

SETUP INSTRUCTIONS 2010



125 EXC EU
125 EXC SIX DAYS EU
150 XC USA
200 EXC EU
200 XC-W USA
250 EXC EU
250 EXC SIX DAYS EU
250 XC EU/USA
250 XC-W USA
300 EXC EU
300 EXC SIX DAYS EU
300 XC EU/USA
300 XC-W USA

Art. no. 3211559en

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.

© 2009 by KTM-Sportmotorcycle AG, Mattighofen Austria

All rights reserved

Reproduction, even in part, is permitted only with the express written permission of the copyright owner.



ISO 9001(12 100 6061)

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.



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



Identifies 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 below.

Proprietary name

Identifies a proprietary name.

Name[®]

Identifies a protected name.

Brand[™]

Identifies a brand in merchandise traffic.

Unpacking and setting up the vehicle



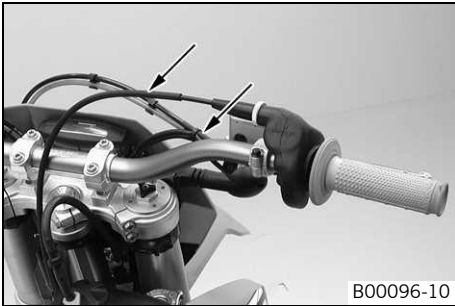
- Remove the box and the plastic packaging.



Info

To avoid damaging the motorcycle during assembly, leave the protective plastic on the vehicle until you have finished.

- Check the vehicle for transport damage.
- Remove the separate enclosure and unpack it. Check that the scope of delivery is complete on the basis of the enclosed packing list.



- Position the controls on the right half of the handlebar.



Info

The routing of the cables and throttle cables can be seen in the figure.

- Position the handlebar.
 - ✓ The scale on the handlebar should be in the center of the handlebar clamp.
- Position the handlebar clamp. Mount and evenly tighten the four screws.

Guideline

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



- Mount the footrests with the springs and bolts. Secure the bolts using the washers and pins.

Plier for footrest spring (58429083000)

- Remove the protective plastic.
- Carefully loosen and remove the tension belt over the link fork.



Info

An assistant prevents the motorcycle from falling over.

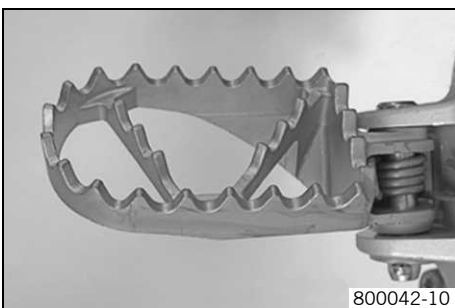
- Carefully loosen and remove the tension belts around the lower triple clamp.

✓ The vehicle is released at the front.

- Set up the work stand.

Work stand (54829055000)

- Together with an assistant, take the vehicle off the palette.
- Install the front wheel. (☛ p. 5)
- Install the front fender. (☛ p. 6)





(300 EXC EU, 300 EXC SIX DAYS, 250/300 XC-W, 250/300 XC)



Warning

Risk of injury Battery acid and battery gases cause serious cauterization.

- Keep batteries out of the reach of children.
- Wear suitable protective clothing and goggles.
- Avoid contact with battery acid and battery gases.
- Keep the battery away from sparks or open fire. Charge only in well ventilated rooms.
- In the event of skin contact, rinse with large amounts of water. If battery acid gets in the eyes, rinse with water for at least 15 minutes and contact a doctor.

- Fill the battery.



Info

Read the notes in the battery package.

- Recharge the battery. (☛ p. 6)
- Install the battery. (☛ p. 7)

(EXC SIX DAYS)

- Mount the engine guard.
- Mount the front axle pull.
- Mount the brake lining support bolt.
- Mount the fork bleeding set.
- Mount the handlebar cushion.



Info

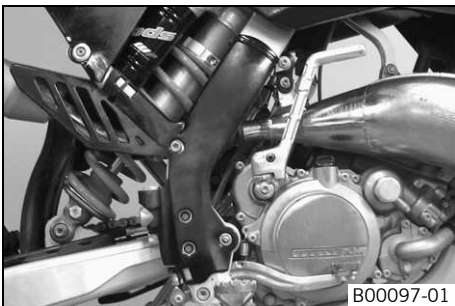
Read the accompanying **KTM PowerParts** installation instructions.

- Mount the frame protector.



Info

Read the accompanying **KTM PowerParts** installation instructions.



(EXC EU, EXC SIX DAYS)

- Mount and tighten the rear mirror adapter and rear mirror on both sides.
- Mount the reflector.

(EXC SIX DAYS, XC, XC-W)

- Mount the hand guard.



Info

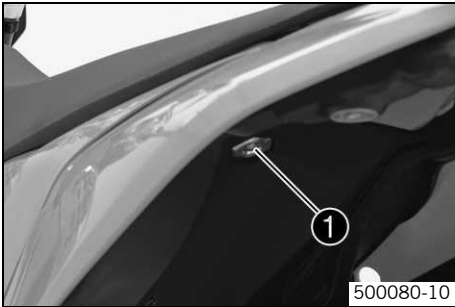
Read the accompanying **KTM PowerParts** installation instructions.

(EXC EU)

- Apply the label.
- Position all controls exactly on the handlebar. Tighten all screws.
- Refuel. (☛ p. 7)
- Print out the current **PDI** form found on **KTM DEALER.NET** and perform the delivery inspection.



Removing the seat



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

Mounting the seat



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

Guideline

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

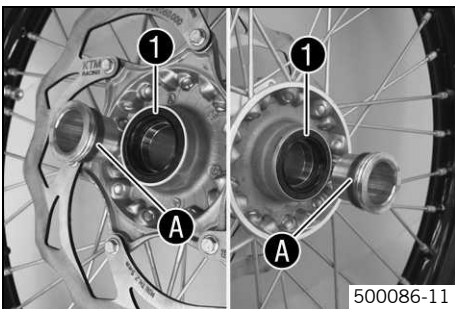
Installing the front wheel



Warning

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

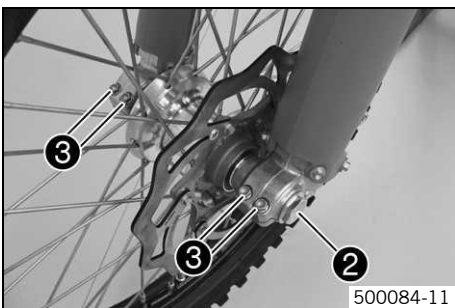
- Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.



- Clean and grease shaft seal rings ❶ and bearing surface A of the spacers.

Long-life grease (☛ p. 11)

- Insert the spacers.



- Lift the front wheel into the fork, position it, and insert the wheel spindle.
- Mount and tighten screw ❷.

Guideline

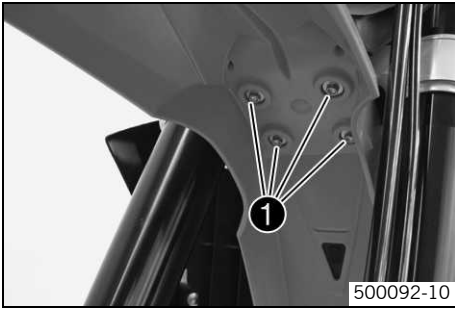
Screw, front wheel spindle	M24x1.5	45 Nm (33.2 lbf ft)
----------------------------	---------	------------------------

- Operate the hand brake lever several times until the brake linings are lying correctly on the brake disc.
- Remove the motorcycle from the work stand.
- Pull the front wheel brake and push down hard on the fork several times to align the fork legs.
- Tighten screws ❸.

Guideline

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

Installing the front fender



500092-10

- Ensure that the spacers are mounted in the fender.
- Position the front fender. Mount and tighten screws ❶.

Guideline

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

i Info
Make sure the holding lugs engage in the start number plate.

Recharging the battery (300 EXC EU, 300 EXC SIX DAYS, 250/300 XC-W, 250/300 XC)

⚠ Warning
Risk of injury Battery acid and battery gases cause serious cauterization.

- Keep batteries out of the reach of children.
- Wear suitable protective clothing and goggles.
- Avoid contact with battery acid and battery gases.
- Keep the battery away from sparks or open fire. Charge only in well ventilated rooms.
- In the event of skin contact, rinse with large amounts of water. If battery acid gets in the eyes, rinse with water for at least 15 minutes and contact a doctor.

🌸 Warning
Environmental hazard Battery parts and acid are harmful to the environment.

- Do not discard batteries with the household trash. Dispose of a defective battery in an environmentally compatible manner. Give the battery to your KTM dealer or to a recycling center that accepts used batteries.

🌸 Warning
Environmental hazard Hazardous substances cause environmental damage.

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

i Info
Even when there is no load on the battery, it still loses power steadily.
The charge state and the type of charge are very important for the service life of the battery.
Rapid recharging with a high charging current shortens the battery's service life.
If the charging current, charging voltage and charging time are exceeded, electrolyte escapes through the safety valves. This reduces the battery capacity.
If the battery is depleted from starting the vehicle repeatedly, the battery must be charged immediately.
If the battery is left in a discharged state for an extended period, it will become over-discharged and sulfate, destroying the battery.
The battery is maintenance-free, i.e., the acid level does not have to be checked.

- Switch off all power consumers and switch off the engine.
- Remove the seat. (👉 p. 5)
- Disconnect the minus (negative) cable of the battery to avoid damage to the motorcycle's electronics.
- Connect the battery charger to the battery. Switch on the battery charger.



400240-10

Battery charger (58429074000)

You can also use the battery charger to test rest potential and start potential of the battery, and to test the alternator. With this device, you cannot overcharge the battery.

i Info
Never remove the lid ❶.
Charge the battery with at most 10% of the capacity specified on the battery ❷.

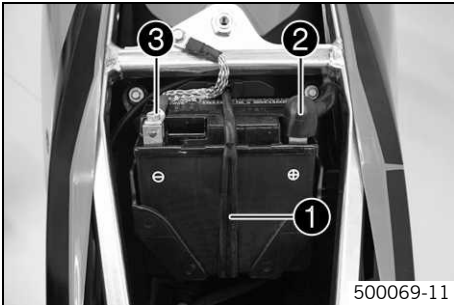
- Switch off the charger after charging. Disconnect the battery.

Guideline

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

- Mount the seat. (☛ p. 5)

Installing the battery (300 EXC EU, 300 EXC SIX DAYS, 250/300 XC-W, 250/300 XC)

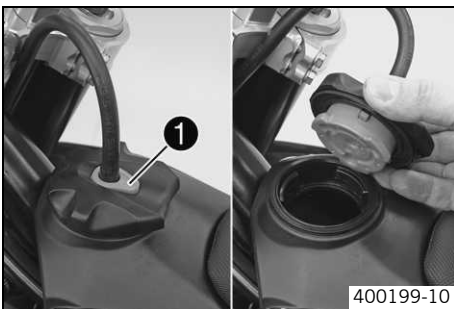


- Place the battery in the battery holder.

Battery (YTX4L-BS)

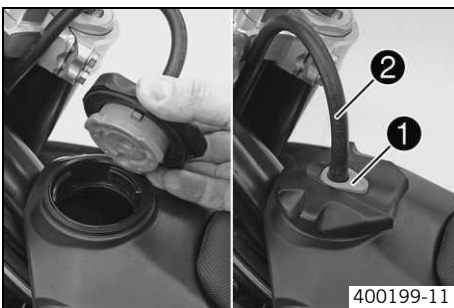
- Reconnect the rubber band ❶.
- Attach the plus cable and replace the plus pole cover ❷.
- Attach the minus cable ❸.
- Mount the seat. (☛ p. 5)

Opening the filler cap



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

Closing the filler cap



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

i Info
Run the fuel tank breather hose ❷ without kinks.

Refueling

⚠ Danger
Fire hazard Fuel is highly flammable.

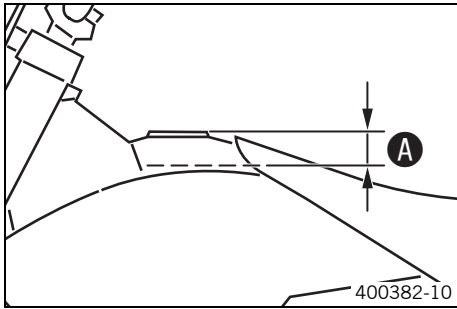
- Never refuel the vehicle near open flames or burning cigarettes, and always switch off the engine first. Be careful that no fuel is spilt, especially on hot vehicle components. Clean up spilt fuel immediately.
- Fuel in the fuel tank expands when warm and can escape if the tank is overfilled. See the 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. (☛ p. 7)
- Fill the fuel tank with fuel up to measurement **A**.

Guideline

Measurement of A	35 mm (1.38 in)	
Total fuel tank capacity, approx. (EXC EU, EXC SIX DAYS)	9.5 l (2.51 US gal)	Super unleaded gasoline, mixed with 2-stroke engine oil (1:60) (☛ p. 10)
Total fuel tank capacity, approx.	11.5 l (3.04 US gal)	Super unleaded gasoline, mixed with 2-stroke engine oil (1:40) (☛ p. 10) (150 XC USA)
		Super unleaded gasoline, mixed with 2-stroke engine oil (1:60) (☛ p. 10) (200/250/300 XC-W, 250/300 XC)

- Close the filler cap. (☛ p. 7)

Spoke nipple, front wheel	M4.5	5... 6 Nm (3.7... 4.4 lbf ft)	–
Spoke nipple, rear wheel	M5	5... 6 Nm (3.7... 4.4 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, front brake disc	M6	14 Nm (10.3 lbf ft)	–
Screw, rear brake disc	M6	14 Nm (10.3 lbf ft)	–
Screw, shock absorber adjusting ring	M6	5 Nm (3.7 lbf ft)	–
Nut, rear sprocket screw	M8	35 Nm (25.8 lbf ft)	Loctite® 243™
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 (EXC SIX DAYS, XC-W)	M8	12 Nm (8.9 lbf ft)	–
Screw, bottom triple clamp (EXC EU)	M8	15 Nm (11.1 lbf ft)	–
Screw, engine brace	M8	33 Nm (24.3 lbf ft)	–
Screw, fork stub	M8	15 Nm (11.1 lbf ft)	–
Screw, front brake caliper	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)	–
Screw, side stand attachment	M8	40 Nm (29.5 lbf ft)	Loctite® 243™
Screw, subframe	M8	35 Nm (25.8 lbf ft)	Loctite® 243™
Screw, top steering stem (EXC SIX DAYS, XC, XC-W)	M8	17 Nm (12.5 lbf ft)	Loctite® 243™
Screw, top steering stem (EXC EU)	M8	20 Nm (14.8 lbf ft)	–
Screw, top triple clamp (EXC SIX DAYS, XC, XC-W)	M8	17 Nm (12.5 lbf ft)	–
Screw, top triple clamp (EXC EU)	M8	20 Nm (14.8 lbf ft)	–
Engine bracket screw	M10	60 Nm (44.3 lbf ft)	–
Remaining nuts, chassis	M10	50 Nm (36.9 lbf ft)	–
Remaining screws, chassis	M10	45 Nm (33.2 lbf ft)	–
Screw, handlebar support	M10	40 Nm (29.5 lbf ft)	Loctite® 243™
Screw, bottom shock absorber	M12	80 Nm (59 lbf ft)	Loctite® 243™
Screw, top shock absorber	M12	80 Nm (59 lbf ft)	Loctite® 243™
Nut, seat fixing	M12x1	20 Nm (14.8 lbf ft)	–
Nut, swingarm pivot	M16x1.5	100 Nm (73.8 lbf ft)	–
Nut, rear wheel spindle	M20x1.5	80 Nm (59 lbf ft)	–
Screw, top steering head	M20x1.5	10 Nm (7.4 lbf ft)	–
Screw-in nozzles, cooling system	M20x1.5	12 Nm (8.9 lbf ft)	Loctite® 243™
Screw, front wheel spindle	M24x1.5	45 Nm (33.2 lbf ft)	–

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

- DIN EN 228
- JASO FC (☛ p. 12) (1:60)

Mixture ratio

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

Super unleaded gasoline, mixed with 2-stroke engine oil (1:40)**According to**

- DIN EN 228
- JASO FC (☛ p. 12) (1:40)

Mixture ratio

1:40	2-stroke engine oil Super unleaded (ROZ 95 / RON 95 / PON 91)
------	--

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.



3211559en



07/2009 Photo: Mitterbauer



KTM-Sportmotorcycle AG
5230 Mattighofen/Austria
<http://www.ktm.com>