

SETUP INSTRUCTIONS 2010

65 SX

Art. no. 3211569en



KTM

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

Read the setup instructions in their entirety before beginning work.

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

These setup instructions were written to correspond to the latest state of this series. We reserve the right to make changes in the interest of technical advancement without at the same time updating this manual.

We shall not provide a description of general workshop methods. Likewise, safety rules that apply in a workshop are not specified here. It is assumed that the work will be performed by a fully trained mechanic.

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

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According to the international quality management standard ISO 9001, KTM uses quality assurance processes that lead to the maximum possible quality of the products.

Issued by: TÜV Management Service

KTM-Sportmotorcycle AG
5230 Mattighofen, Austria

Symbols used

The symbols used are explained in the following.



Indicates an expected reaction (e.g. of a work step or a function).



Indicates an unexpected reaction (e.g. of a work step or a function).



Identifies a page reference (more information is provided on the specified page).

Formats used

The typographical and other formats used are explained in the following.

Proprietary name Identifies a proprietary name.

Name[®] Identifies a protected name.

Brand[™] Identifies a brand available on the open market.

Unpacking and setting up the vehicle

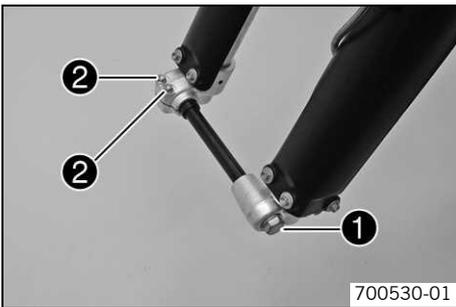


- Open the box.

i Info

To avoid damaging the vehicle during assembly, do not remove the protective plastic from a part until just before mounting it and leave the plastic sheeting on the vehicle until work is completed.

- Remove the front wheel, fender, hand protectors, and enclosed package from the box.
- Remove the separate enclosure and unpack it. Check that the scope of delivery is complete on the basis of the enclosed packing list.
- Lift the vehicle out of the box with the help of another person.
- Jack up the motorcycle. (☛ p. 4)
- Check the vehicle for transport damage.
- Remove screw ❶.
- Loosen screws ❷.
- Remove the wheel spindle.
- Install the front wheel. ☛ (☛ p. 4)
- Remove the protective plastic from the handlebar.



- Position the handlebar with handlebar clamps ❸.
- Mount and tighten the screws.

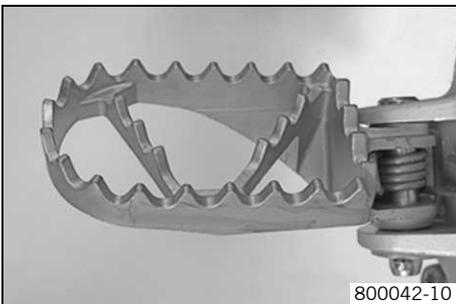
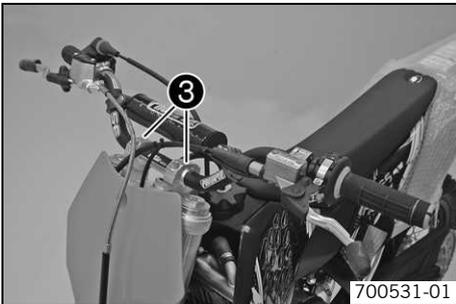
Guideline

Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)
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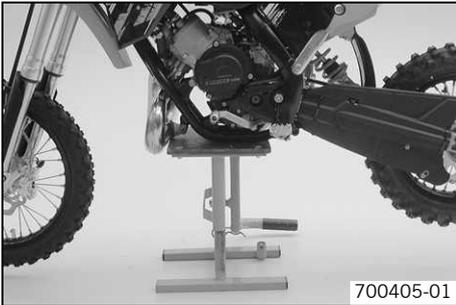
- Check the handlebar position.
 - » If the handlebar position is not adjusted as the customer requires:
 - Adjust handlebar position. ☛ (☛ p. 5)
- Install the front fender. (☛ p. 5)
- Check the wiring harness, throttle cables and brake line for free movement and correct routing.
- Check that all controls on the handlebar are in the correct location and seated firmly.
- Mount the footrests with the springs and bolts. Secure the bolts using the washers and pins.

Plier for footrest spring (58429083000)

- Fill up with fuel. (☛ p. 6)
- Print out the current **PDI** form found on **KTM DEALER.NET** and perform the delivery inspection.



Jacking up the motorcycle



Note

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

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

- Jack up the motorcycle underneath the engine.

Work stand (54829055000)

- Secure the motorcycle against falling over.

Removing the motorcycle from the work stand

Note

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

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

- Remove the motorcycle from the work stand.
- Remove the work stand.

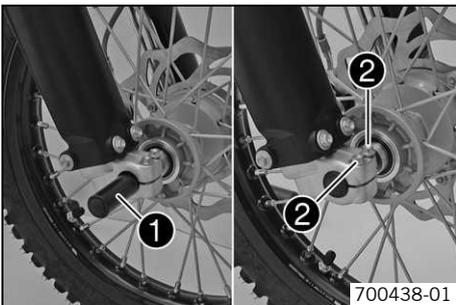
Installing the front wheel



Warning

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

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



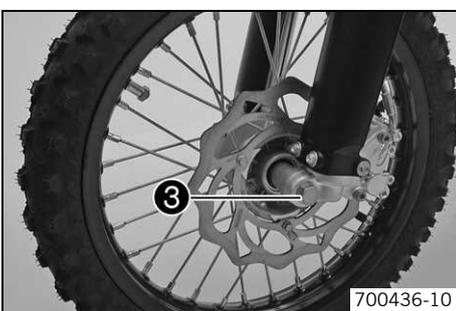
- Clean and grease wheel spindle ❶.

Long-life grease (☛ p. 9)

- Lift the front wheel into the fork, position it, and insert wheel spindle ❶.
- Tighten screws ❷.

Guideline

Screw, fork stub	M6	10 Nm (7.4 lbf ft)
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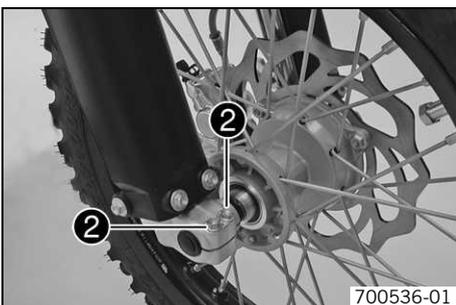


- Mount and tighten screw ❸.

Guideline

Screw, front wheel spindle	M10	40 Nm (29.5 lbf ft)
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- Remove the motorcycle from the work stand. (☛ p. 4)



- Operate the hand brake lever several times until the brake pads are lying correctly on the brake disc.
- Loosen screw ❷.
- Pull the front wheel brake and push down hard on the fork several times to align the fork legs.
- Tighten screws ❷.

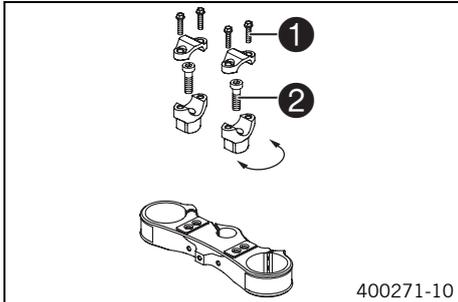
Guideline

Screw, fork stub	M6	10 Nm (7.4 lbf ft)
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Adjusting handlebar position ↩

Warning
Danger of accidents Handlebar breakage.

- If the handlebar is bent or straightened it will cause material fatigue, and the handlebar can break. Always replace handlebar.



- Remove the four screws ❶. Remove the handlebar clamp. Remove the handlebar and lay it to one side.

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

- Remove the two screws ❷. Remove the handlebar support.
- Place the handlebar support in the required position. Mount and tighten the two screws ❷.

Guideline

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

i Info
 Make sure cables and wiring are positioned correctly.

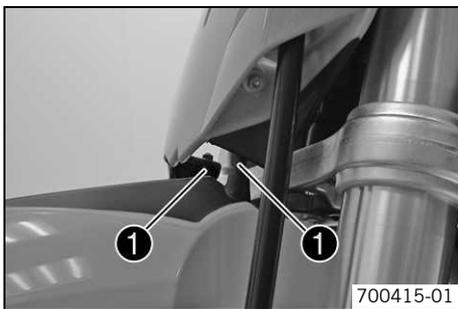
- Position the handlebar clamp. Mount and evenly tighten the four screws ❶.

Guideline

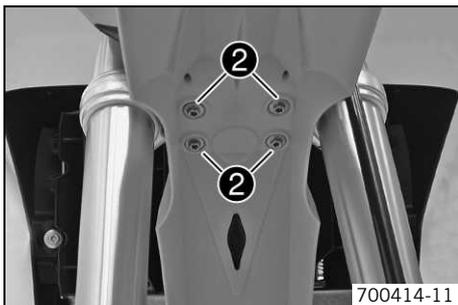
Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)
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i Info
 Make sure the gap width is even.

Installing the front fender



- Position the fender with holding lugs ❶ into the drill holes on the start number plate.



- Position the front fender. Mount and tighten screws ❷.

Guideline

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



Danger

Fire hazard Fuel is highly flammable.

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



Warning

Danger of poisoning Fuel is poisonous and a health hazard.

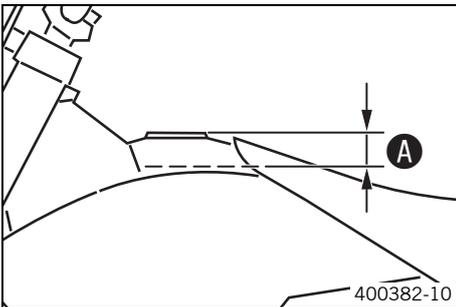
- Avoid contact of the fuel with skin, eyes and clothing. Do not inhale fuel vapors. If fuel gets into your eyes, rinse immediately with water and contact a doctor. Wash affected skin areas immediately with soap and water. If fuel is swallowed, contact a doctor immediately. Change clothing that has come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



Warning

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

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



- Switch off the engine.
- Open the filler cap.
- Fill the fuel tank with fuel up to measurement **A**.

Guideline

Measurement of A	35 mm (1.38 in)	
Fuel tank capacity, approx.	3.5 l (3.7 qt.)	Super unleaded gasoline, mixed with 2-stroke engine oil (1:60) (☛ p. 8)

- Close the filler cap.

Spoke nipple	M3.5	3 Nm (2.2 lbf ft)	–
Remaining nuts, chassis	M6	15 Nm (11.1 lbf ft)	–
Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)	–
Screw, ball joint of push rod on foot brake cylinder	M6	10 Nm (7.4 lbf ft)	–
Screw, footbrake cylinder	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, fork stub	M6	10 Nm (7.4 lbf ft)	–
Screw, front brake disc	M6	14 Nm (10.3 lbf ft)	–
Screw, rear brake disc	M6	14 Nm (10.3 lbf ft)	Loctite® 243™
Screw, throttle grip	M6	4.5 Nm (3.32 lbf ft)	–
Nut, rim lock	M8	10 Nm (7.4 lbf ft)	–
Remaining nuts, chassis	M8	30 Nm (22.1 lbf ft)	–
Remaining screws, chassis	M8	25 Nm (18.4 lbf ft)	–
Screw, bottom triple clamp	M8	25 Nm (18.4 lbf ft)	–
Screw, brake caliper	M8	20 Nm (14.8 lbf ft)	Loctite® 243™
Screw, engine bracket	M8	30 Nm (22.1 lbf ft)	–
Screw, foot brake pedal	M8	25 Nm (18.4 lbf ft)	–
Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)	–
Screw, rear sprocket	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
Screw, side stand fixing	M8	40 Nm (29.5 lbf ft)	Loctite® 243™
Screw, tail piece	M8	35 Nm (25.8 lbf ft)	Loctite® 243™
Screw, top triple clamp	M8	25 Nm (18.4 lbf ft)	–
Remaining nuts, chassis	M10	50 Nm (36.9 lbf ft)	–
Remaining screws, chassis	M10	45 Nm (33.2 lbf ft)	–
Screw, bottom shock absorber	M10	45 Nm (33.2 lbf ft)	–
Screw, front wheel spindle	M10	40 Nm (29.5 lbf ft)	–
Screw, handlebar support	M10	40 Nm (29.5 lbf ft)	Loctite® 243™
Screw, top shock absorber	M10	45 Nm (33.2 lbf ft)	–
Nut, rear wheel spindle	M12x1	40 Nm (29.5 lbf ft)	–
Nut, swingarm pivot	M12x1	40 Nm (29.5 lbf ft)	–
Nut, steering stem	M20x1.5	10 Nm (7.4 lbf ft)	–

Super unleaded gasoline, mixed with 2-stroke engine oil (1:60)

According to

- DIN EN 228
- JASO FC (☛ p. 10) (1:60)

Mixture ratio

1:60	2-stroke engine oil Super unleaded (ROZ 95 / RON 95 / PON 91)
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Long-life grease

Guideline

- KTM recommends **Motorex®** products.

Supplier

- **Motorex®**
– **Fett 2000**

JASO FC

JASO FC is a classification for a 2-stroke engine oil that was specifically developed for the extreme demands of racing. Thanks to first rate synthetic esters and specially designed additives, superb combustion is achieved even under extreme operating conditions.



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07/2009 Photo: Mitterbauer



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