER fuel, research octane no 95, mixed with high grade two-stroke oil
Oil/gasoline ratio	1 : 60 when using high grade two-stroke oil (e.g. Motorex Cross Power 2T), when in doubt, please contact our importer
Lubrication	mixture lubrication
Crankshaft bearing	2 deep-groove ball bearing
Connecting rod bearing	needle bearing
Piston pin bearing	needle bearing
Piston rings	1 compression ring
Primary drive	straight cut spur gears, 23:75 t
Clutch	multiple disc clutch in oil bath, hydraulic operated (Motorex Kupplungsfluid 75)
Transmission	6 speed, claw actuated
Gear ratio	1st gear 13 : 37 2nd gear 16 : 34 3rd gear 18 : 31 4th gear 21 : 30 5th gear 23 : 28 6th gear 24 : 26
Transmission oil	0.50 liter (0.0792 USgal) gear oil (e.g. Motorex Top Speed 4T 15W50)
Ignition system	Moric Digital 2M1
Spark plug	NGK BR 8 ECM
Electrode gap	0.60 mm (0.0236 in)
Carburetor	Mikuni VM 24-505
Coolant	0.55 liter (0.145 Usgal), 50% antifreeze, 50% distilled water, at least -25° C (-13° F)
Air filter	wet foam type air filter insert

BASIC CARBURETOR SETTING	
CARBURETOR	MIKUNI VM 24-505
Main jet	200
Needle jet	864 0-0
Idling jet	25
Jet needle	5114
Needle position from top	IV
Throttle valve	1.5
Starting jet	30
Air adjustment screw open	1

TECHNICAL SPECIFICATIONS – ENGINE »

TIGHTENING TORQUES – ENGINE		
Hexagon nut – primary gear	M 14x1,25	60 Nm
Collar nut – flywheel	M 12x1	40 Nm
HH screw – cylinder head	M 7	15 Nm
Collar nut – cylinder base	M 8	25 Nm
Hexagon screw – inner clutch hub	M 10	Loctite 243 + 60 Nm
Screw – clutch	M 6	12 Nm
Oil drain screw	M 8	12 Nm
Screws – clutch cover	M 6	8 Nm
Kickstarter stop plate	M 6	12 Nm
Screws – stator	M 5	2 Nm
Shift drum locating device	M 6	12 Nm
Drain plug – carburetor	SW 17	4 Nm
Other screws – engine	M 5	6 Nm
	M 6	12 Nm

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