

TECHNICAL DATA - ENGINE

Engine	250 SX	250 EXC, EGS	300 EXC, MXC, EGS	360 SX	360 EXC, MXC, EGS
Design	<i>Liquid-cooled single-cylinder two-stroke engine with KTM Twin Valve Control exhaust system</i>				
Piston displacement	249 ccm		297 ccm		353 ccm
Bore / stroke	67,5 / 69,5 mm		72 / 73 mm		78 / 74 mm
Fuel	<i>SUPER fuel, research octane no 95, mixed with two stroke oil</i>				
Oil / gasolin ratio	<i>1:50 - 1.60 when using high grade two stroke oil. When in doupt, please contact your importer or use 1:40 mix ratio to be on the safe side</i>				
Crankshaft bearing	<i>1 deep-groove ball bearing / 1 cylinder roller bearing</i>				
Connecting rod bearing	<i>needle bearing</i>				
Piston pin bearing	<i>needle bearing</i>				
Piston	<i>forged piston</i>			<i>cast piston</i>	
Piston ring	<i>two plain compression rings</i>				
Dimension "X" <small>(upper edge piston - upper edge cylinder)</small>	<i>0 ± 0,1 mm</i>				
Ignition timing	<i>1,5 mm (15 °) BTDC</i>	<i>1,2 mm (13,5 °) BTDC</i>	<i>1,2 mm (13,5 °) BTDC</i>	<i>1,6 mm (15 °) BTDC</i>	<i>1,2 mm (13 °) BTDC</i>
Spark plug	<i>NGK BR 8 EG</i>				
Electrode gap	<i>0,6 mm</i>				
Dimension "Z" <small>(height of the control flap)</small>	<i>46 mm</i>			<i>48 mm</i>	
TVC start open	<i>5400/min</i>		<i>5300/min</i>		<i>5200/min</i>
TVC fully open	<i>7550/min</i>		<i>7750/min</i>		<i>7200/min</i>
Primary drive	<i>straight cut spur gears, primary ratio 25:72</i>			<i>straight cut spur gears, primary ratio 26:72</i>	
Clutch	<i>multiple disc clutch in oil bath</i>				
Transmission	<i>5 speed, claw actuated</i>				
Gear ratio			<i>EXC, EGS</i>	<i>MXC</i>	
1. Gear	<i>15:29</i>	<i>15:29</i>	<i>15:29</i>	<i>15:29</i>	<i>EXC, EGS</i> <i>15:29</i>
2. Gear	<i>17:27</i>	<i>18:26</i>	<i>18:26</i>	<i>18:26</i>	<i>18:26</i> <i>18:26</i>
3. Gear	<i>19:25</i>	<i>19:22</i>	<i>19:22</i>	<i>19:24</i>	<i>19:22</i> <i>19:24</i>
4. Gear	<i>21:23</i>	<i>21:20</i>	<i>21:20</i>	<i>21:23</i>	<i>21:20</i> <i>21:23</i>
5. Gear	<i>23:21</i>	<i>23:18</i>	<i>23:18</i>	<i>23:21</i>	<i>23:18</i> <i>23:21</i>
Gear lubrication	<i>0,8 l engine oil SAE 30</i>				
Rear wheel ratio	<i>14:50</i>	<i>14:50 / 15:48 / 15:40</i>		<i>14:50</i>	<i>14:50 / 15:40</i>
Available chain sprockets	<i>13t / 14t / 15t for chain 5/8 x 1/4"</i>				
Available final sprockets	<i>38t / 40t / 42t / 45t / 48t / 50t / 52t for chain 5/8 x 1/4"</i>				
Coolant	<i>1,3 litres, 40% anti freeze, 60% water, at least -25 °C (-13 °F)</i>				
Ignition system	<i>SEM KC Comet (counterclock)</i>	<i>SEM K11 (counterclock)</i>		<i>SEM KC Comet (counterclock)</i>	<i>SEM K11 (counterclock)</i>
Generator output	<i>no generator</i>		<i>12V 130W</i>		<i>no generator</i> <i>12V 130W</i>
Carburetor	<i>flat-slide carburetor, carburetor setting see table 3</i>				
Air-filter	<i>wet foam type air filter insert</i>				

TOLERANCES AND FITTING CLEARANCES			
Piston fitting clearance	0,04 mm (250)	0,05 mm (300)	0,09 mm (360)
Piston ring end cap	0,3–0,4 mm		
Connecting rod bearing - radial clearance	0,021–0,032 mm		
Transmission shafts end float	0,1–0,2 mm		
Clutch springs - length	Ø 2,5 new = 43 mm, minimum length = 41 mm		

GASKET THICKNESSES	
Crankcase	0,5 mm
Clutch cover	0,5 mm
Cylinder bottom gasket	as required
Available bottom gasket	0,2/0,5/0,7 mm
Cylinder-head gasket	O-rings

TIGHTENING TORQUES		
Flange bolts - cylinder-head	M 8	34 Nm
Nuts-cylinder base	M 10	34 Nm
Flywheel collar nut	M 12x1	54–59 Nm
Nut for primary sprocket (LH thread)	M 18x1,5	98–108 Nm
Nut for inner clutch hub	M 18x1,5	98–108 Nm
Crankcase and cover bolts	M 6	8 Nm
Swingarm pivot	M 14	137 Nm
Axle for rear hub	M 20x1,5	88 Nm
Other screws	M 6	10 Nm
	M 8	25 Nm
	M 10	45 Nm

(Nm x 0,738 = ft. lbs)

BASIC CARBURETOR SETTING								
TABLE 3		250 SX, EXC USA 300 MXC, EXC USA	250 SX, EXC EUROPE 250 EGS FRANCE, JAPAN	250 EXC BRASIL	250/300 EGS AUSTRALIA	300 EXC EUROPE 300 EGS DIVERSE	360 SX, MXC, EXC USA	360 SX, EXC EUROPE
		Carburetor	Keihin PWK 38	Keihin PWK 38	Keihin PWK 38	Keihin PWK 38	Keihin PWK 38	Keihin PWK 38
	Carburetor setting number	250395	180495	190495	200495	210495	060695	070695
	Main jet	175 (170/180)	175 (170)	180 (175)	150 (170/175)	175 (170)	180 (170/175)	175 (170/180)
	Idling jet	45 (42/48)	45 (42)	55 (50)	38 (42/45/48)	45 (42/48)	48 (42/45)	45 (42/48)
	Starting jet	85	85	85	85	85	85	85
	Jetneedle	N85C (N85D)	N85D (N85E)	N85B (N85C)	N85C (N85D)	N85D	NOZ E (NOZ F)	NOZ G (NOZ H)
	Needle position from top	IV	III	IV	I	III	II	II
	Throttle valve	6	6	6	6	6	6	6
	Air adjustment screw open	1,5	1,5	1,5	1,5	1,5	1,5	1,5

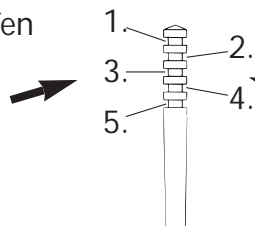
BASIC CARBURETOR SETTING		
TABLE 3		360 EGS FRANCE, AUSTRALIA
	Carburetor	Keihin PWK 38
	Carburetor setting number	080695
	Main jet	150 (170/175/180)
	Idling jet	45 (42/48)
	Starting jet	85
	Jetneedle	NOZ H (NOZ G)
	Needle position from top	II
	Throttle valve	6
Air adjustment screw open	1,5	

VERGASERREGULIERUNG
CARBURETOR SETTING

KTM 250 SX / EXC '96 EUROPA KEIHIN PWK 38

MEERESHÖHE <i>ALTITUDE</i>	TEMPERATUR →		-20°C bis -7°C <i>-2°F to 20°F</i>	-6°C bis 5°C <i>19°F to 41°F</i>	6°C bis 15°C <i>42°F to 60°F</i>	16°C bis 24°C <i>61°F to 78°F</i>	25°C bis 38°C <i>79°F to 98°F</i>	37°C bis 49°C <i>99°F to 120°F</i>
3000 m 10000 ft ↑ 2301 m 7501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ		1 1/2 45 N85C 4 175	1 3/4 42 N85C 3 172	2 40 N85D 2 170	2 1/4 40 N85D 1 168	2 1/2 40 N85E 1 165	2 3/4 38 N85E 1 165
2300 m 7500 ft ↑ 1501 m 5001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ		1 1/4 48 N85B 4 178	1 1/2 45 N85C 3 175	1 3/4 42 N85D 2 172	2 42 N85D 2 170	2 1/4 42 N85E 2 168	2 1/2 40 N85E 1 165
1500 m 5000 ft ↑ 751 m 2501 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ		1 48 N85B 4 180	1 1/4 45 N85B 4 178	1 1/2 45 N85C 3 175	1 3/4 45 N85D 3 172	2 45 N85D 3 170	2 1/4 42 N85E 2 168
750 m 2500 ft ↑ 301 m 1001 ft	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ		3/4 50 N85B 4 182	1 48 N85B 3 180	1 1/4 45 N85C 3 178	STANDARD 1 1/2 45 N85D 3 175	STANDARD 1 3/4 45 N85D 3 172	2 42 N85E 3 170
300 m 1000 ft ↑ Meeresniveau Sea level	LSCHR AS LD IJ NADEL NEEDLE POS POS HD MJ		1/2 50 N85A 5 185	3/4 48 N85B 4 182	1 45 N85C 4 180	1 1/4 45 N85C 3 178	1 1/2 42 N85D 2 175	1 3/4 42 N85D 2 172

LSCHR = Luftregulierschraube offen
LD = Leerlaufdüse
POS = Clip Position von oben
HD = Hauptdüse



AS = Air screw open from fully-seated
IJ = Idling jet
POS = Clip position from top
MJ = Main jet

NICHT FÜR STRASSEN BETRIEB
Kraftstoff: Euro-Super bleifrei ROZ 95
NOT FOR HIGHWAY USE
Fuel: Euro-Super unleaded ROZ 95

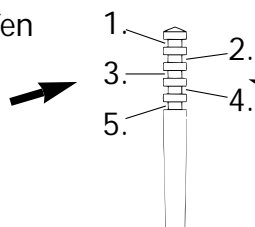
VERGASERREGULIERUNG
CARBURETOR SETTING

KTM 300 SX / EXC '96 EUROPA

KEIHIN PWK 38

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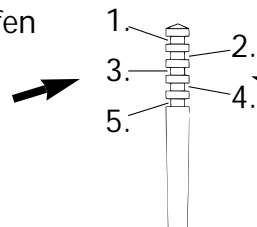
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CARBURETOR SETTING

KTM 360 SX / EXC '96

KEIHIN PWK 38

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