


TECHNICAL SPECIFICATIONS – ENGINE 250/300 XC/XC-W/EXC SIX DAYS/EXC 2007»

ENGINE	250 XC	250 XC-W/EXC SIX DAYS/EXC	300 XC	300 XC-W/EXC SIX DAYS/EXC
Design	Liquid-cooled single-cylinder two-stroke engine with KTM Twin Valve Control exhaust system and KTM Torque Chamber			
Piston displacement	249 ccm		293.15 ccm	
Bore / stroke	66.4 / 72 mm (2.62 / 2.84 in)		72 / 72 mm (2.84 / 2.84 in)	
Fuel	unleaded fuel with at least RON 95 (USA = Premium RON 91), mixed with high grade two stroke oil (Motorex Cross Power 2T)			
Oil / gasoline ratio	1:40 – 1:60 when using high grade, two- stroke oil. When in doubt, please contact your importer or use 1:40 mix ratio to be on the safe side			
Crankshaft bearing	1 deep-groove ball bearing / 1 cylinder roller bearing			
Connecting rod bearing	needle bearing			
Piston pin bearing	needle bearing			
Piston	cast piston			
Piston ring	two plain compression rings			
Dimension „X“ <small>(upper edge piston- upper edge cylinder)</small>	0 + 0,1 mm (0 + 0.004 in)			
Ignition timing	1,9 mm (0.074 in) BTDC			
Spark plug	NGK BR7 ES			
Electrode gap	0,60 mm			
Dimension „Z“ <small>height of the control flap</small>	47,5 mm (1.87 in)		48,5 mm	
TVC start open	5500/min		5200/min	
TVC fully open	7000/min (red spring), 7500/min (yellow spring), 7900/min (green spring)			
Primary drive	straight cut spur gears, primary ratio 26:72			
Clutch	multiple disc clutch in oil bath, hydraulically operated (Brake fluid DOT 5.1)			
Transmission	5 speed, claw actuated			
Gear ratio				
1st gear	14 : 30	14 : 30	14 : 30	14 : 30
2nd gear	16 : 26	17 : 26	16 : 26	17 : 26
3rd gear	18 : 24	19 : 23	18 : 24	19 : 23
4th gear	21 : 24	20 : 20	21 : 24	20 : 20
5th gear	22 : 21	29 : 23	22 : 21	29 : 23
Gear lubrication	0,7 liter Motorex Top Speed 4T 15W50			
Available chain sprockets	13t / 14t for chain 5/8 x 1/4"			
Coolant	1.2 litres, 50% anti freeze, 50% distilled water, at least -25 °C (-13 °F)			
Ignition system	KOKUSAN 2K-3 (EXC/EXC Six Days)		KOKUSAN 2K-3 (EXC/EXC Six Days)	
Generator output	12V / 110 W (EXC/EXC Six Days)		12V / 110 W (EXC/EXC Six Days)	
Ignition system	KOKUSAN 2K-2 (XC/XC-W)		KOKUSAN 2K-3 (XC/XC-W)	
Generator output	12V 40 W (XC/XC-W)		12V / 110 W (XC/XC-W)	
Carburetor	flat-slide carburetor, carburetor setting see table			
Air-filter	wet foam type air filter insert			

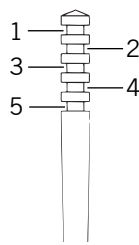
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TIGHTENING TORQUES - ENGINE		
Flange bolts - cylinder-head	M 8	27 Nm
Nuts-cylinder base	M 10	35 Nm
Flywheel collar nut	M 12x1	60 Nm
Exhaust control - retaining bracket	M 5	Loctite 243 + 7 Nm
Exhaust control - control flap	M 6	Loctite 243 + 10 Nm
Exhaust control - lever for control segment	M 5	Loctite 243 + 6 Nm
Shift roller - bearing retaining bracket	M 6	Loctite 243 + 10 Nm
Shift lock	M 6	Loctite 243 + 10 Nm
Locking lever	M 5	Loctite 243 + 6 Nm
Idler bolt	M 6	Loctite 270 + 10 Nm
Kickstarter release plate	M 6	Loctite 243 + 10 Nm
Spring hanger for kickstarter	M 6	Loctite 243 + 10 Nm
Spring hanger on kickstarter	M 6	Loctite 243 + 10 Nm
Oil drain plug with magnet	M 12x1.5	20 Nm
Water pump wheel	M 5	Loctite 243 + 6 Nm
Drain plug on water pump cover	M 10	15 Nm
Nut for primary sprocket (LH thread)	M 18x1.5	Loctite 270 + 150 Nm
Nut for inner clutch hub	M 18x1.5	Loctite 270 + 100 Nm
Crankcase	M 6	10 Nm
Spark plug	M 14x1.25	25 Nm
Kickstarter lever	M 8	Loctite 243 + 25 Nm
Shift lever	M 6	Loctite 243 + 14 Nm
Cover screws	M 5	6 Nm
Ignition / stator	M 5	Loctite 222 + 6 Nm
Other bolts	M 6	10 Nm
	M 8	25 Nm
	M 10	45 Nm

BASIC CARBURETOR SETTING			
	250 XC USA/EU	250+300 EXC EU 300 EXC-E EU 250+300 EXC AUS	250+300 XC-W USA, 300 XC USA 250+300 EXC Six Days EU 250+300 EXC ZA
Carburetor	Keihin PWK 36S AG	Keihin PWK 36S AG	Keihin PWK 36S AG
Carburetor setting mark	FK0150	3600B	FK0140
Main jet	168 (170)	160 (162,165)	162 (165)
Idling jet	35	35	35
Starting jet	85	85	85
Jet needle	N8RG (N8RH)	N3CJ (N8RH, N8RW)	N8RH (N8RW)
Needle position from top	IV	I	IV
Throttle valve	7	7	7
Air adjustment screw open	1	3,5	1
Performance restrictor	-	slide stop 38 mm	-

VERGASERREGULIERUNG CARBURETOR SETTING KEIHIN PWK 36S AG		250+300 XC-W USA, 300 XC USA, 250+300 EXC EU/AUS 250+300 EXC SIX DAYS, 250+300 EXC ZA					2007 	
MEERESHÖHE ALTITUDE ↓	TEMPERATUR TEMPERATURE →	-20°C bis -7°C -2°F to 20°F	-6°C bis 5°C 19°F to 41°F	6°C bis 15°C 42°F to 60°F	16°C bis 24°C 61°F to 78°F	25°C bis 36°C 79°F to 98°F	37°C bis 49°C 99°F to 120°F	
3000 m 10000 ft ↑ 2301 m 7501 ft	LSO ASO LD IJ NADEL NEEDLE POS POS HD MJ	1 35 N8RH 4 162	1 35 N8RH 3 162	1,5 35 N8RW 3 160	1,5 35 N8RW 2 158	2 35 N8RJ 2 155		
2300 m 7500 ft ↑ 1501 m 5001 ft	LSO ASO LD IJ NADEL NEEDLE POS POS HD MJ	1 35 N8RH 4 165	1 35 N8RH 4 162	1 35 N8RH 3 162	1,5 35 N8RW 3 160	1,5 35 N8RW 2 158	2 35 N8RJ 2 155	
1500 m 5000 ft ↑ 751 m 2501 ft	LSO ASO LD IJ NADEL NEEDLE POS POS HD MJ	1 35 N8RG 4 168	1 35 N8RH 4 165	1 35 N8RH 4 162	1 35 N8RH 3 162	1,5 35 N8RW 3 160	1,5 35 N8RW 2 158	
750 m 2500 ft ↑ 301 m 1001 ft	LSO ASO LD IJ NADEL NEEDLE POS POS HD MJ	1 38 N8RG 5 170	1 35 N8RG 4 168	1 35 N8RH 4 165	1 35 N8RH 4 162	1 35 N8RH 3 162	1,5 35 N8RW 3 160	
300 m 1000 ft ↑ Meeresniveau Sea level	LSO ASO LD IJ NADEL NEEDLE POS POS HD MJ	0,75 40 N8RG 5 172	1 38 N8RG 5 170	1 35 N8RG 4 168	1 35 N8RH 4 165	1 35 N8RH 4 162	1 35 N8RH 3 162	

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



ASO = Air screw open from fully-seated
 IJ = Idling jet
 POS = Needle clip position from top
 MJ = Main jet

NICHT FÜR STRASSENBETRIEB
 Kraftstoff: Super Bleifrei ROZ 95

NOT FOR HIGHWAY USE
 Fuel: unleaded fuel with at least RON 95
 USA = Premium PON 91

EXC Modelle: Die oben angeführten Vergaserregulierungen gelten nur für entdrosselte Motorräder. Um die volle Motorleistung zu erhalten, sind neben der Vergaserregulierung auch noch andere Maßnahmen erforderlich, Ihr KTM Händler hilft Ihnen gerne.
WENN SIE ÄNDERUNGEN AM MOTORRAD VORNEHMEN, GEHT DIE STRASSENZULASSUNG VERLOREN, DER BETRIEB AUF ÖFFENTLICHEN STRASSEN IST DANN VERBOTEN UND STRAFBAR! AUSSERDEM ERLISCHT DER VERSICHERUNGSSCHUTZ!


EXC models: The carburetor adjustments described above only apply to dethrottled motorcycles. Other measures will be required in addition to the carburetor adjustment for full engine performance. Your KTM dealer will be pleased to assist you.
CHANGES TO YOUR MOTORCYCLE WILL CAUSE YOU TO LOSE YOUR ROAD APPROVAL. IT WILL BE ILLEGAL TO OPERATE THE MOTORCYCLE ON PUBLIC ROADS! YOUR INSURANCE COVERAGE WILL ALSO BE CANCELLED!

Modelli EXC: Le tarature suindicate del carburatore valgono solo per motociclette potenziata. Per ottenere la piena potenza del motore sono richieste, oltre alla taratura del carburatore, anche altre misure. Il vostro concessionario KTM sarà sempre disposto ad aiutarvi.
MODIFICHE APPORTATE ALLA MOTOCICLETTA DETERMINANO LA PERDITA DELL'OMOLOGAZIONE STRADALE, L'IMPIEGO SU STRADE PUBBLICHE DI CONSEGUENZA È VIETATO E PASSIBILE DI PENNA! INOLTRE DECADE LA COPERTURA ASSICURATIVA!

Modèles EXC : Les réglages de carburateur décrits ci-dessus valent seulement pour des machines débridées. Pour obtenir la pleine puissance, d'autres mesures sont nécessaires en plus de ces réglages. Les agents KTM connaissent ces mesures.
QUAND ON EFFECTUE DES TRANSFORMATIONS SUR UNE MOTO, L'HOMOLOGATION N'EST PLUS VALABLE, L'UTILISATION SUR LA VOIE PUBLIQUE EST INTERDITE ET TOMBE SOUS LE COUP DE LA LOI. DE PLUS LA COUVERTURE D'ASSURANCE DISPARAÎT.

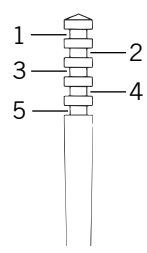
Modelos EXC: Los reglajes del carburador arriba indicados son válidos solamente para motocicletas sin reducción. Para alcanzar la potencia plena del motor, además de la regulación del carburador son necesarias también otras medidas. Su distribuidor KTM le ayudará con todo gusto.
SI EFECTÚA CAMBIOS EN LA MOTOCICLETA, SE PIERDE EL PERMISO DE CIRCULACIÓN EN CARRETERAS; LA CIRCULACIÓN EN VÍAS PÚBLICAS QUEDA ENTONCES PROHIBIDA Y ES PUNIBLE. ¡ADEMÁS CADUCA LA PROTECCIÓN DEL SEGURO!

VERGASERTABELLE » CARBURETOR TABLE

VERGASERREGULIERUNG CARBURETOR SETTING KEIHIN PWK 36S AG		250 XC USA/EU 2007						
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ANHANG – APPENDICE
APPENDIX – APENDICE
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