

BEDIENUNGSANLEITUNG

OWNERS HANDBOOK

2001

KTM
SPORTMOTORCYCLES



IMPORTANT

WE STRONGLY SUGGEST THAT YOU READ THIS MANUAL CAREFULLY AND COMPLETELY BEFORE GOING ON YOUR FIRST RIDE. IT CONTAINS A GREAT DEAL OF INFORMATION AND ADVICE WHICH WILL HELP YOU USE AND HANDLE YOUR BIKE PROPERLY. IN YOUR OWN INTEREST, PLEASE PAY PARTICULAR ATTENTION TO NOTICES THAT ARE MARKED AS FOLLOWS:

⚠ **WARNING** ⚠

IGNORING THESE INSTRUCTIONS, CAN ENDANGER YOUR BODY AND YOUR LIFE.

! **CAUTION** !

IGNORING THESE INSTRUCTIONS COULD CAUSE DAMAGE TO PARTS OF YOUR MOTORCYCLE OR THAT THE MOTORCYCLE IS NOT ROAD-SAFE ANYMORE.

Please insert the series numbers of your motorcycle in the boxes below

Chassis number

Engine number

Stamp of dealer

CONSUMER INFORMATION FOR AUSTRALIA ONLY

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

Owners are warned that the law may prohibit:

- (a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and
- (b) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

KTM SPORTMOTORCYCLE AG RESERVES THE RIGHT TO MODIFY ANY EQUIPMENT, TECHNICAL SPECIFICATIONS, COLORS, MATERIALS, SERVICES OFFERED AND RENDERED, AND THE LIKE SO AS TO ADAPT THEM TO LOCAL CONDITIONS WITHOUT PREVIOUS ANNOUNCEMENT AND WITHOUT GIVING REASONS, OR TO CANCEL ANY OF THE ABOVE ITEMS WITHOUT SUBSTITUTING THEM WITH OTHERS. IT SHALL BE ACCEPTABLE TO STOP MANUFACTURING A CERTAIN MODEL WITHOUT PREVIOUS ANNOUNCEMENT. IN THE EVENT OF SUCH MODIFICATIONS, PLEASE ASK YOUR LOCAL KTM DEALER FOR INFORMATION. WE SHALL NOT BE HELD LIABLE FOR ANY PRINTING ERRORS.

Introduction

We would like to congratulate you on your purchase of a KTM motorcycle. Let us also take this opportunity to thank you for putting your trust in us; we will not let you down.

You are now owner of a sporty and modern motorcycle which you are bound to have a great time with provided you care for it properly. **Before going for a first ride on your motorbike, you should read this Owner's Handbook carefully, even if this takes some of your precious time, so as to familiarize yourself with how your motorbike is to be operated and which features it offers you. Only by doing that you will learn how you can best tune your motorcycle to your needs and how you can avoid bodily injuries. In addition, this Owner's Handbook contains invaluable information about motorcycle maintenance.** At the time of printing, this User's Guide corresponded to the latest state of this model family. It is, however, possible that we may have made slight modifications in the meantime due to development in our motorcycle design.

The Owner's Handbook is an essential part of the motorbike and should - when the bike is sold - be handed over to the new owner.

Many motorcyclists have a good technical knowledge of motorcycle mechanics; if this is true in your case, you will be able to use this Owner's Handbook to carry out most of the maintenance steps yourself. If, on the other hand, you are not very familiar with motorcycles, it might be better to have a professional KTM dealer perform those steps marked by * found in the chapter entitled "Maintenance Work on Chassis and Engine" of this manual.

For your own safety use only KTM-approved parts and accessories. KTM is not liable for damage that arises in connection with the use of other products.

Take special care to follow the recommended run in, inspection, and maintenance intervals. Heeding these guidelines will significantly increase the life of your motorcycle. Be sure to have any maintenance jobs performed by an authorized KTM dealer.

Address your special requests to an authorized KTM dealer who, should the need arise, will be supported by the KTM importer.

Please do not forget to wear your helmet, eye protection, and protective clothing when going for a ride. KTM riders are responsible riders! We wish you a lot of fun when driving !



KTM Austria's certificate of achievement for its Quality System ISO 9001 is the beginning of an on-going total re-engineering quality plan for a brighter tomorrow.

KTM SPORTMOTORCYCLE AG
5230 MATTIGHOFEN, AUSTRIA

Attachments: 1 spare parts manual chassis
1 spare parts manual engine

ALL RIGHTS RESERVED TO MAKE ALTERATIONS TO DESIGN AND MODEL.

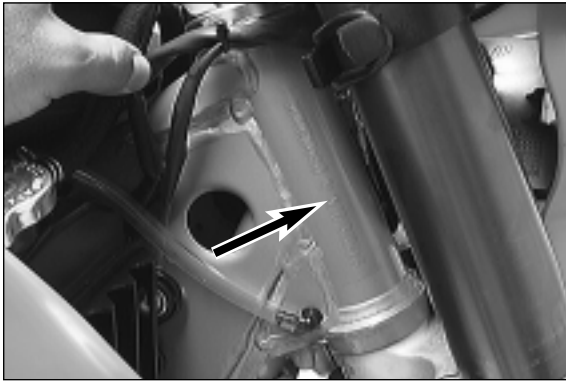
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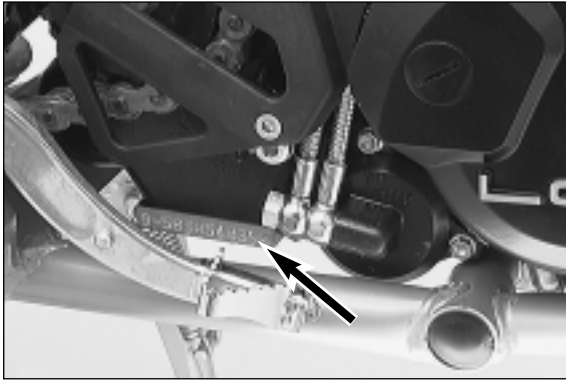
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SERIAL NUMBER LOCATIONS

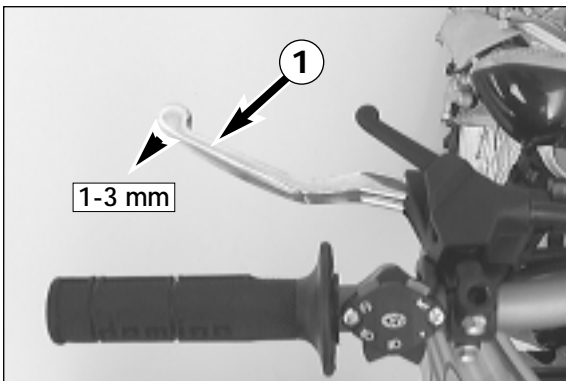
Chassis number

The chassis number is stamped on the right side of the steering head tube. Write this number into the relevant area on page 1.



Engine number, engine type

The engine number and engine type are stamped on the right hand side of the engine below the chain sprocket. Write this number into the relevant area on page 1.



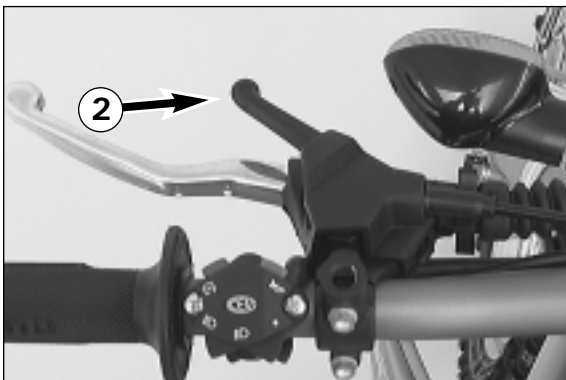
OPERATION INSTRUMENTS

Clutch lever

The clutch lever 1 is fitted on the left hand side of the handlebar. When engine is cold, there should always be a play of 1–3 mm (0,04–0,1 in) at this lever (measured at outer edge).

! CAUTION !

IF THERE IS NO PLAY ON THE CLUTCH LEVER, THE CLUTCH WILL START TO SLIP. THE CLUTCH WILL THEN OVERHEAT, DESTROYING THE CLUTCH LININGS.



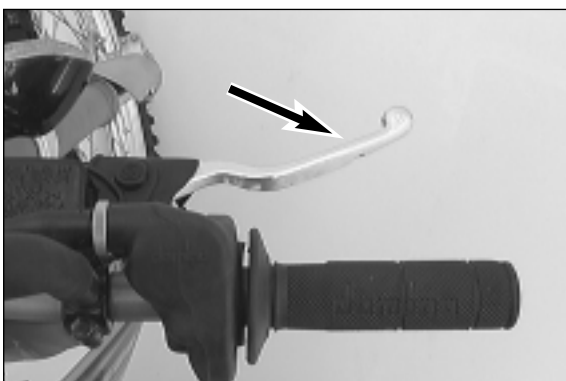
Hand decompression lever

The hand decompression lever 2 is only used in two special cases:

- a) When the engine stalled.
When you then start the engine, you may feel a hard resistance on the kickstarter, because the automatic decompressor cannot lock into place. If this happens, pull the hand decompression lever and use the kickstarter. Afterwards you can start the engine normally again.
- b) When you want to push-start the motorcycle.
While pushing, pull the decompression lever to make it easier to get the engine going.

! CAUTION !

THE SETTING OF THE DECOMPRESSION CABLE SHOULD BE REGULARLY CHECKED. A LACK OF PLAY IN THE DECOMPRESSION LEVER CAN RESULT IN ENGINE DAMAGE.

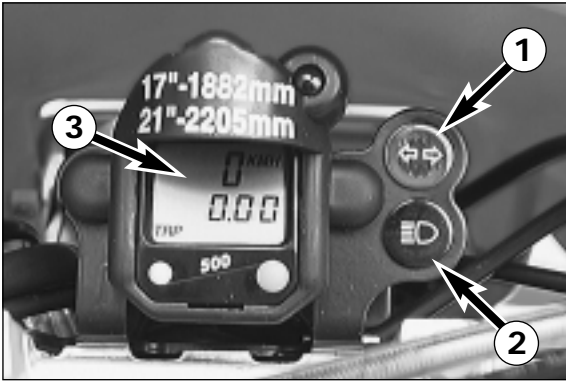


Hand brake lever

The hand brake lever is mounted on the right side of the handle bar and actuates the front wheel brake.

⚠ WARNING ⚠

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.



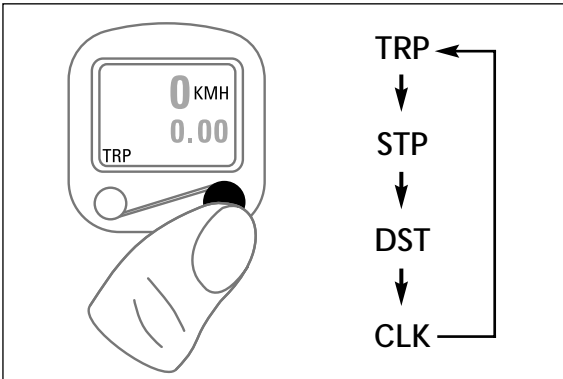
Indicator lamp



The green control lamp 1 flashes when the indicator is working in the same rhythm as the flashing indicator.



The blue control lamp 2 lights up when the high beam is on.



Speedometer – digital

Some models are equipped with a digital speedometer 3.

KMH = Speed, max. 200 km/h (is always indicated)

Aside from speed indication the following indications can be selected:

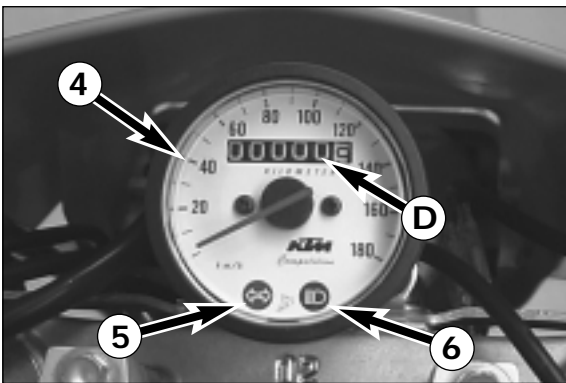
TRP = Trip distance

STP = Stopwatch max. 10 h, automatic start/stop function

DST = Total distance up to 99.999 km

CLK = clock

See maintenance work for change of battery and basic setting.

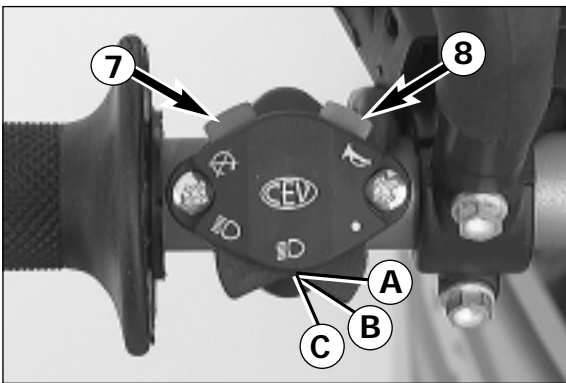


Speedometer, indicator lamps

The mileage indicator D in the speedometer 4 indicates overall mileage.

When the turn indicator is on, the green indicator lamp 5 will be flashing in the same rhythm.

The blue indicator lamp 6 will be lit when the high beam is on.



Combination switch

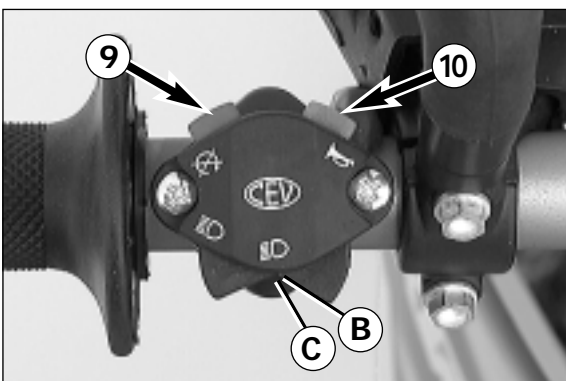
The light switch has 3 switch positions.

A = Light off

B = Low beam light

C = High beam light

The red short circuit button 7 serves to switch off the engine. Leave the switch pressed, until the engine stops. With the button 8 the horn will sound.



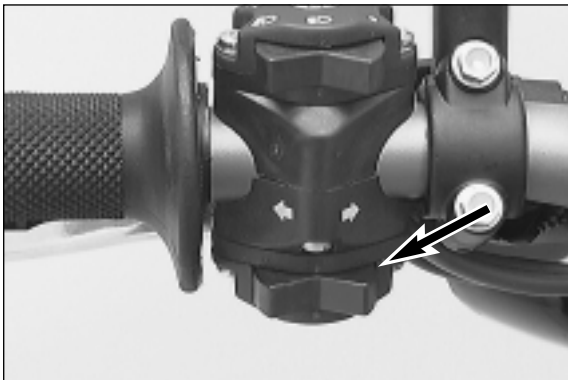
Combination switch (AUS)

The light switch has 2 switch positions.

B = Low beam light

C = High beam light

The red short circuit button 9 serves to switch off the engine. Leave the switch pressed, until the engine stops. Using the button bk the horn will sound.



Flasher switch

The flasher switch is a separate unit and is mounted on the left portion of the handlebar.

The wire harness is designed in a way that whenever you want to use your bike off-road, you can dismount the entire turn indicator system without affecting the function of the remaining electrical system.

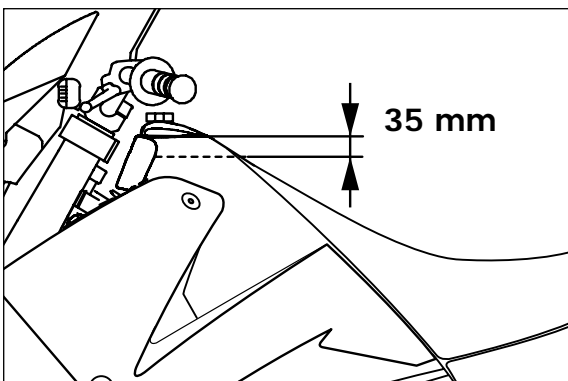
- ↶ Flasher left
- ↷ Flasher right



Filler cap

To open filler cap: Turn the filler cap counter-clockwise.

To close filler cap: Screw on the filler cap clockwise.



Fuel

The LC4 engine needs premium gasoline with an octane number of 95 or higher.

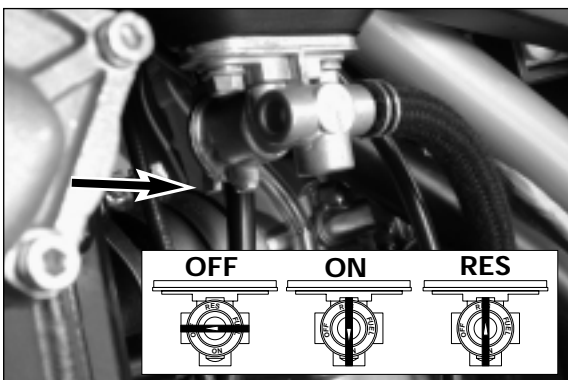
! CAUTION !

USE LEADED OR UNLEADED PREMIUM GRADE GASOLINE (95 OCTANES). NEVER USE ANY GASOLINE HAVING LESS THAN 95 OCTANES BECAUSE IT MAY DAMAGE THE ENGINE.

⚠ WARNING ⚠

GASOLINE IS HIGHLY FLAMMABLE AND POISONOUS. EXTREME CAUTION SHOULD BE USED WHEN HANDLING GASOLINE. DO NOT REFUEL THE MOTORCYCLE NEAR OPEN FLAMES OR BURNING CIGARETTES. ALWAYS SWITCH OFF THE ENGINE BEFORE REFUELLING. 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.

Fuel expands when its temperature rises. Therefore do not fill the tank to the top (see fig.).

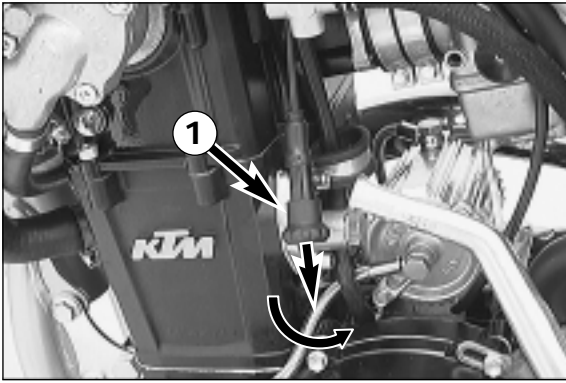


Fuel tap

- OFF** In this position the fuel tap is closed. No fuel may flow to the carburetor.
- ON** When using the motorcycle, the rotating handle must be set to the ON position. Now fuel may flow to carburetor. In this position the tank empties down to the fuel reserve of approx. 2,5 liters.
- RES** The reserve tank, approximately 2,5 liters, cannot be tapped until the rotating handle is turned to the RES position. Fill the tank as soon as possible and remember to turn the rotating handle back to the ON position so that you will have backup fuel next time, too.

! CAUTION !

THE FUEL TAP SHOULD BE LOCKED WHENEVER THE MOTORCYCLE IS PARKED. IF THE TAP IS NOT CLOSED THE CARBURETOR MAY OVERFLOW AND FUEL GET INTO THE ENGINE.



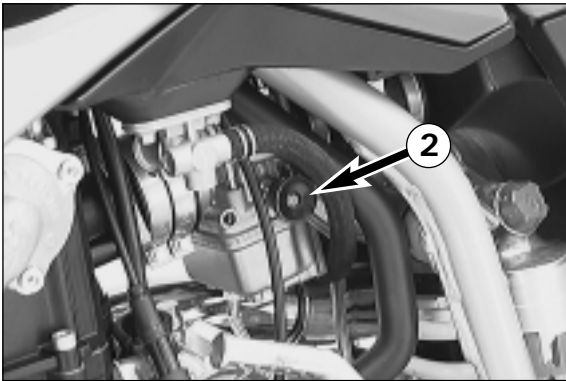
Choke

The choke operating element is located on the engine. Pull the knob 1 and turn it (approx. 90°) to open a bore in the carburetor through which the engine can take in additional fuel. The result is a „fat“ fuel-air mixture of the type needed for cold starts.

To close the bore in the carburetor, turn the knob again (approx. 90°); the knob moves back into its initial position. In this position, the play of the choke cable must be approximately 2 mm (0.1 in).

! CAUTION !

IF THERE IS NO PLAY IN THE CHOKE CABLE, THE COLD STARTER SYSTEM CANNOT BE COMPLETELY CLOSED. THIS RESULTS IN HIGH FUEL CONSUMPTION, UNEVEN RUNNING ENGINE AND EXTREME WEAR OF PISTON AND CYLINDER.

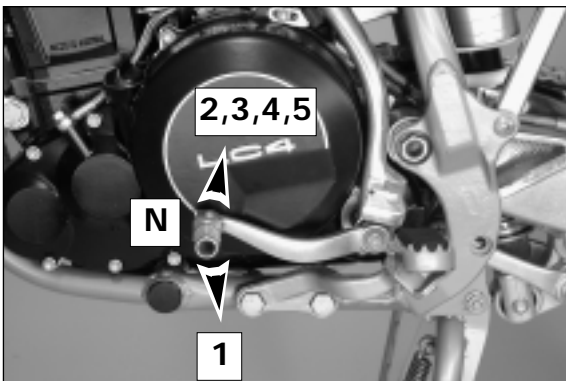


Hot-start device

The carburetor is equipped with a hot-start device which makes it easier to start the engine when hot. Press the hot-start button 2 until it engages. This will slightly lift the throttle valve. Once the engine is running, pull the hot-start button back into its original position.

NOTE:

Always pull the hot start device back into the initial position as soon as the engine is running. An activated hot starting device will have a negative influence on the cold starting properties of the engine.



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 position is located between first and second gear.

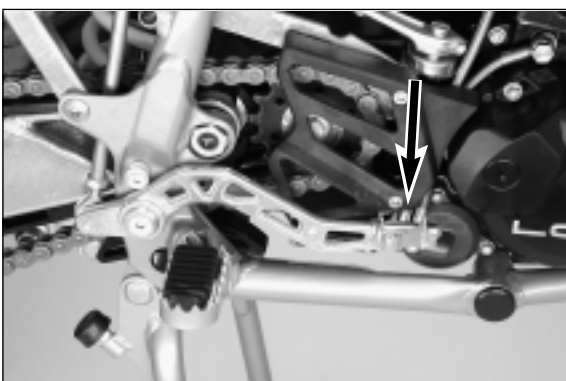


Kickstarter

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

⚠ WARNING ⚠

- IF YOU WANT TO START THE ENGINE, MAKE SURE THAT YOU ALWAYS PUT ON STURDY MOTORCYCLE BOOTS IN ORDER TO AVOID INJURIES. YOU MIGHT SLIP OFF THE KICKSTARTER, OR THE ENGINE MAY KICK BACK AND PUSH YOUR FOOT UPWARD WITH GREAT VEHEMENCE.
- ALWAYS KICK KICKSTARTER BRISKLY ALL THE WAY WITHOUT OPENING THE THROTTLE. KICKING THE KICKSTARTER WITH LESS ENOUGH FORCE AND AN OPENED THROTTLE INCREASE THE KICK-BACK HAZARD.

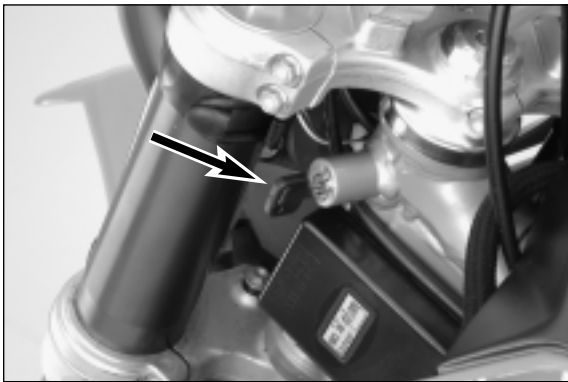


Foot brake pedal

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).

⚠ WARNING ⚠

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.

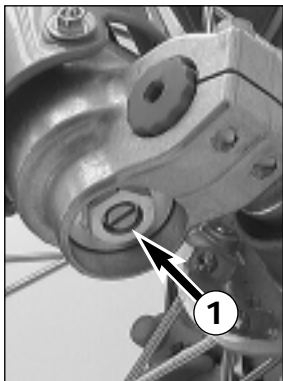
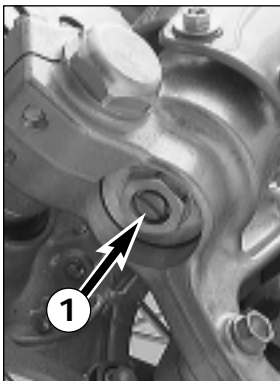


Handlebar lock

The handlebar can be locked by means of the lock located on the control head. Fully turn handlebar to right to lock, insert key, turn to left, press in, turn to right and withdraw.

! CAUTION !

NEVER LEAVE THE KEY INSERTED IN THE LOCK. IF YOU TURN THE STEERING TO THE LEFT THE KEY COULD GET DAMAGED.



Compression damping of fork

Hydraulic compression damping determines the reaction when the fork is compressed. The degree of compression can be adjusted with adjusting screws at the bottom of the fork legs.

Turn the adjusting screw **1** clockwise to increase damping, turn it counterclockwise to reduce damping during compression.

STANDARD ADJUSTMENT

- turn adjusting screw clockwise as far as it will go
- turn it back by as many clicks as are specified for the relevant type of fork

620 SC: 14 clicks
 620 SC SUPERMOTO: 14 clicks



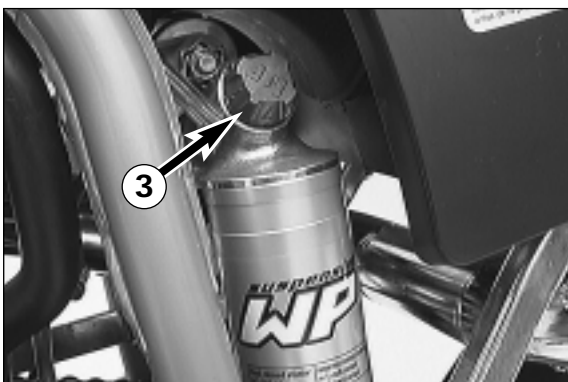
Rebound damping of fork

Hydraulic rebound damping determines the reaction when the fork is rebound. By turning the knob **2**, the degree of damping of the rebound can be adjusted. Turn the knob clockwise to increase damping, turn it counterclockwise to reduce damping during rebounding.

STANDARD ADJUSTMENT

- turn adjusting screw clockwise as far as it will go
- turn it back by as many clicks as are specified for the relevant type of fork

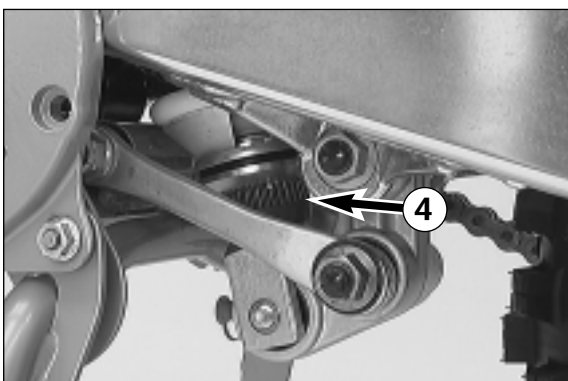
620 SC: 12 clicks
 620 SC SUPERMOTO: 14 clicks



Compression damping of shock absorber

With the knob **3** the degree of damping of the compression can be adjusted to 7 positions. Turn the knob counterclockwise to increase damping, turn it clockwise to reduce damping during rebounding.

620 SC: position 3
 620 SC SUPERMOTO: position 5



Rebound damping of shock absorber

With the setting wheel **4** the degree of damping of the rebound can be adjusted to 11 positions. Turn the knob to the left side to increase damping, turn it to the right side to reduce damping during rebounding.

620 SC: position 5
 620 SC SUPERMOTO: position 7

⚠ WARNING ⚠

- NEVER CHANGE DAMPING BETWEEN THE TEST DRIVES MORE THAN 2 CLICKS.
- THE DAMPING UNITY 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. DANGEROUS INJURIES COULD BE THE RESULT.

Check the following before each start

When you start, the motorcycle must be in perfect mechanical condition. For safety reasons, you should make a habit of performing an overall check of your motorcycle before each start.

The following checks should be performed:

- 1 **CHECK OIL LEVEL**
Insufficient oil results in premature wear and consequently to engine damage.
- 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 can fall from the chain wheels; an extremely worn chain can tear, and insufficient lubrication can result in unnecessary wear of chain and chain wheels.
- 4 **TIRES**
Check for damaged tires. Tires showing cuts or dents must be replaced. The tread depth must comply with the legal regulations. Also check the air pressure. Insufficient tread and incorrect air pressure deteriorate the driving performance.
- 5 **BRAKES**
Check correct functioning of the braking system. Check for 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. Arrange for the braking system to be checked by a KTM specialist, as complete failure of the braking system can be avoided.
Also check the state of the brake hose and the thickness of the brake linings.
Check free travel at hand brake lever and foot brake lever.
- 6 **CABLES**
Check correct setting and smooth operation of all control cables.
- 7 **COOLING FLUID**
Check the level of cooling fluid when the engine is cold.
- 8 **ELECTRICAL SYSTEM**
Check correct operation of headlamps, tail-lights, brake lights, indicators, control lamps and horn while the engine is running.
- 9 **LUGGAGE**
If you are taking luggage with you, check that this is securely fastened.



WARNING



- WEAR SUITABLE CLOTHING WHEN DRIVING A MOTORCYCLE. CLEVER KTM DRIVERS ALWAYS WEAR A HELMET, BOOTS, GLOVES AND A JACKET, REGARDLESS OF WHETHER DRIVING ALL DAY OR JUST FOR A SHORT TRIP. THE PROTECTIVE CLOTHING SHOULD BE BRIGHTLY COLORED SO THAT OTHER VEHICLE CAN SEE YOU AS EARLY AS POSSIBLE. YOUR PASSENGER WILL ALSO NEED SUITABLE PROTECTIVE CLOTHING.
- DO NOT DRIVE AFTER HAVING CONSUMED ALCOHOL.
- ALWAYS TURN ON THE LIGHT TO MAKE SURE THAT OTHER DRIVERS BECOME AWARE OF YOU AS EARLY AS POSSIBLE.
- ONLY USE ACCESSORIES THAT HAVE BEEN RELEASED BY KTM. FOR EXAMPLE, FRONT PANNELLING CAN IMPAIR THE DRIVING PROPERTIES OF THE MOTORCYCLE. CASES, EXTRA TANKS ETC. CAN ALTER THE WEIGHT DISTRIBUTION AND THUS ALSO IMPAIR THE VEHICLES DRIVING PROPERTIES.
- THE FRONT AND REAR WHEEL ARE ALLOWED TO BE FITTED ONLY WITH TIRES THAT HAVE THE SAME PROFILE TYPE.



WARNING



IMPORTANT INSTRUCTIONS FOR SUPER COMPETITION MODELS:

- THESE MODELS WERE DESIGNED AND BUILT FOR ONE PERSON ONLY - NO ADDITIONAL PASSENGER ALLOWED!
- WHEN RIDING YOUR MOTORCYCLE, PLEASE BEAR IN MIND THAT OTHER PEOPLE MAY FEEL MOLESTED BY EXCESSIVE NOISE.

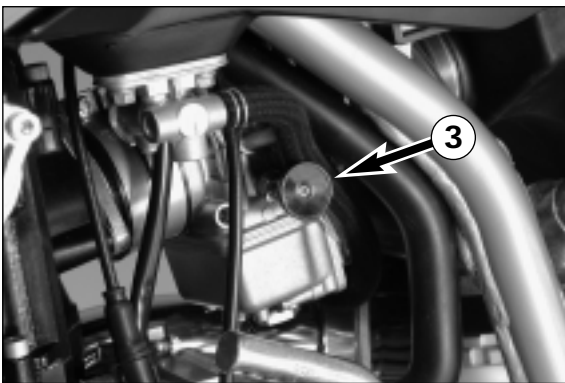
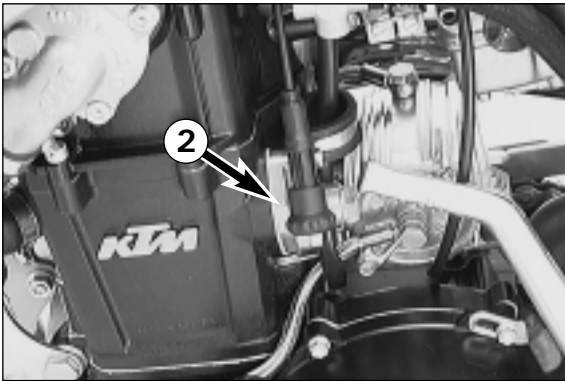
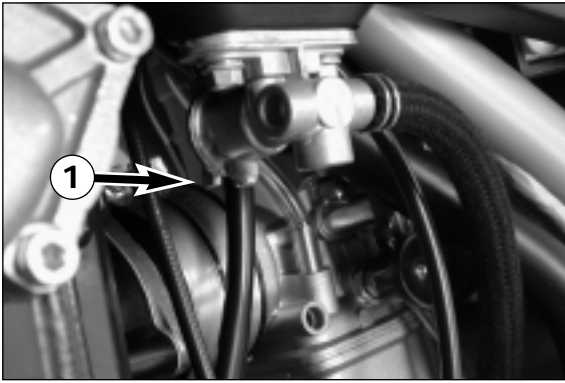
Instructions for initial operation

- Verify that your KTM dealer performed the PREPARATION OF VEHICLE jobs (see Customer Service Manual).
- Read these operating instructions carefully before your first ride.
- Familiarize yourself with the operating elements.
- Adjust the hand brake lever and foot brake lever to your most comfortable position.
- Get used to handling the motorcycle on an empty parking lot or open space, before starting on a longer drive. Also try to drive as slowly as possible and in standing position, to improve your feeling for the vehicle.
- Do not drive along off-road tracks which go beyond your ability and experience.
- Hold the handlebars with both hands and leave your feet on the foot rests while driving.
- Remove your foot from the foot brake lever when you are not braking. If the foot brake lever is not released the brake pads rub continuously and the braking system is overheated.
- Do not make any alterations to the motorcycle and always use ORIGINAL KTM SPARE PARTS. Spare parts from other manufacturers can impair the safety of the motorcycle.
- Motorcycles are sensitive to alterations in the distribution of weight. If you are taking luggage with you, this should be secured as close as possible to the middle of the vehicle; distribute the weight evenly between the front and rear wheel. Never exceed the maximum permissible laden weight and the axle weights. The maximum permissible laden weight is made up of the following components:
 - Motorcycle ready for operation and tank full
 - Luggage
 - Driver with protective clothing and helmet.
- Pay attention to running-in procedure.

Running in the LC-4 models

Even very precisely machined sections of engine components have rougher surfaces than components which have been sliding against one another for quite some time. Therefore, every engine needs to be broken in. For this reason, during its first 1000 kilometers (620 miles) the engine must not be revved up to its performance limits. The engine speed of 4800 r.p.m. must not be exceeded during the first 1000 kilometers (620 miles). During this break-in time, you should ride your motorcycle in different conditions (roads, easy off-road terrain). The following table shows you the maximum velocity values in the different gears at 4800 r.p.m. as based on the rear wheel transmission ratio of your motorcycle.

ratio gear	620 SC 16:40 Z	620 Supermot 17:38 Z
1. G	35 kmh	35 km/h
2. G	50 kmh	55 km/h
3. G	70 kmh	75 km/h
4. G	90 kmh	90 km/h
5. G	100 kmh	105 km/h



Starting when the engine is cold

- 1 Open the fuel tap 1
- 2 Swing up the side stand or center stand.
- 3 Put the gear in neutral
- 4 Operate the choke 2
- 5 Go to the left of your motorbike. DO NOT open the throttle, and briskly kick the kickstarter ALL THE WAY.



WARNING



- IF YOU WANT TO START THE ENGINE, MAKE SURE THAT YOU ALWAYS PUT ON STURDY MOTORCYCLE BOOTS IN ORDER TO AVOID INJURIES. YOU MIGHT SLIP OFF THE KICKSTARTER, OR THE ENGINE MAY KICK BACK AND PUSH YOUR FOOT UPWARD WITH GREAT VEHEMENCE.
- ALWAYS KICK KICKSTARTER BRISKLY ALL THE WAY WITHOUT OPENING THE THROTTLE. KICKING THE KICKSTARTER WITH LESS ENOUGH FORCE AND AN OPENED THROTTLE INCREASE THE KICK-BACK HAZARD.
- 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



DON'T RIDE YOUR MOTORCYCLE WITH FULL LOAD AND HIGH REVS WHEN ENGINE IS COLD. BECAUSE THE PISTON IS WARMING UP FASTER THAN THE WATER COOLED CYLINDER, IT CAN CAUSE ENGINE DAMAGE.

Starting when the engine is warm

- 1 Open the fuel tap 1
- 2 Swing up the side stand or center stand.
- 3 Put the gear in neutral
- 4 Leave the throttle closed and push the kickstarter hard ALL THE WAY

Starting when the engine is hot

- 1 Open the fuel tap 1
- 2 Swing up the side stand or center stand.
- 3 Put the gear in neutral
- 4 Push in the hot-start button 3 on the carburetor as far as it will go
- 5 Leave the throttle closed and push the kickstarter hard ALL THE WAY
- 6 Once the engine is running, pull hot-start button back into its original position.

What to do when the engine is „flooded“

Pull in the hand decompression lever, open the throttle fully, kick the kickstarter through the stroke 5 to 10 times and start the motor as described above.

Starting off

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



WARNING



- BEFORE YOU START, CHECK THAT THE MAIN OR SIDE STAND HAS BEEN SWUNG UP FULLY. IF THE STAND DRAGS ON THE GROUND, THE MOTORCYCLE CAN GET OUT OF CONTROL.
- ALWAYS TURN ON THE LIGHT TO MAKE SURE THAT OTHER DRIVERS BECOME AWARE OF YOU AS EARLY AS POSSIBLE.

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. Close throttle, at the same time pull clutch lever in and shift to the next higher gear. Let clutch lever go again and open throttle. If you turned on the choke, make sure you turn it off again as soon as engine is warm. When you reach full speed through opening the throttle all the way, turn throttle back to 3/4; the speed will not decrease but the engine will use less fuel.

Only give as much throttle as the engine can handle. Through quick and high revving of throttle, the fuel consumption increases.

When shifting down, use the brakes if necessary and close throttle at the same time. Pull clutch lever and shift down to the next gear. Let clutch lever go slowly and open throttle or shift down again.

-
- ⚠ WARNING ⚠**
-
- OBSERVE THE TRAFFIC REGULATIONS, DRIVE DEFENSIVELY AND TRYING TO LOOK AHEAD AS FAR AS POSSIBLE SO THAT ANY HAZARDS CAN BE RECOGNIZED AS EARLY AS POSSIBLE.
 - CHOOSE YOUR DRIVING SPEED ACCORDING TO THE CONDITIONS AND YOUR DRIVING SKILLS.
 - DRIVE CAREFULLY ON UNKNOWN ROADS OR ON UNFAMILIAR TRIALS.
 - AVOID ABRUPT LOAD CHANGES WHILE RIDING AROUND BENDS AND ON WET OR SLIPPERY GROUND. OTHERWISE YOU MIGHT EASILY LOSE CONTROL OF YOUR MOTORCYCLE.
 - WHEN DRIVING OFF-ROAD, ALWAYS HAVE A FRIEND ON A SECOND MOTORCYCLE TO KEEP YOU COMPANY, SO THAT YOU CAN HELP EACH OTHER SHOULD DIFFICULTIES ARISE.
 - RENEW THE VISOR ON YOUR HELMET OR THE GLASS OF YOUR GOGGLES ON TIME SO AS TO ENSURE OPTIMUM VISION IN ANY SITUATION. WHEN LIGHT SHINES DIRECTLY ON SCRATCHED VISOR OR GOGGLES, THE OPERATOR WILL BE BLINDED.
 - AFTER FALLING WITH THE MOTORCYCLE, CHECK ALL FUNCTIONS THOROUGHLY BEFORE STARTING UP OPERATIONS AGAIN.
 - A BENT HANDLEBAR MUST ALWAYS BE REPLACED. NEVER TRY TO STRAIGHTEN THE HANDLEBAR BECAUSE THIS WILL CAUSE IT TO LOSE ITS STABILITY.

-
- ! CAUTION !**
-
- HIGH RPM RATES WHEN THE ENGINE IS COLD HAVE AN ADVERSE EFFECT ON THE LIFE OF YOUR ENGINE. WE RECOMMEND YOU RUN THE ENGINE IN A MODERATE RPM RANGE FOR A FEW MILES TO WARM UP. AFTER THAT NO FURTHER PRECAUTIONS IN THIS RESPECT NEED BE TAKEN. THE ENGINE HAS REACHED ITS OPERATING TEMPERATURE AS SOON AS THE RADIATORS BECOME WARM.
 - NEVER HAVE THE THROTTLE WIDE OPEN WHEN CHANGING DOWN TO A LOWER GEAR. THE ENGINE WILL OVER-REV, DAMAGING THE VALVES. IN ADDITION, THE REAR WHEEL LOCKS SO THAT THE MOTORCYCLE CAN EASILY GET OUT OF CONTROL.
 - LONG WHEELIES LEAD TO A DROP IN THE OIL PRESSURE WHICH CAN LEAD TO MOTOR DAMAGE.
 - NEVER USE YOUR MOTORCYCLE WITHOUT AN AIR FILTER. OTHERWISE DUST AND DIRT MAY ENTER THE ENGINE AND CAUSE INCREASED WEAR.
 - IF ANY ABNORMAL VIBRATIONS OCCUR WHILE DRIVING, CHECK THAT THE ENGINE FASTENING BOLTS ARE TIGHT.
 - IN THE EVENT THAT, WHILE RIDING ON YOUR MOTORCYCLE, YOU NOTICE ANY UNUSUAL OPERATION-RELATED NOISE, STOP IMMEDIATELY, TURN THE ENGINE OFF, AND CONTACT AN AUTHORIZED KTM DEALER.

Braking

Close throttle 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 care, blocking wheels can cause you to skid or fall. Also change down to lower gears depending on your speed.

When driving down hill, use the braking effect of the engine. Change down one or two gears but do not overspeed the engine. In this way, you will not need to brake so much and the brakes will not overheat.

-
- ⚠ 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.
 - RIDES ON SALT-STREWED OR DIRTY ROADS CAN ALSO DELAY THE BRAKING EFFECT. THE BRAKES MUST BE PULLED UNTIL THEY ARE 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.

Stopping and parking

Apply the brakes fully and put the engine into neutral. To stop the engine, switch off the ignition or pull the short circuit button when the engine is idling, until the engine stops. Turn the fuel tap to the OFF position, park on an area with firm ground, and lock the motorcycle.

-
- ⚠ WARNING ⚠**
-
- ALWAYS PARK YOUR MOTORBIKE ON A SOLID AND HORIZONTAL SURFACE.
 - NEVER LEAVE YOUR MOTORCYCLE WITHOUT SUPERVISION IF THE ENGINE IS RUNNING.
 - 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 OPERATING 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 CARBURETTOR CAN FLOOD AND FUEL WILL ENTER THE ENGINE.
 - NEVER PARK YOUR MOTORCYCLE IN FIRE HAZARDOUS PLACES DUE TO DRY GRASS OR OTHER EASILY FLAMMABLE MATERIALS.



NOTE REGARDING THE MAIN STAND:
 We advise the following procedure to place the motorcycle on the main stand as effortlessly as possible:
 a) press main stand to ground using foot.
 b) swing out kickstarter and pull at an angle toward the rear of motorcycle (see illustration).

A washed motorcycle can be checked more quickly which saves money!		1. Service after 1000 km or 10 hours	after / every 2500 km or 25 hours	after / every 5000 km or once a year
ENGINE	Change engine oil, oil filter, and micro-filter	●	●	●
	Clean oil screens and magnet of drain plug	●		●
	Check oil lines for damage and kink-less arrangement	●		●
	Check and adjust spark plug, replace every 10,000 km			●
	Check and adjust valve clearance	●		●
	Check engine fastening screws for tight fit	●		●
CARBURATOR	Check carburetor connection boots for cracks and leaks			●
	Check idle setting	●		●
	Check bleeder hoses for damage and kink-free arrangement	●		●
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 kink-less arrangement, adjust and lubricate	●		●
	Clean air filter and air filter box			●
	Check cables for damage and kink-less arrangement			●
	Check headlamp adjustment			●
	Check electrical system for function; (low/high beams, stop light, turn indicators, tell-tale lamps, speedometer illumination, horn, emergency-off switch)	●		●
				●
BRAKES	Check brake fluid level, lining thickness, and brake discs	●		●
	Check brake lines for damage and leaks	●		●
	Check/adjust smooth operation, free travel of handbrake/footbrake levers	●		●
	Check screws of brake system for tight fit	●		●
CHASSIS	Check suspension strut and fork for leaks and proper function	●		●
	Check O-ring of suspension strut for wear			●
	Clean dust sleeves			●
	Bleed fork legs	●		●
	Check swinging-fork pivot			●
	Check/adjust steering-head bearing	●		●
	Lubricate reversing lever			●
	Check all chassis screws for tight fit (fork plates, fork leg, axle nuts/screws, swinging-fork pivot, reversing lever, suspension strut)	●		●
WHEELS	Check spoke tension and rim join	●		●
	Check tire condition and inflation pressure	●		●
	Check chain, chain wheels, chain wheel guides for wear, tight fit, and tension	●		●
	Lubricate chain	●		●
	Check wheel bearings and jerk damper for play			●

IMPORTANT RECOMMENDED MAINTENANCE PROCEDURES TO BE PERFORMED BASED ON A SEPARATE SUPPLEMENTARY ORDER

	every 2500 km or 25 hours	at least once a year	every 2 years or 20000 km
Perform complete fork maintenance		●	
Perform complete suspension strut maintenance			●
Perform complete reversing lever maintenance			●
Replace glass-fiber yarn packing of main silencer	●		
Clean and lubricate steering-head bearing and sealing elements		●	
Clean and adjust the carburetor		●	
Treat the electrical contacts and switches with contact spray		●	
Change brake fluid		●	

**IF MOTORCYCLE IS USED FOR COMPETITION 5000 KM SERVICE SHOULD BE CARRIED OUT AFTER EVERY RACE!
SERVICE INTERVALLS SHOULD NEVER BE EXCEED BY MOOR THAN 5 HOURS OR 500 KM.
MAINTENANCE WORK DONE BY KTM AUTHORISED WORKSHOPS IS NOT A SUBSTITUTE OF CARE AND CHECKS DONE BY THE RIDER!**

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 oil level	●			
Check brake fluid level	●			
Check brake pads for wear	●			
Check lighting system for proper operation	●			
Check horn for proper operation	●			
Lubricate and adjust actuating cables and nipples		●		
Bleed fork legs in regular intervals			●	
Remove and clean dust sleeves in regular intervals			●	
Clean and lubricate chain as necessary		●	●	
Check chain tension		●	●	
Clean air filter and filter box				●
Check tire pressure and wear	●			
Check coolant level	●			
Check fuel lines for leaks	●			
Drain float chamber		●		
Verify smooth operation of all controls	●			
Check brake performance	●	●		
Treat exposed metal components (except for the braking and exhaust systems) with wax-based anti-corrosion agents		●		
Treat ignition/steering lock and light switch with contact spray		●		
Check all screws, nuts, and hose clamps for tight fit				●

MAINTENANCE WORK ON CHASSIS AND ENGINE



WARNING



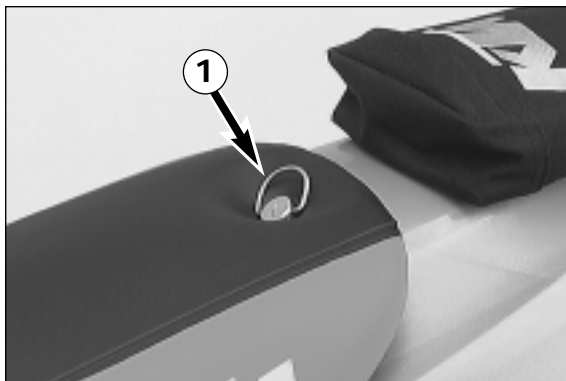
ALL MAINTENANCE AND ADJUSTMENT OPERATIONS THAT ARE MARKED WITH A * REQUIRE SPECIALIST KNOWLEDGE. FOR YOUR OWN SECURITY, LET THESE TASKS BE CARRIED OUT BY A KTM-DEALER. AT KTM YOUR MOTORCYCLE WILL RECEIVE OPTIMAL SERVICING BY SPECIALLY TRAINED MECHANICS.



CAUTION

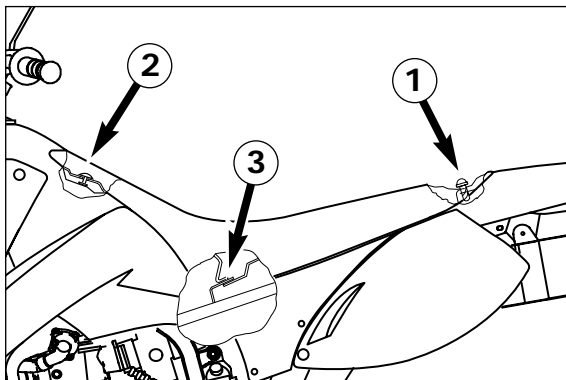


- WHEN CLEANING THE MOTORCYCLE, DO NOT USE A HIGH PRESSURE CLEANING UNIT IF POSSIBLE, OTHERWISE WATER WILL PENETRATE THE BEARINGS, CARBURETOR, ELECTRIC CONNECTORS ETC.
- WHEN TRANSPORTING YOUR KTM, ENSURE THAT IT IS HELD UPRIGHT WITH RESTRAINING STRAPS OR OTHER MECHANICAL FASTENING DEVICES AND THAT THE FUEL TAP IS IN THE OFF POSITION - IF THE MOTORCYCLE SHOULD FALL DOWN, BE AWARE OF ANY LEAKING FUEL FROM THE CARBURETOR OR FUEL TANK
- 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.
- REMOVE OILS, FATTY MATTERS, FILTERS, FUELS, WASHING DETERGENTS ETC. ORDERLY.
- UNDER NO CIRCUMSTANCES MAY USED OIL BE DISPOSED OF IN THE SEWAGE SYSTEM OR IN THE OPEN COUNTRYSIDE. 1 LITER USED OIL CONTAMINATES 1.000.000 LITERS WATER.
- IF YOU UNFASTEN SELF-LOCKING NUTS, YOU HAVE TO REPLACE THEM BY NEW ONES.
- IF YOU UNFASTEN SCREWS AND NUTS SECURED BY LOCTITE, YOU HAVE TO REATTACH AND SECURE THEM IN THE SAME WAY. SEE TECHNICAL SPECIFICATIONS - FASTENING TORQUES ON PAGE 37/38.



Removal of seat

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

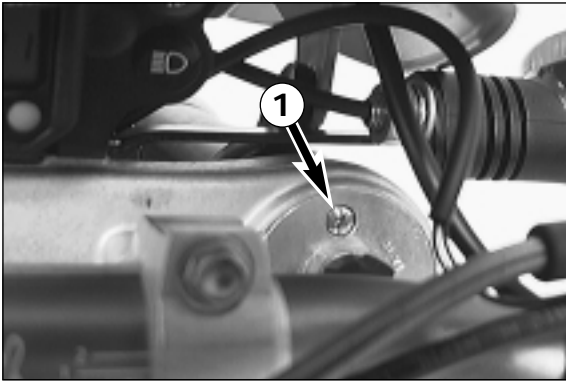


When installing the seat, be sure to insert the rear portion of the seat into the metal clasp 3.



Tool set

The tool set 4 is accommodated in the tool compartment behind the seat.

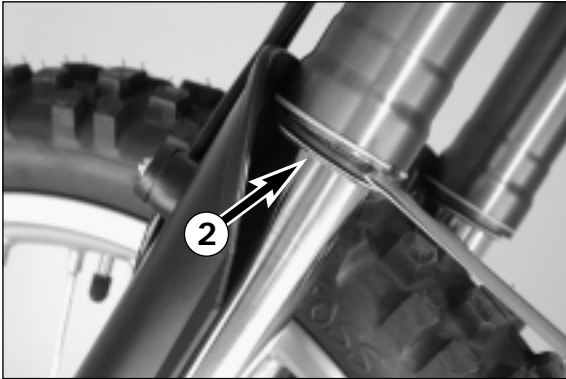


Breather plug front fork

After every 5 hours of use for competitive racing, slacken the breather plugs 1 a few turns in order to relieve excess pressure from the inside of the fork. To do this, place the motorcycle on a stand with the front wheel lifted off the ground. When riding the motorcycle mainly on street, it will be enough to have this job performed in the course of the periodical maintenance service.

! CAUTION !

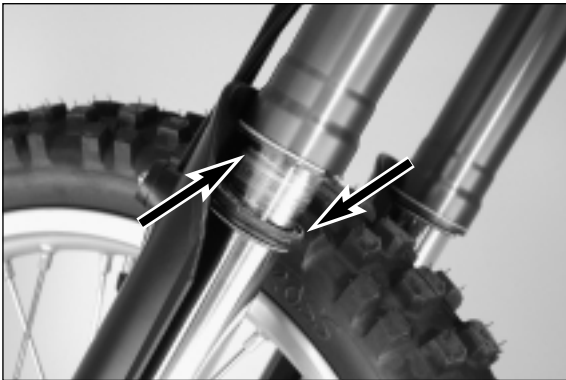
EXCESSIVE PRESSURE IN THE INTERIOR OF THE FORK CAN CAUSE LEAKS IN THE FORK. IF YOUR FORK IS LEAKING, IT IS RECOMMENDED TO OPEN THE BREATHER PLUGS BEFORE HAVING THE SEALS REPLACED.



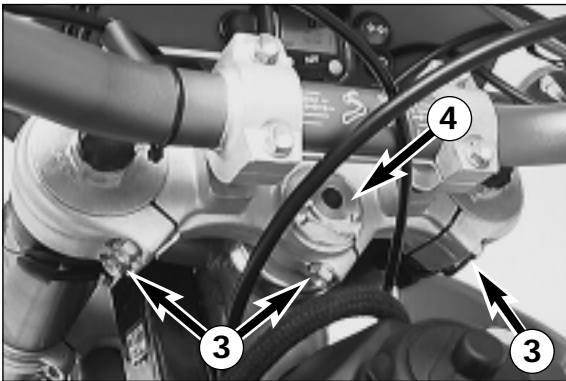
Cleaning the dust sleeves of the telescopic fork

The dust-protection bellows 2 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 lever the dust-protection bellows out of the outer tubes and slide them downward.



Clean dust-protection bellows, outer tubes, and fork tubes thoroughly, and oil them thoroughly with silicone spray. Then, push dust-protection bellows into the outer tubes by hand.



Check and adjust steering head bearing *

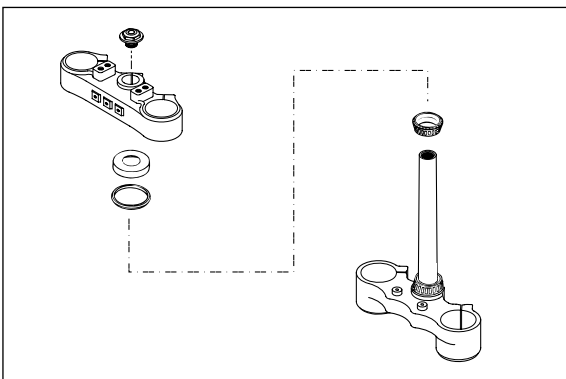
Check steering head bearing for play periodically. To check this put motorcycle on a stand so that the front wheel is off the ground. Now try to move the fork forward and backward. To adjust, loosen the five pinch bolts 3 of the top triple clamp and turn steering stem bolt 4 clockwise until there is no more play. Don't tighten the steering stem bolt all the way, otherwise the bearings will be damaged. With a plastic hammer, lightly tap on the triple clamp to release tension. Retight the five pinch bolts with 20 Nm (15 ft.lbs).

! WARNING !

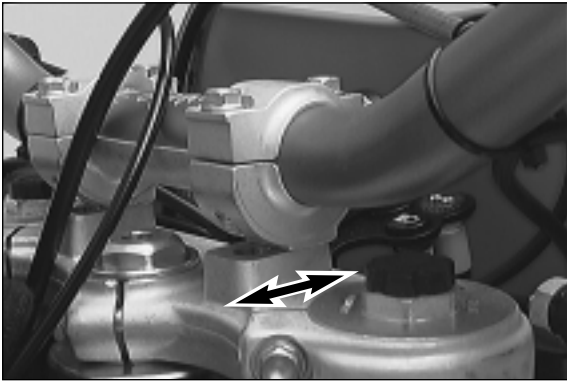
IF THE STEERING HEAD BEARING IS NOT ADJUSTED TO BE FREE OF PLAY, THE MOTORCYCLE WILL SHOW AN UNSTEADY DRIVING PERFORMANCE AND CAN GET OUT OF CONTROL.

! CAUTION !

IF YOU DRIVE WITH PLAY OF STEERING HEAD BEARING FOR LONGER PERIODS, FIRST THE BEARINGS AND THEN THE BEARING SEATS IN THE FRAME WILL BE DESTROYED.

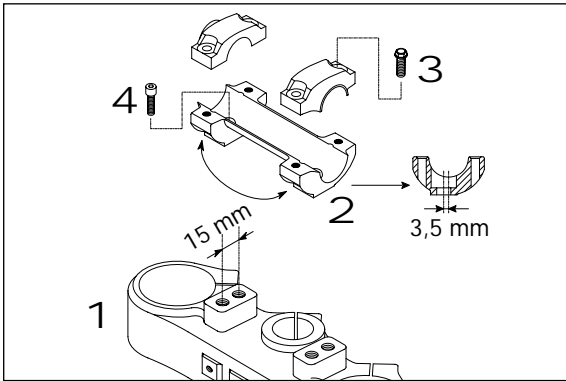


At least once a year, the steering head bearings should be smeared with waterproof grease.

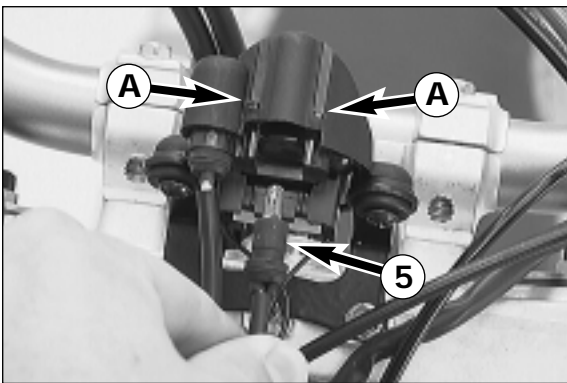


How to change the handlebar position

The handlebar position can be readjusted by 22 mm. Thus, you can put the handlebar to the position that is the most convenient for you. The upper triple clamp **1** includes 2 bores arranged at a distance of 15 mm (0,6 in) from one another. The bores at the handlebar support **2** 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 **3** of the handlebar clamps and screws **4** of the handlebar support. Position handlebar support, and tighten screws **4** to 40 Nm (30 ft.lbs). Mount handlebar and handlebar clamps, and tighten screws **3** to 20 Nm (15 ft.lbs). The gap between handlebar support and handlebar clamps is to be of equal size in the front and in the rear.



Replacing the battery of the digital speedometer

After approx. 2 years, the battery of the digital speedometer will be empty and must be replaced. For this purpose, the speedometer must be dismounted.

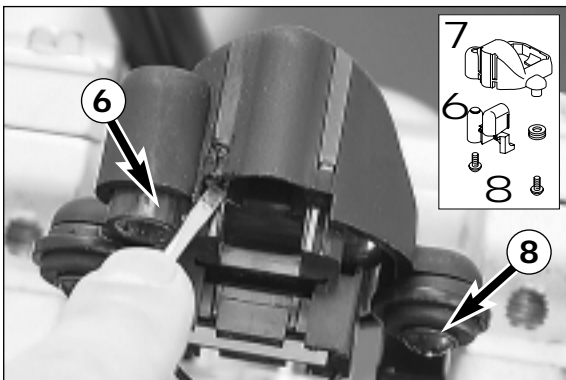
Remove headlight mask, and pull speedometer illumination system **5** out of the speedometer housing.

Use a screwdriver to lever the blue speedometer glass **6** downward and out of the speedometer housing **7**. The two noses **A** must be disengaged from the speedometer housing. Remove screws **8**, and take speedometer out of housing.

Before you remove the battery, do not forget to write down the following data:

- total kilometer reading (DST)
- wheel circumference (WS)
- Remove the battery cover on the back of the speedometer and detach the batteries. The new batteries must be inserted with the plus pole on top.
- Make sure that the seal ring has the right position on the cover when mounting the battery cover.
- Now total mileage, wheel circumference and time have to be entered.

To mount the speedometer, proceed by following the reverse order of the above procedure.

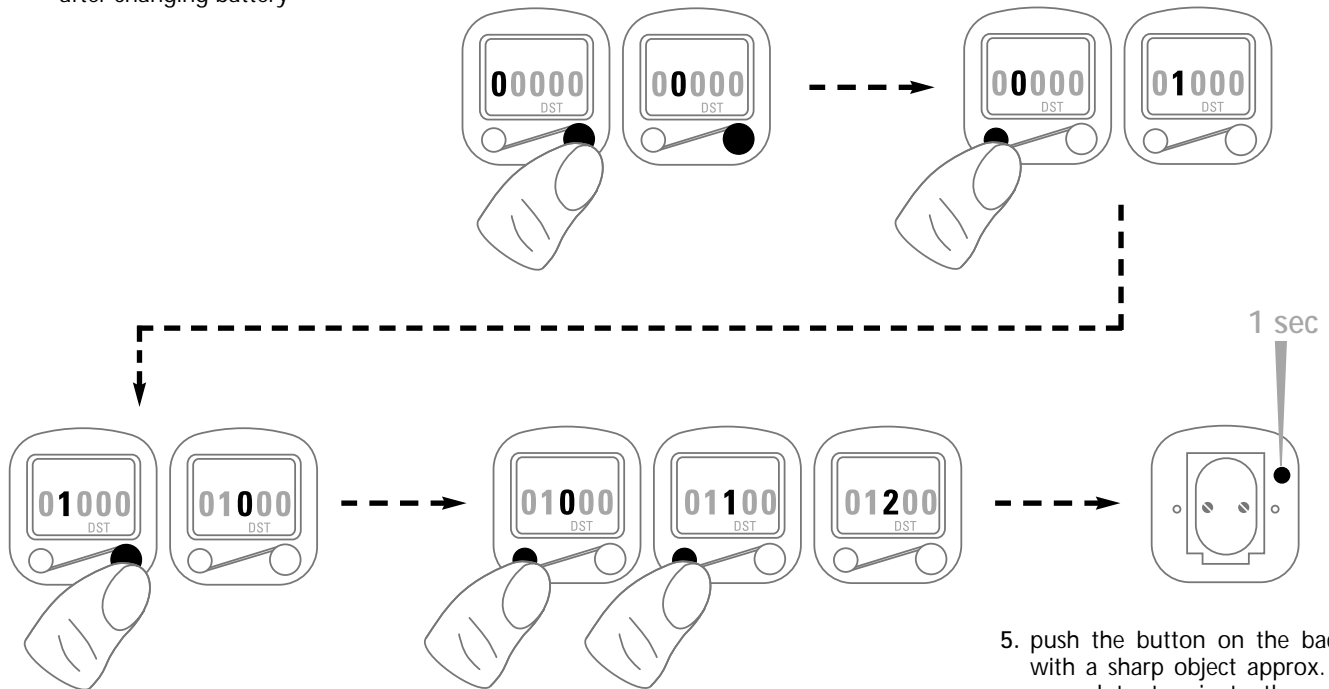


TOTAL MILEAGE „DST“

after changing battery

1. use the right button to select the position to be changed

2. push the left button until the correct figure is shown on the display



3. by pushing the right button you jump to the next figure

4. repeat pos. 2 + 3 until the previously noted total mileage is indicated

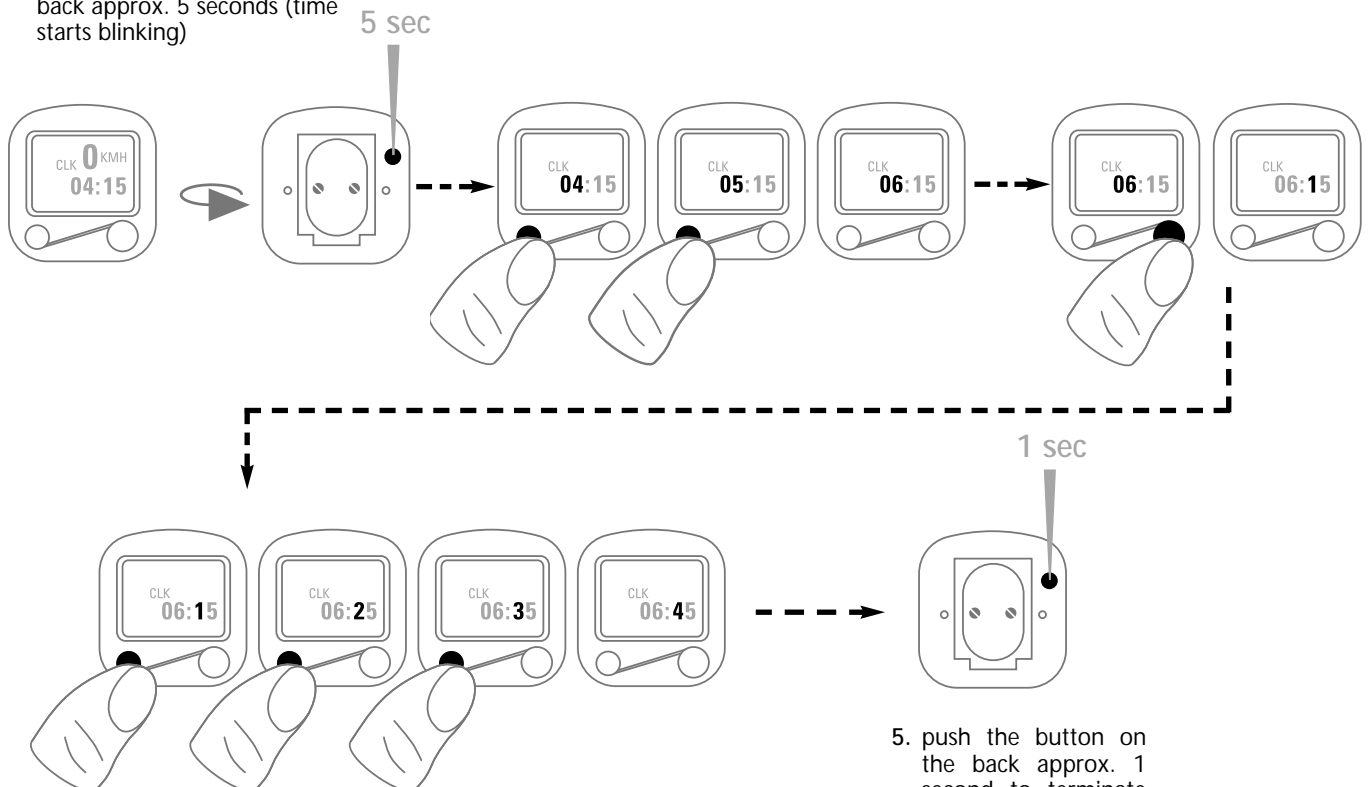
5. push the button on the back with a sharp object approx. 1 second to terminate the setting procedure (the value is then stored)

TIME „CLK“

1. make sure the time is indicated and push the button on the back approx. 5 seconds (time starts blinking)

2. push the left button until the correct figure is shown on the display

3. by pushing the right button you jump to the next figure

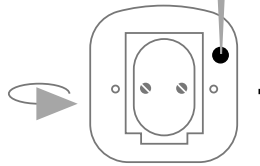


4. repeat pos. 2 + 3 until correct time is indicated

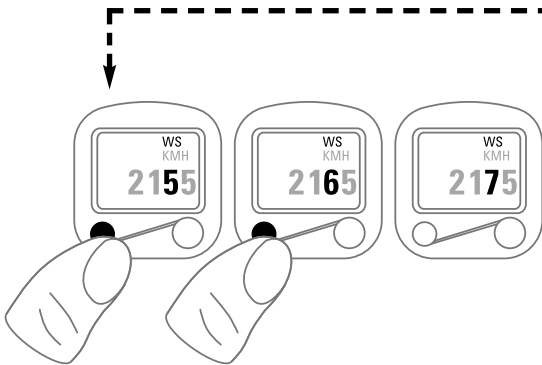
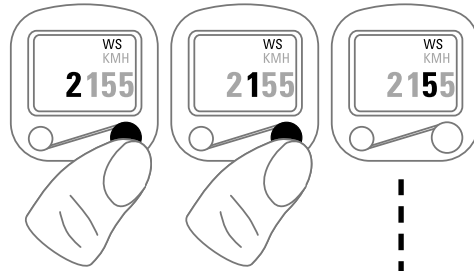
5. push the button on the back approx. 1 second to terminate the setting procedure

WHEEL CIRCUMFERENCE „WS“

1. make sure that the indication "TRP" is activated and push the button on the back approx. 5 seconds ("WS" appears)

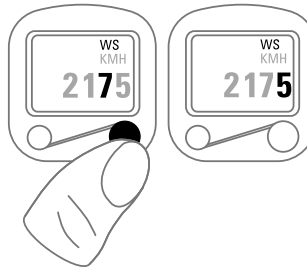


2. use the right button to select the position to be changed

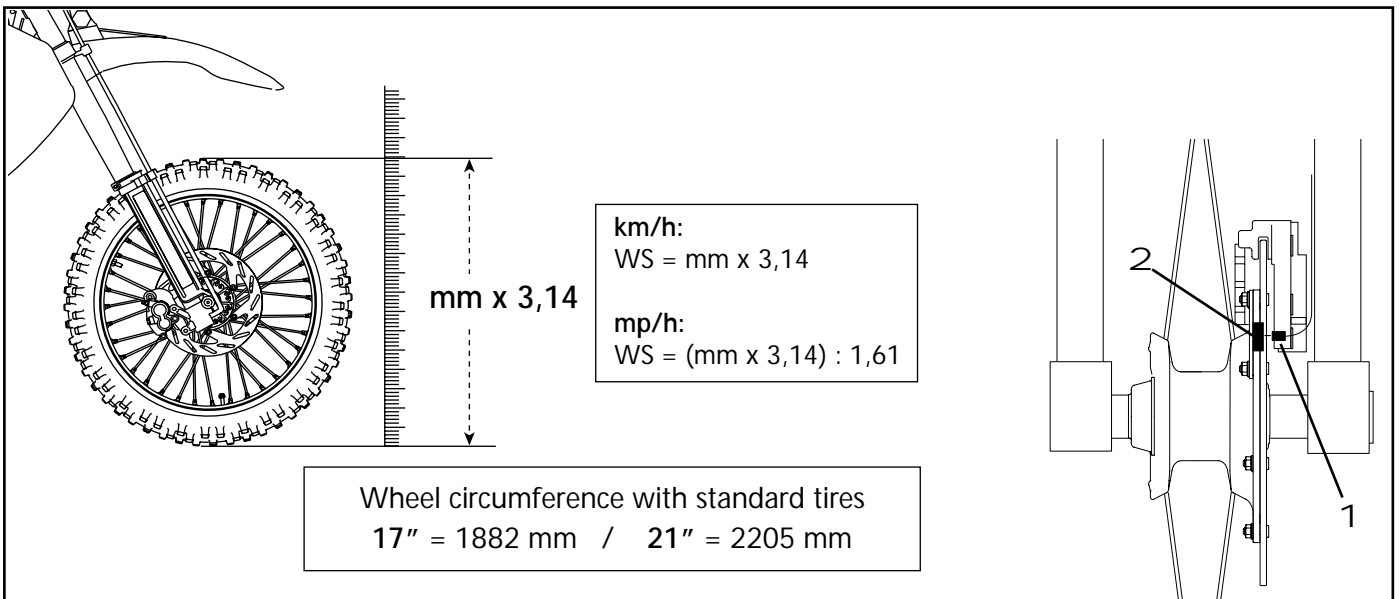
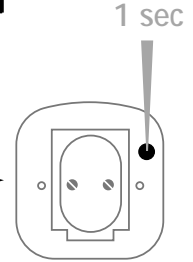


3. push the left button until the correct figure is shown on the display

4. repeat pos. 2 + 3 until correct wheel circumference is indicated



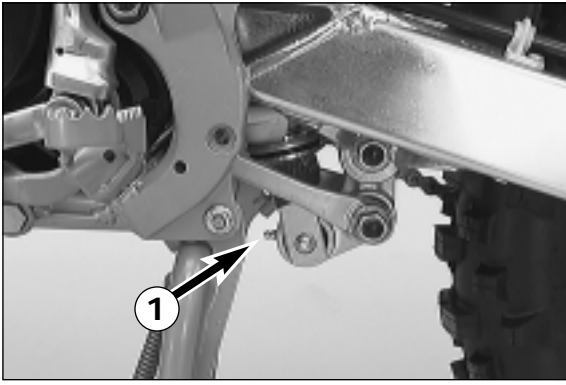
5. push the button on the back for approx. 1 second to terminate the setting procedure



Check/set distance of the magnetic sensor

The distance between magnet 2 and sensor 1 must be 2-4 mm, otherwise malfunctions on the speedometer might occur.

This distance can be corrected by screwing in or off the sensor 1.

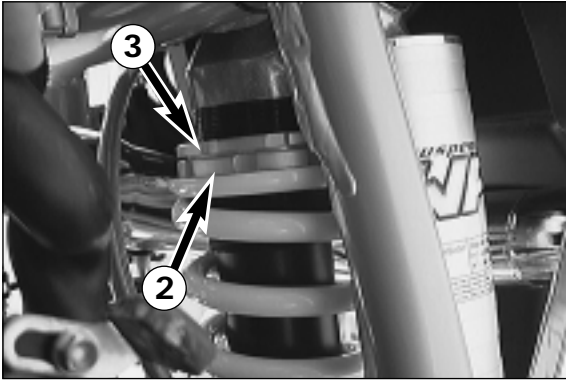


Lubricate rear suspension linkage

The bearings in the link lever must be greased in regular intervals. For this purpose, a lubricating nipple 1 is mounted on the link lever.

! CAUTION !

AFTER EACH TIME THE MOTORCYCLE IS WASHED, IT IS ESPECIALLY IMPORTANT TO GREASE THE LUBRICATING NIPPLE TO PUSH ANY WATER OUT OF THE BEARINGS.



Changing the spring preloading of the shock absorber

KTM sets the shock absorber for a driver with a weight of approximately 75 kg (165 lb). If the weight of the driver is more or less than 75 kg (165 lb), you should change the spring preloading A accordingly. This is easily done.

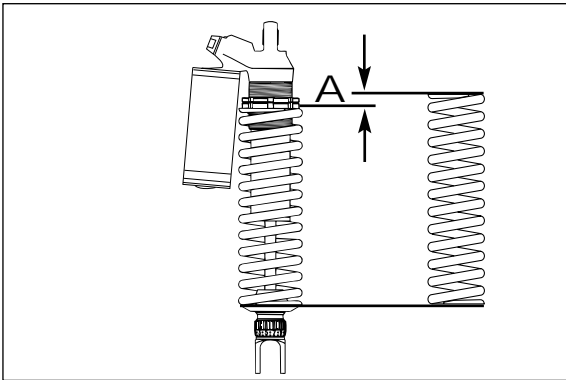
NOTE:

- Before changing the spring preload note the basic setting, e.g. how many threads are visible above the adjusting ring.
- One rotation of the adjusting ring 2 changes the spring pretension by approximately 1,75 mm (0,07 in).

Loosen the locking ring 3 with the hook spanner from the tool set. Change the spring preload with the adjusting ring 2 and re-tighten the locking ring.

BASIC SETTING – SPRING PRELOAD

A = 23 mm (0,9 in) - SUPERMOTO: 15 mm (0,6 in)



Checking rubber ring on the WP rear shock absorber

A rubber ring mounted on the rear shock absorber serves as a vibration damper. This ring gets pressed together with time and loses its shock absorbing function.

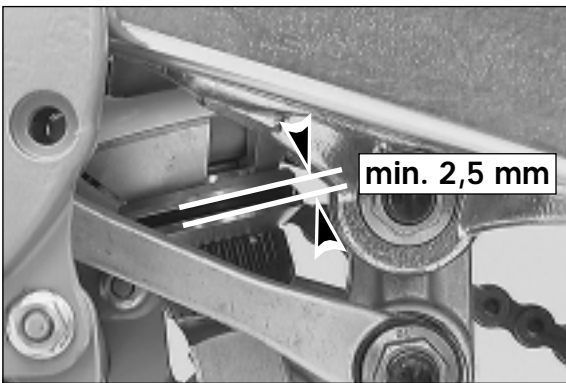
Measure the distance between the two discs at various points around their circumferences. The space should be at least 2.5 mm (0,1 in) wide. Have the rubber ring replaced by an KTM dealer when compaction due to wear has exceeded this lower limit.

! CAUTION !

NOT REPLACING THE RUBBER RING IN TIME CAN RESULT IN DAMAGE TO THE REAR SHOCK ABSORBER.

⚠ 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.



Checking chain tension

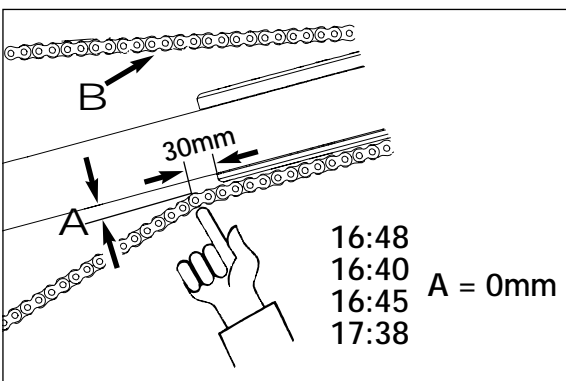
- For checking, put the motorcycle on its main stand or jack it up on its frame so that the rear wheel is relieved of any load.
- Push the chain upwards appr. 30 mm (1,2 in) from the end of the chain sliding component until the upper part of the chain is tensioned (see illustration)
- Now, the distance A between chain and swingarm should be 0 mm respectively 5 mm (0,2 in) (depending on final drive ratio). The upper part of the chain B must be tight (see illustration).
- Correct chain tension, if necessary!

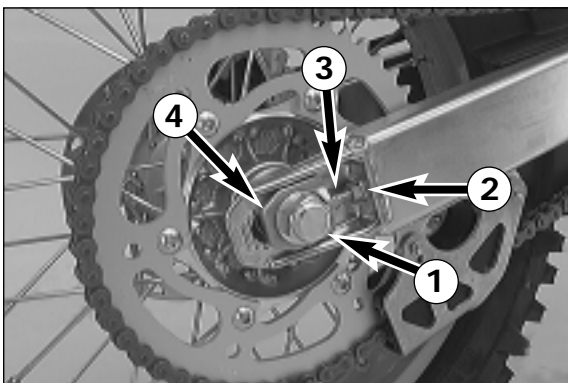
⚠ WARNING ⚠

- IF CHAIN TENSION IS TOO HIGH, PARTS WITHIN THE SECONDARY TRANSMISSION (CHAIN, SPROCKETS, DRIVE ASSEMBLY AND REAR WHEEL BEARINGS) WILL BE SUBJECTED TO UNNECESSARY STRESS, RESULTING IN PREMATURE WEAR AND EVEN CHAIN BREAKAGE.

- TOO MUCH SLACK IN THE CHAIN, ON THE OTHER HAND, CAN RESULT IN THE CHAIN JUMPING OFF THE SPROCKETS. IF THIS HAPPENS, THE CHAIN COULD ALSO BLOCK THE REAR WHEEL OR DAMAGE THE ENGINE.

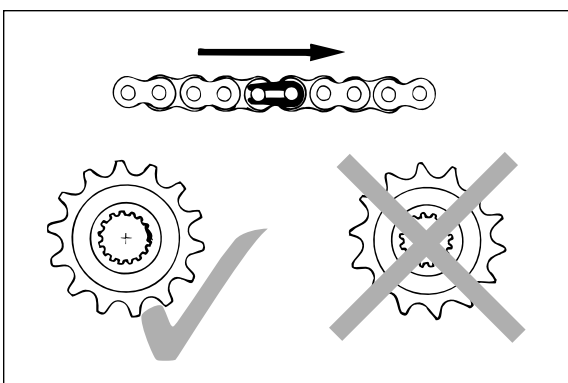
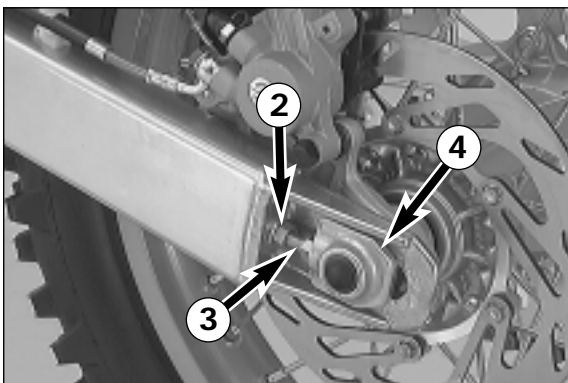
- IN EITHER CASE THE OPERATOR IS LIKELY TO LOSE CONTROL OF THE MOTORCYCLE.





Correct chain tension

- Loosen collar nut 1, loosen lock nuts 2, and turn right and left adjusting screws 3 equally far. Tighten lock nuts 2.
- Before tightening the collar nut, verify that the chain adjusters 4 are sitting close to the adjusting screws and that the rear wheel has been aligned with the front wheel.
- Tighten collar nut 1 with 80 Nm (59 ft.lb).



Chain maintenance

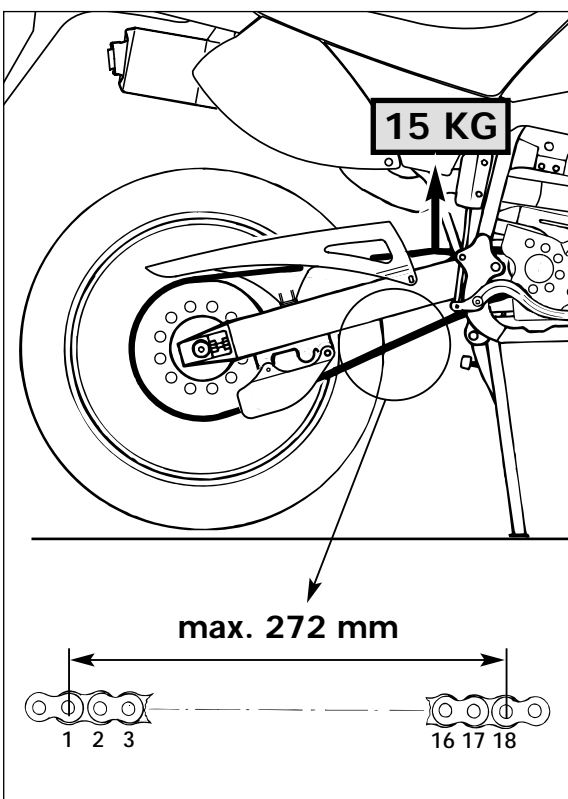
For long chain life, good maintenance is very important. Chains without O-rings should be cleaned in fireproof solvent regularly and afterwards treated with hot grease or chain spray (Shell Advance Bio Chain). O-ring chains on the other hand are very simple to clean. The best way is to use lots of water, but never use brushes or cleaning liquids. After letting the chain dry, you can use a special O-ring chain spray (Shell Advance Bio Chain).

⚠ WARNING ⚠

NO LUBRICATION IS ALLOWED TO REACH THE REAR TYRE OR THE BRAKE DISKS, OTHERWISE THE ROAD ADHERENCE AND THE REAR WHEEL BRAKING EFFECTS WOULD BE STRONGLY REDUCED AND THE MOTORCYCLE COULD GET OUT OF CONTROL.

! CAUTION !

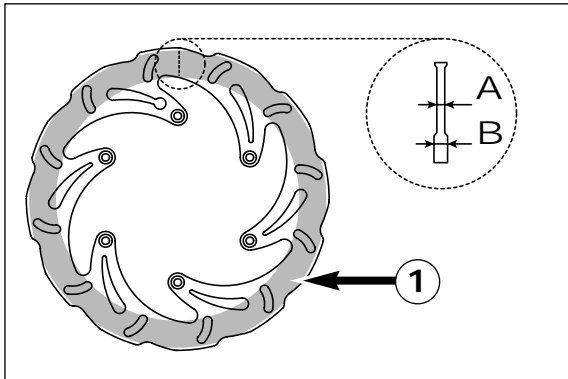
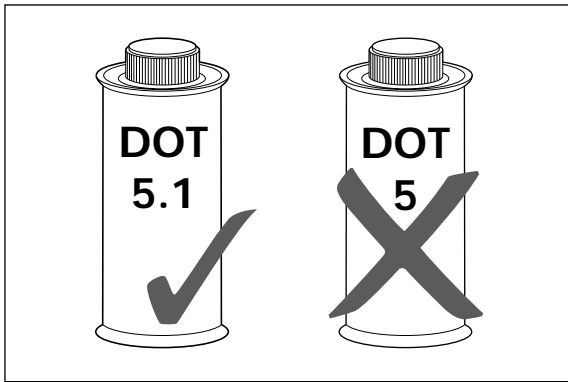
WHEN MOUNTING THE CHAIN MASTERLINK CLIP, THE CLOSED SIDE OF THE MASTERLINK CLIP MUST POINT IN RUNNING DIRECTION.
Also check sprockets and chain guides for wear, and replace if necessary.



Chain wear

In order to check the chain wear, regard the following indications: Shift the gear into idling and pull the upper chain strand with approx. 10-15 kilogram (33 lb) upwards (see figure). Now one can measure a space of 18 chain reels at the lower chain strand. The chain should be replaced at the latest when a space of 272 mm (10.70 in) is measured. Chains do not always wear off evenly, therefore repeat the measurement at different places on the chain.

NOTE:
If you mount a new chain, the sprockets should also be replaced. New chains wear faster if used on old used sprockets.



General information about KTM disc brakes

BRAKE CALIPERS:

The brake calipers of this series use a „floating“ mount. This means that the brake calipers are not solidly attached to the caliper support, which enables them to „float“ for maximum braking contact.

BRAKE PADS:

The motorcycles are delivered with sintered brake pads and have also been type-coded with these pads. Said pads are suitable for almost the entire range of application of these motorcycles.

BRAKE DISCS:

Due to wear, the thickness of the brake disc in the area of the contact face 1 of the brake pads decreases. At their thinnest point A, the brake discs must not be more than 0.40 mm (0,016 in) thinner than the pad's nominal thickness. Measure the nominal thickness in a location B outside the contact face. Check wear in several locations.



WARNING



BRAKE DISCS SUFFERING FROM WEAR GREATER THAN 0,40 MM (0,016 IN) CONSTITUTE A SAFETY RISK. HAVE THE BRAKE DISCS REPLACED IMMEDIATELY AS SOON AS THEY REACH THE WEAR LIMIT.

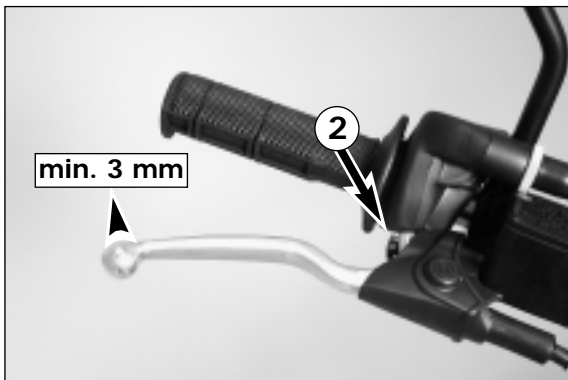
BRAKE FLUID RESERVOIRS:

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:

KTM fills the brake systems with SHELL ADVANCE BRAKE DOT 5.1 brake fluid, one of the best brake fluids that is currently available. We recommend that you continue to use it. DOT 5.1 brake fluid is based on glycol ether and of an amber color. If you do not have any DOT 5.1 for refilling, you may use DOT 4 brake fluid. However, you should replace it as soon as possible by DOT 5.1.



Adjusting of free travel at the hand brake lever

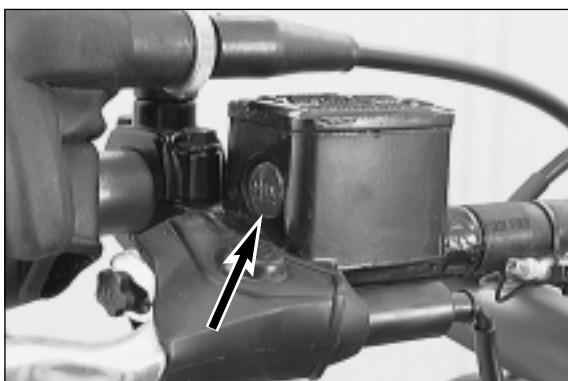
Free travel at the hand brake lever may be readjusted by using adjustment screw 2. In this way, the position of the point of pressure (i.e., the resistance you feel on the hand brake lever when the brake pads are pressed against the brake disc) can be adjusted for any hand size.



CAUTION



AT THE HAND BRAKE LEVER, FREE TRAVEL MUST AT LEAST BE 3 MM. 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 of brake fluid level - front brake

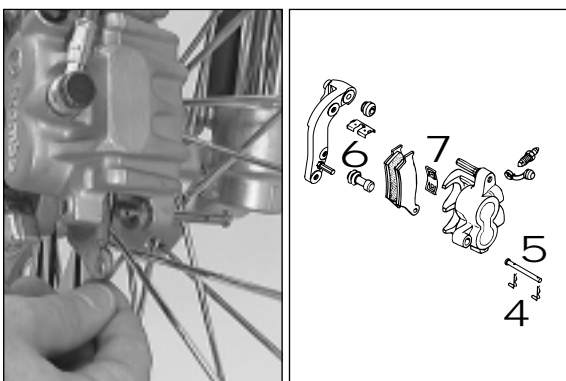
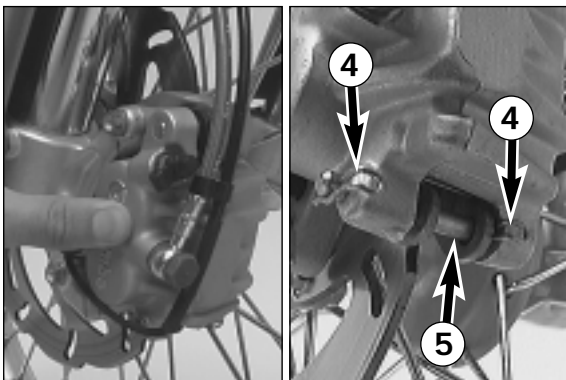
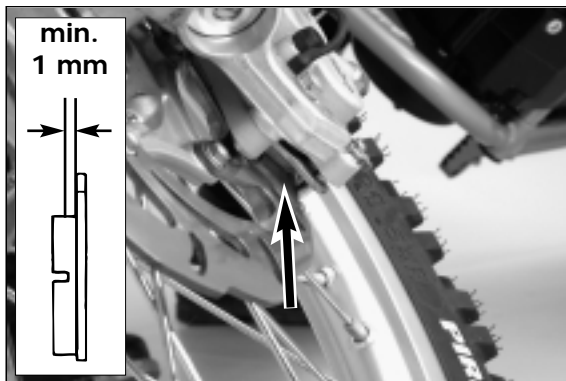
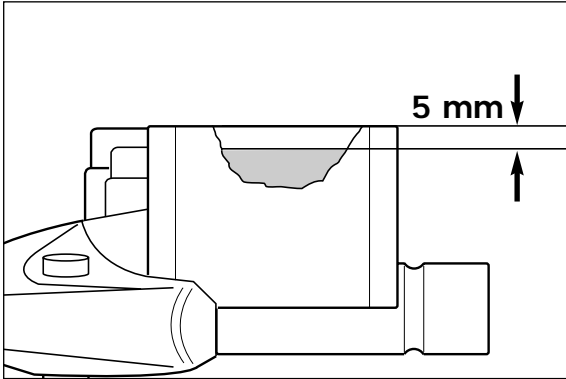
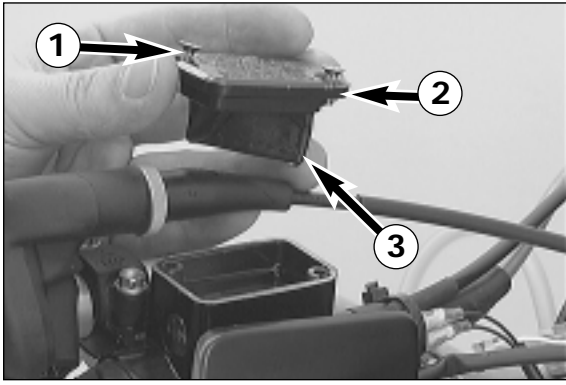
The brake fluid reservoir is linked with the hand brake cylinder at the handlebar and the reservoir is provided with an inspection glass. With the reservoir in a horizontal position, the brake fluid level should not drop below the middle of the glass. The reservoir should be kept completely full at all times for best performance.



WARNING



IF THE BRAKE FLUID LEVEL DROPS BELOW THE MINIMUM EITHER THE BRAKE SYSTEM HAS A LEAK OR THE BRAKE PADS ARE COMPLETELY WORN. IN THIS CASE, CONSULT AN AUTHORIZED KTM DEALER IMMEDIATELY.



Refilling the front brake fluid reservoir *

When the brake fluid falls to the middle of the inspection glass, new brake fluid has to be added.

Loosen screws 1 and remove lid 2 and membrane 3.

Place hand brake cylinder in a horizontal position and fill the brake fluid reservoir to 5 mm (0,2 in) below the rim with clean brake fluid DOT 5.1 (Shell Advance Brake DOT 5.1). Replace membrane and lid, tighten screws. Rinse off spilled or overflowing brake fluid with water.

⚠ **WARNING** ⚠

- 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 the front brake pads

The brake pads can be inspected from below. 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, 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 front brake pads*

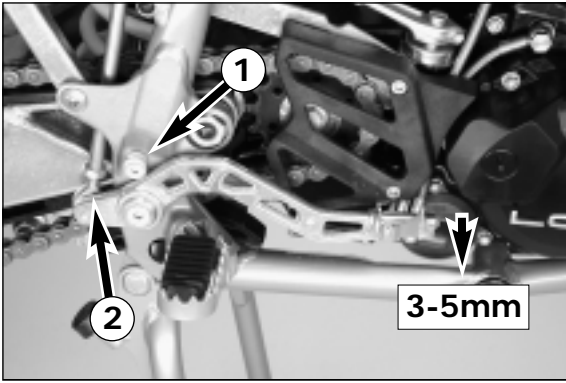
Press the brake caliper toward the brake disk, to put the brake piston in its basic position. Remove clips 4 and pull out bolt 5. Remove brake pads from the brake caliper. Clean the brake caliper and the brake caliper support with compressed air. Check the sleeves of the guide bolts for damage, and grease guide bolts if necessary.

Mount the right brake pad and fix it with the bolt. Mount the left brake pad and insert the bolt until it stops. Mount the clips.

When mounting the brake pads, be sure to check for correct fit of the sliding metal-sheet 6 in the caliper support and of the leaf spring 7.

⚠ **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.



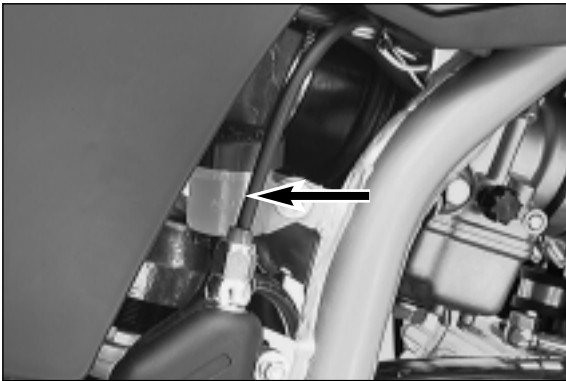
Changing the basic position of the brake pedal *

The basic setting of the foot brake pedal can be changed by turning the end stop roller 1. Using the push rod 2, 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).

! CAUTION !

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.



Check the rear brake fluid level

The reservoir for the rear disc brake is located above the main brake cylinder. The level of brake fluid may not fall below the „MIN“ mark when the vehicle has been left standing upright

⚠ WARNING ⚠

IF THE BRAKE FLUID LEVEL DROPS BELOW THE MINIMUM EITHER THE BRAKE SYSTEM HAS A LEAK OR THE BRAKE PADS ARE COMPLETELY WORN. IN THIS CASE, CONSULT AN AUTHORIZED KTM DEALER IMMEDIATELY.



Refilling the rear brake fluid reservoir*

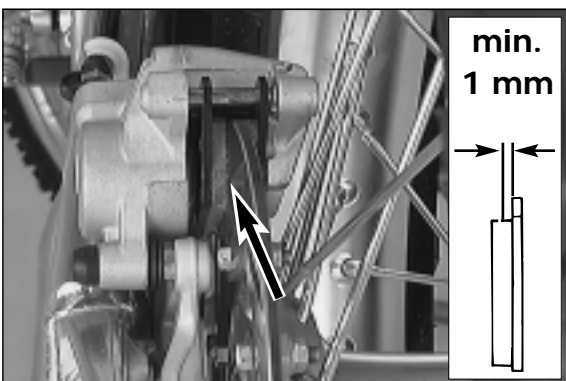
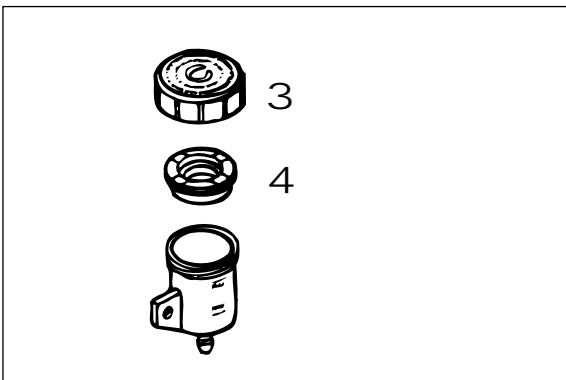
When the brake fluid level has dropped to the MIN mark, you need to refill the brake fluid reservoir. This is done by first unscrewing the cap 3 and rubber bellows 4. Add brake fluid DOT 5.1 (Shell Advance Brake DOT 5.1) until it reaches the MAX mark, then screw rubber bellows and cap back on. Rinse off spilled or overflowing brake fluid with water.

⚠ WARNING ⚠

- 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 the rear brake pads

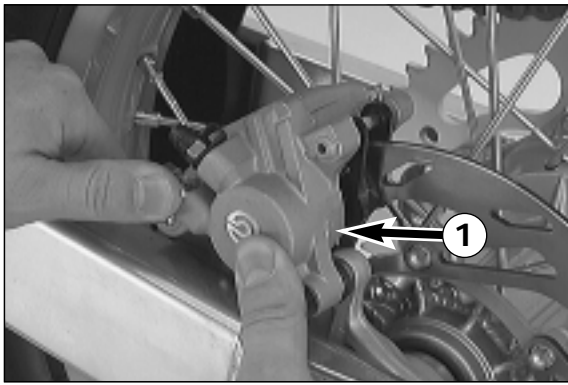
The brake pads can be inspected from the rear. The thickness of the linings may not be less than 1 mm (0.04 in).

⚠ 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.

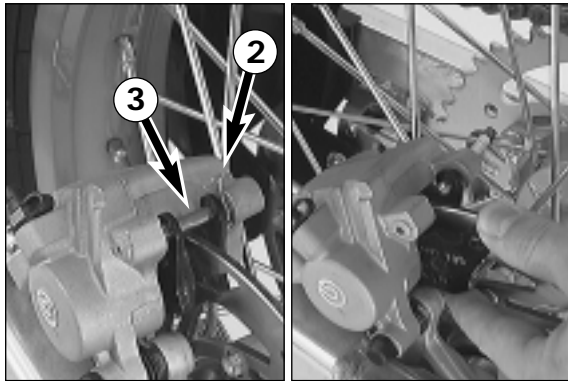
! CAUTION !

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.



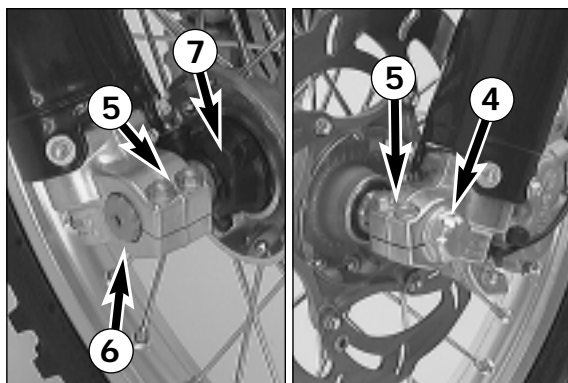
Replacing the rear brake pads*

Press brake caliper 1 in direction of chain wheel for the brake piston to reach its basic position. Remove safety device 2, knock out the guide pin 3 from the brake caliper with a drift towards the chain wheel and remove brake pads. Carefully clean the brake caliper with compressed air and check sleeves of the guide pins for damage.



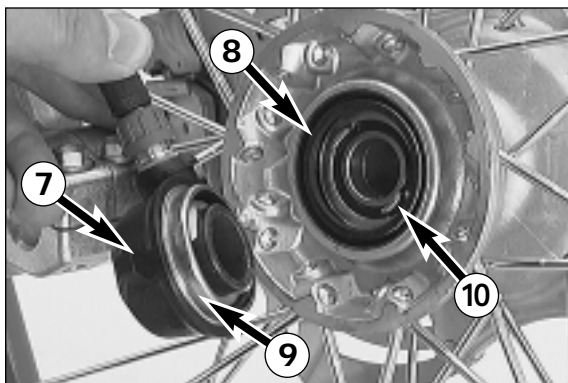
Slide left brake pad into the brake caliper and fix it with the pin. Slide in the right brake pad and knock the bolt in as far as it will go. Mount safety device 2.

- ⚠ 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.

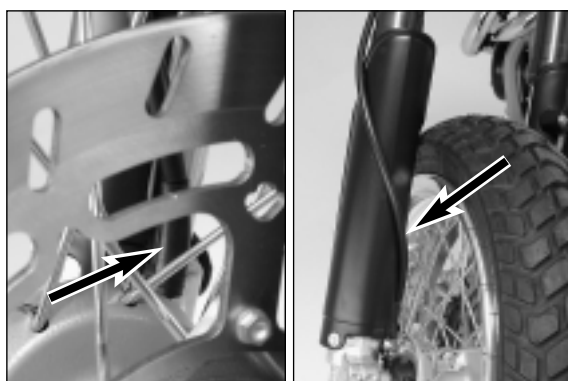


Dismounting and mounting the front wheel

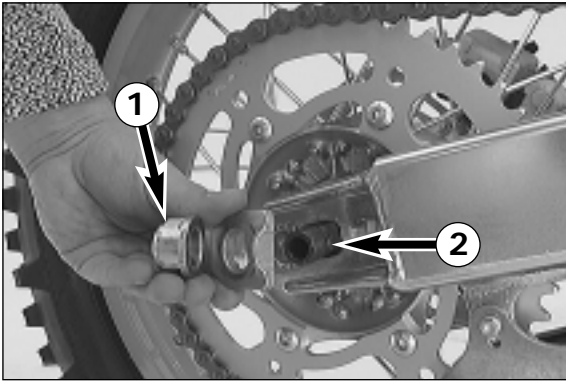
- To remove the front wheel, jack the motorcycle up on its frame so that the front wheel no longer touches the ground.
 - Loosen the collar nut 4.
 - Loosen the 4 clamping screws 5 on the fork fists.
 - Hold the front wheel, pull out the wheel spindle 6
- NOTE: The wheel spindle can be easily removed if you slightly revolve it with a ring spanner (KW 21 mm) or a hexagon socket screw key (6 mm).
- Remove front wheel carefully from the fork and take the speedometer drive 7 off the hub.
- NOTE: Models with a digital speedometer have a distance bushing instead of the speedometer drive.
- SUPERMOTO: before removing the front wheel, unscrew the front brake caliper.



- ! 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 DISK CAN BE DAMAGED.
- Prior to mounting the front wheel, clean and grease sealing ring 8 and running surface 9 at the speedometer drive.
 - To mount the front wheel, lift it into the fork. Insert speedometer drive into the hub. Make sure that the driving tabs bk engage with the slots of the drive.
 - Position front wheel and speedometer drive, and mount wheel spindle.
 - Mount collar nut 4, turn speedometer drive in a way that the flexible speedometer shaft will curve upwards in a slight bow (see pict.) and tighten collar nut to 40 Nm (30 ft.lb).
 - Take the motorcycle off the stand and bounce the fork hard a few times to align the fork legs
 - Then tighten clamping screws 5 to a max. torque of 10 Nm (7 ft.lbs)
- NOTE for SUPERMOTO: after fitting the front wheel, mount the front brake caliper, secure the screws with Loctite 243 and tighten to 25 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, EITHERWISE THE BRAKING EFFECTS WOULD BE STRONGLY REDUCED.

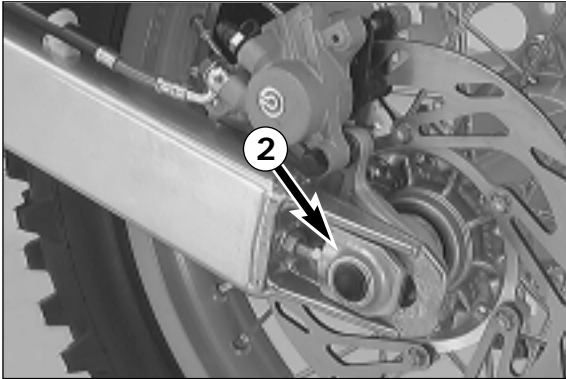


Dismounting and mounting the rear wheel

Jack the motorcycle up on its frame so that the rear wheel no longer touches the ground. Loosen the collar nut 1, hold the rear wheel and pull out the wheel spindle 2 until the rear wheel is free but the brake caliper support is still held. Push the rear wheel as far forward as possible, take the chain from the chain wheel and carefully take the rear wheel out of the swingarm.

! CAUTION !

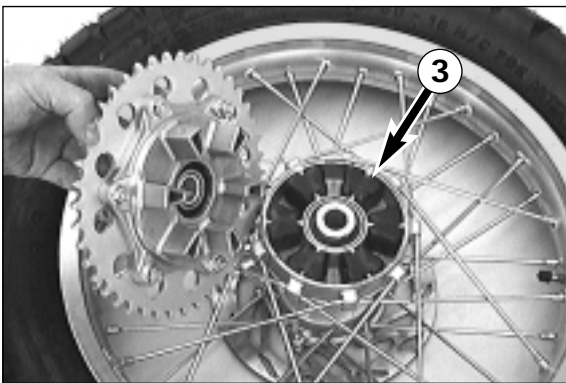
- DO NOT OPERATE THE REAR BRAKE WHEN THE REAR WHEEL HAS BEEN DISMOUNTED.
- IF THE AXLE IS DISMOUNTED, CLEAN THE THREAD OF THE WHEEL SPINDLE AND COLLAR NUT THOROUGHLY AND APPLY A NEW COAT OF GREASE TO PREVENT THE THREAD FROM JAMMING.



The rear wheel is remounted in reverse order. Before tightening the collar nut to 80 Nm (59 ft.lb), push the rear wheel forwards so that the chain tensioners lie on the tension screws.

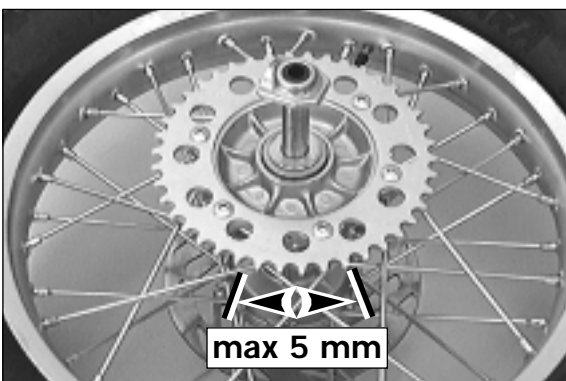
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- AFTER MOUNTING THE REAR WHEEL, KEEP OPERATING THE REAR BRAKE UNTIL THE PRESSURE POINT RETURNS.
- IT IS VERY IMPORTANT TO KEEP THE BRAKE DISK FREE FROM OIL AND FATTY MATTERS, OTHERWISE THE BRAKING EFFECTS WOULD BE STRONGLY REDUCED.



Checking the shock absorption rubbers in the rear hub*

Some models have a damped rear wheel hub. For this purpose, the engine power is conveyed from the rear sprocket via 6 shock absorption rubbers 3 to the rear wheel. These 6 absorption rubbers wear with increasing operation time, and should be checked for wear whenever the rear wheel is dismounted.



For this purpose, lie the rear wheel on a work bench with the rear sprocket upwards, and put the wheel spindle in the hub. Now hold the rear wheel firmly and try to turn the rear sprocket. The rear sprocket may not turn more than maximum 5 mm (0,2 in) measured on the outside. If the play in the chain wheel is larger, all 6 shock absorption rubbers are to be replaced. Check the shock absorption rubbers for signs of damage and dirt.

! CAUTION !

IF THE SHOCK ABSORPTION RUBBERS ARE NOT REPLACED IN GOOD TIME, THE REAR SPROCKET CARRIER AND THE REAR HUB WILL BE DAMAGED. ALWAYS REPLACE ALL 6 ABSORPTION RUBBERS, NEVER SINGLE RUBBERS.



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 and in their homologation certificate
- 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. Refer to the specific regulations in your country for minimum tire tread requirements. We recommend you replace the tires at the latest when the tread is down to 2 mm.
- Tire pressure should be checked regularly on a "cold" tire. Proper pressure ensures optimum driving comfort and extends the life of your tires.



WARNING



- DO NOT MOUNT TIRES WHICH HAVE NOT BEEN APPROVED BY KTM. OTHER TIRES COULD HAVE ADVERSE EFFECTS ON THE WAY YOUR MOTORCYCLE BEHAVES.
- FRONT AND REAR WHEELS MAY ONLY BE FITTED WITH TIRES HAVING THE SAME TREAD LAYOUT. USE HOMOLOGATED TIRES
- FOR YOUR OWN SAFETY REPLACE DAMAGED TIRES IMMEDIATELY.
- WORN TIRES CAN HAVE A NEGATIVE EFFECT ON HOW YOUR MOTORCYCLE PERFORMS, ESPECIALLY ON WET SURFACES
- IF AIR PRESSURE IS TOO LOW, ABNORMAL WEAR AND OVERHEATING OF THE TIRE CAN RESULT

TIRES - AIR PRESSURE		
	front	rear
Off road	1.0 bar (14 psi)	1.2 bar (17psi)
Road driver only	1,8 bar (25 psi)	2.0 bar (28 psi)
Supermoto	2.0 bar (28 psi)	2.2 bar (31 psi)



Checking spoke tension

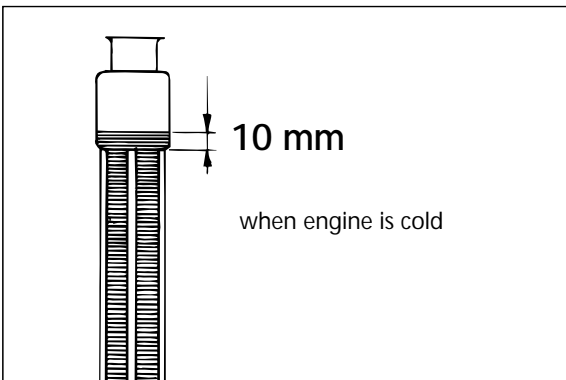
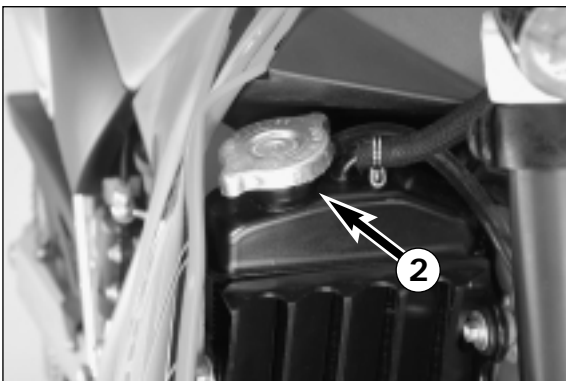
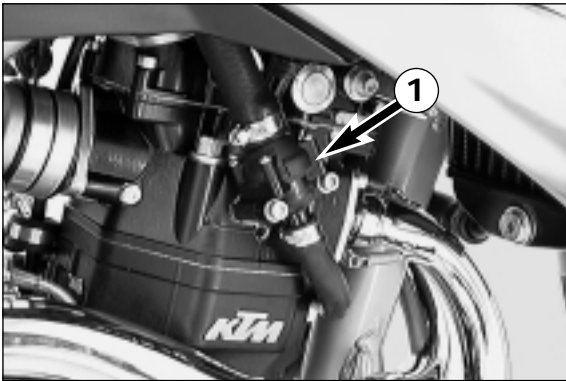
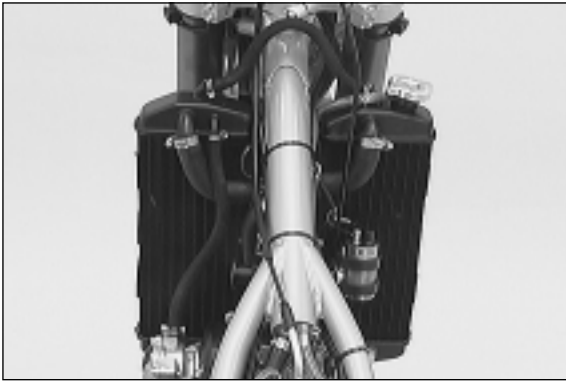
The correct spoke tension is very important for the stability of the wheels and thus for riding safety. A loose spoke causes the wheel to become unbalanced and before long other spokes will have come loose. Check spoke tension, especially on a new motorcycle, in regular intervals. For checking, tap on 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.



Cooling system

Coolant is circulated by a water pump located in the engine. When the engine is cold the coolant circulates only through the cylinder and the cylinder head. After the engine has reached its operating temperature (about 70°C, 158°F), the thermostat 1 opens and the coolant is also pumped through both aluminum radiators.

Air blowing in through the radiators cools the coolant. The slower the speed of the motorcycle, the less the coolant is cooled down. Dirty radiators also reduce the cooling efficiency.

Pressure induced by heating of the coolant in the system is controlled by a valve in the radiator cap 2; a water temperature rising up to 120° C (248° F) is admissible, without fear of problems.



WARNING



- IF POSSIBLE, ALWAYS CHECK LEVEL OF COOLING LIQUID WHEN ENGINE IS COLD. IF YOU HAVE TO OPEN THE RADIATOR CAP 2 WHEN THE ENGINE IS HOT, USE A RAG TO COVER THE CAP AND OPEN SLOWLY TO RELEASE PRESSURE. **CAUTION - SCALDING HAZARD !**
- DO NOT DETACH ANY RADIATOR HOSES WHILE THE ENGINE IS HOT. THE ESCAPING HOT COOLANT AND THE STEAM MAY CAUSE SERIOUS BURNS.
- IN CASE YOU GET BURNT, HOLD THE AFFECTED PART OF YOUR BODY UNDER RUNNING COLD WATER RIGHT AWAY!
- COOLANT IS TOXIC. KEEP THE COOLANT OUT OF THE REACH OF CHILDREN!
- IN CASE COOLANT IS INGESTED, GO SEE A DOCTOR IMMEDIATELY!
- IF COOLANT GETS INTO YOUR EYES, RINSE THEM OUT WITH WATER IMMEDIATELY AND GO SEE A DOCTOR!

A mixture of 40% anti freeze liquid and 60% water is used as coolant. However, the anti-freeze protection must be at least -25° C (-13° F). This mixture offers anti-freeze 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 (SHELL ADVANCE COOLANT). USING LOWER-GRADE ANTIFREEZE AGENTS, CAN CAUSE CORROSION AND COOLANT FOAMING.

Checking the coolant level

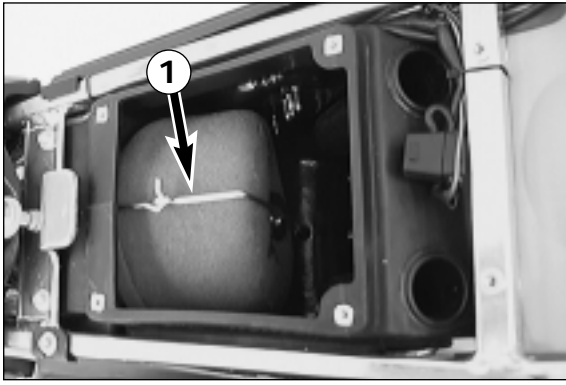
The coolant should be 10 mm (0,4 in) above the radiator fins when the engine is cold (see illustr.). In the event of the coolant being drained, always fill and bleed the system.



WARNING



- IF POSSIBLE, ALWAYS CHECK LEVEL OF COOLING LIQUID WHEN 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. **CAUTION - SCALDING HAZARD !**
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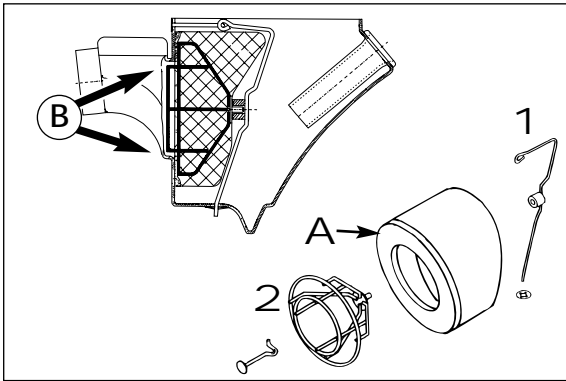
Cleaning of air filter*

To do this, remove the seat and the air filter cover from the air filter box. Unclip the filter holder 1, swing back and remove air filter plus filter carrier from the filter box.

! CAUTION !

DO NOT CLEAN AIR FILTER WITH FUEL OR PETROLEUM SINCE THESE DAMAGE THE FOAM. KTM RECOMMENDS THE PRODUCTS OF THE COMPANY PUTOLINE FOR AIR FILTER MAINTENANCE.

Thoroughly wash the air 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 air filter with a high grade filter oil. Also clean the air filter box. Check carburetor collar for damage and that it is fitted correctly.



Mount the air filter on the filter support 2. Grease the front side A of the filter, to improve the seal. Mount the air filter and the filter support in the filter box. Make sure they are centered B, and lock into place with the filter holder 1.

! CAUTION !

- HAVING MOUNTED THE AIR FILTER, CHECK IT FOR CORRECT FIT. THE FRONT END A MUST ABOUT THE AIR FILTER BOX. OTHERWISE, DUST AND DIRT MAY GET INTO THE ENGINE AND LEAD TO INCREASED WEAR.
- NEVER OPERATE YOUR MOTORCYCLE WITHOUT AIR FILTER. OTHERWISE, DUST AND DIRT MAY GET INTO THE ENGINE AND LEAD TO INCREASED WEAR.



Exhaust system *

Aluminium silencers are filled with glass fiber yarn. If exposed to heat for longer periods of time, however, the glass fiber yarn pack will come unravelled, which can reduce both overall performance and the performance of the silencer. Experience has shown that the front glass fiber pack 3 must be replaced more often than the rear pack 4.

To replace the front glass fiber yarn pack, remove the silencer. Remove the front cap 5, pull the front glass fiber yarn pack out of the silencer, mount a new pack on the internal exhaust pipe, insert the internal exhaust pipe into the silencer and replace the cap.

To replace the rear glass fiber yarn pack, drill the rivets open and remove the rear cap 6.

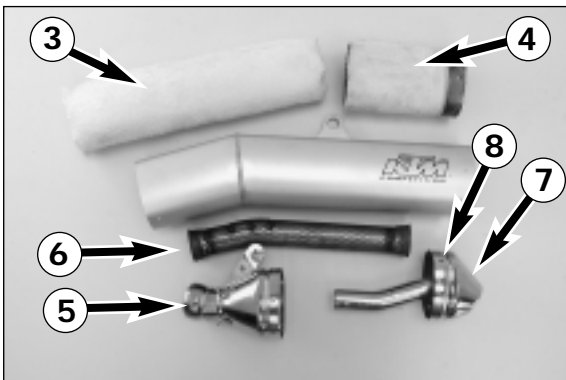
NOTE:

Always renew the O-rings 7.

Glass fiber yarn packs are available in your KTM store.

! 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.



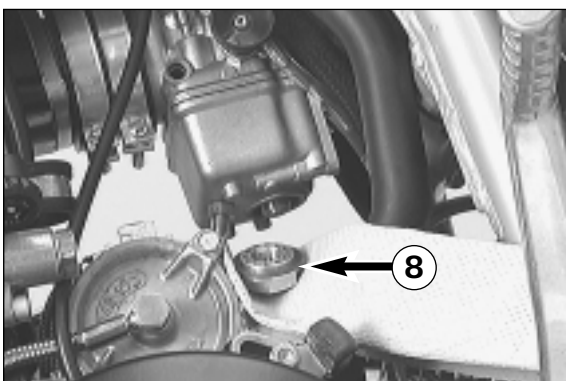
Draining of float chamber of the carburetor

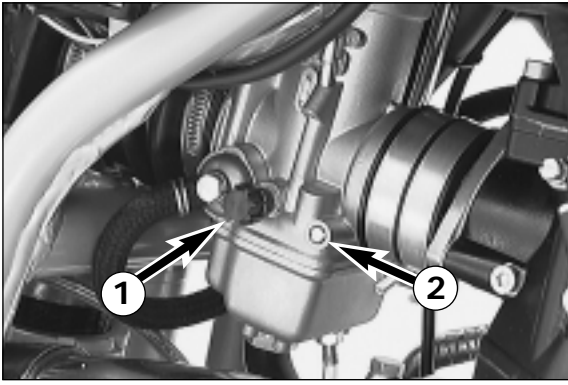
Following every wet-cleaning procedure, the float chamber of the carburetor should be drained in order to remove any water that may have penetrated into it. Water in the float chamber leads to engine malfunction.

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 8, and clean it with compressed air. Then, mount plug together with gasket, open fuel tap, and check 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 IN THE PROXIMITY 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.





CARBURETOR – Adjust idling *

Idling adjustment of the carburetor strongly affects the engine's starting behavior. That is, an engine whose idling speed is adjusted correctly will be easier to start than one whose idling speed has not been adjusted correctly. Idling is controlled by the throttle stop screw 1 and the mixture control screw 2. The throttle stop screw is used to adjust the basic position of the throttle. The mixture control screw is used to control the idle mixture which arrives at the engine via the idle system. Turning it clockwise will reduce the amount of gasoline (lean mixture), turning it counterclockwise will increase the amount of gasoline (rich mixture).

TO ADJUST IDLING CORRECTLY, PROCEED AS FOLLOWS:

- 1 Turn in mixture control screw 2 up to the stop, and turn it back out by 1.5 turns
- 2 Warm up the engine
- 3 Use throttle stop screw 1 to adjust normal idling speed (1400-1500 r.p.m.)
- 4 Turn mixture control screw 2 slowly clockwise until idling speed starts to decrease. Memorize this position, and turn mixture control screw slowly counterclockwise until the idling speed will decrease again. Adjust the point of the highest idling speed between these two positions. The highly competitive user will make his adjustment 1/4 turn leaner (clockwise) because his engine will heat up more in competitive use.

NOTE: If you fail to obtain a satisfying result by following the procedure described above, an incorrectly dimensioned idling nozzle may be the cause. In case:

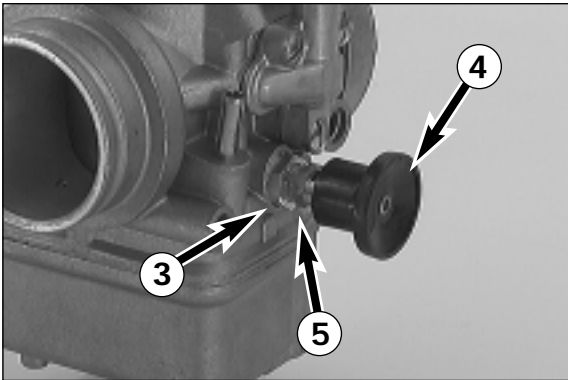
- a) the mixture control screw has been screwed in up to the stop without causing any change in rotational speed, a smaller idling jet has to be installed;
- b) the engine dies when the mixture control screw is still open by 2 turns, a larger idling jet needs to be selected;

Naturally, in cases of jet changes, you have to start your adjusting work from the beginning.

- 5 Now, use the slide stop screw to adjust the desired idling speed
- 6 In cases of greater changes in outside temperature and extremely different altitudes, the idling speed should be readjusted.

Basic information on carburetor wear

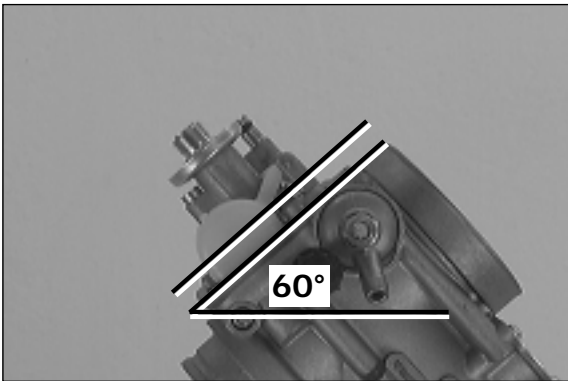
As a result of engine vibrations, throttle valve, jet needle, and needle jet are subjected to increased wear. This wear may cause carburetor malfunction (e.g., overly rich mixture). Therefore, these parts should be replaced after 10.000 kilometers (6.000 miles).



Adjust hot start device *

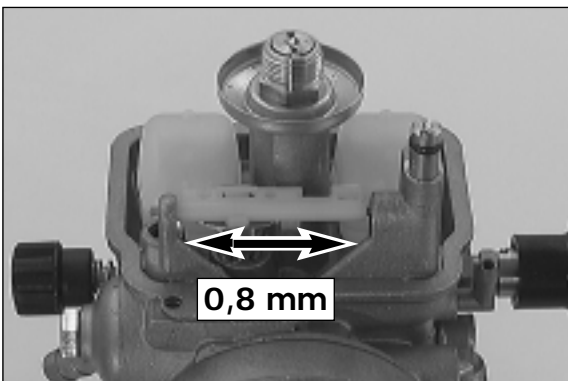
If the hot start button was removed when cleaning the carburetor, re-adjust the hot start device.

Install carburetor and adjust idling as described above. Then unlock nut 3, press in hot start device 4 and adjust engine rev with adjusting screw 5 to 2.000-2.500 rpm. Tighten locking nut.



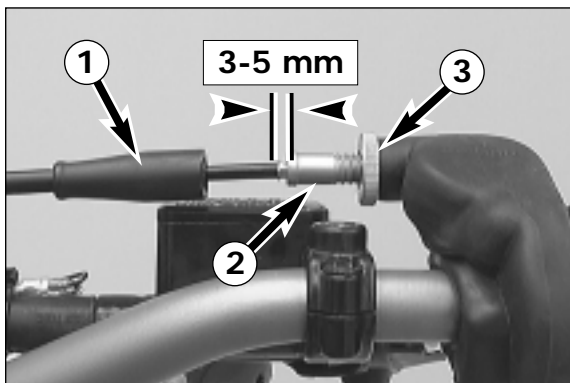
Check float level *

Stand the carburetor diagonally at about 60° so that the spring in the float needle valve is not pressed together. In this position, the edge of the float should be parallel with the float bowl sealing surface (see illustration).



Checking axial play of float *

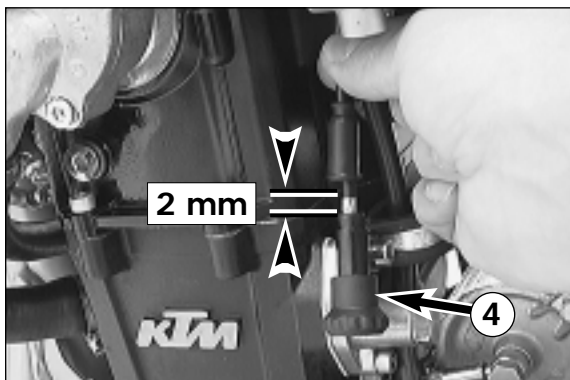
For proper functioning of the float, there must be an axial play of 0.8 mm (0,03 in). If necessary, slightly abrade and deburr lateral float guide.



Adjusting the throttle cable

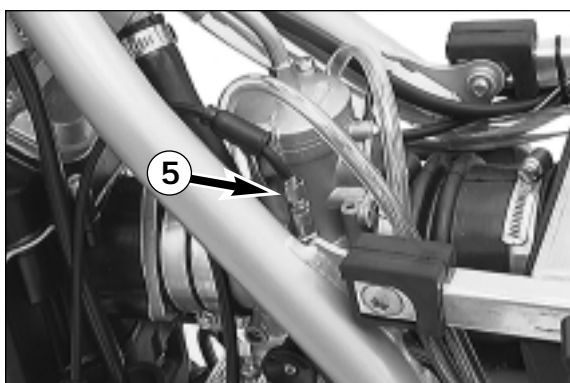
There must always be a 3-5 mm (0,12-0,20 in) play in the throttle cable. To check this, move back the protective cover 1 on the twist grip. You must be able to lift the outer covering of the cable 3-5 mm from the adjustment screw 2, until resistance is felt.

To adjust, loosen the counter nut 3 and turn the adjustment screw accordingly. With the engine running, turn handlebar, as far as it will go, to the left and to the right. While doing so, the engine speed must not change. Finally tighten counter nut and push back protective cover.



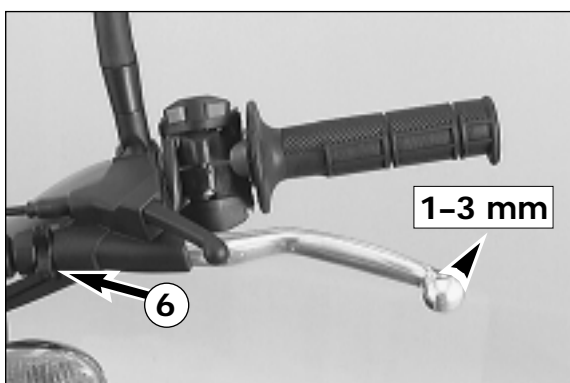
Adjusting the choke cable *

The choke cable must have a play of approximately 2 mm (0,08 in) at all times. To check the play turn the knob 4 into the initial position. Now it should be possible to lift the exterior case of the choke cable approximately 2 mm from the supporting surface of the choke knob before the upward movement is blocked by resistance.



To adjust, remove the seat and the gastank, push the protective cover upwards, loosen the counter nut and turn the adjustment screw 5 accordingly. Turn the adjustment screw clockwise for more play or anticlockwise for less play.

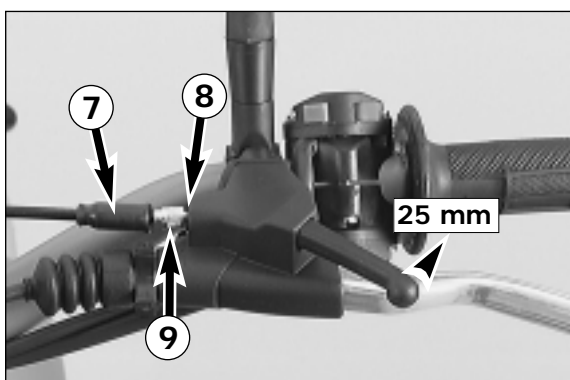
Tighten the counter nut, replace the protective cover and mount the gastank and the seat.



Adjusting the clutch cable

When the engine is cold, the play at the clutch lever should be 1-3 mm (0,04-0,12 in) (measured at the outer edge).

To adjust the clutch cable turn the adjustment nut 6 accordingly.



Checking the adjustment of the hand decompression release cable *

To check, set piston at compression, so that the valves are closed. While doing this, slowly kick the kick starter through its stroke until the clicking sound (disengaging) of the automatic decompression release can be heard. Now the deko-lever must be operated 25 mm (1 in) until resistance is felt (the exhaust valves begin to open). To adjust move back the protective cover 7, loosen the counter nut 8 and correct the adjustment screw 9 accordingly. Tighten counter nut and push back protective cover.

! CAUTION !

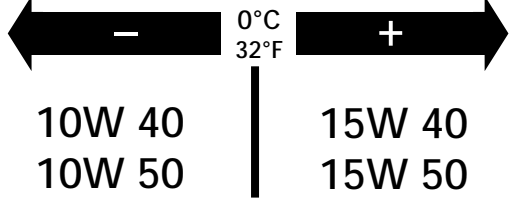
IF THERE IS NO PLAY IN THE DEKO-LEVER, THIS CAN RESULT IN ENGINE DAMAGE.

NOTE:

No adjustment need be made to the automatic decompressor.

API: SG, SH

TEMPERATUR



Engine oil

Only use synthetic high-quality oils (Shell Advance Ultra 4) meeting or surpassing the quality requirements of API classes SG, or SH (for specifications see containers).

! CAUTION !

INSUFFICIENT OIL OR POOR QUALITY OIL RESULTS IN PREMATURE WEAR OF THE ENGINE.

Checking engine oil level

Allow the engine to run at idle speed for about 4 minutes. Turn off the engine and place the motorcycle on a flat, level surface (center stand). Wait 5 minutes, unscrew and remove the oil dipstick, and wipe it clean with a cloth.

SCREW THE DIPSTICK IN ALL THE WAY AND REMOVE IT AGAIN.

The oil level should be between the two marks on the dipstick, however, it must never rise above the MAX mark. Otherwise, engine oil would get into the air filter box by way of the engine venting system.

Add engine oil if necessary.

! CAUTION !

- INSUFFICIENT OIL OR POOR QUALITY OIL RESULTS IN PREMATURE WEAR OF THE ENGINE.
- CHECKING THE ENGINE OIL LEVEL WHEN THE ENGINE IS COLD RESULTS IN A FALSE READING ON THE OIL DIPSTICK AND THEREFORE AN INCORRECT OIL LEVEL.
- DO NOT OVERFILL THE ENGINE CASE.
- DO NOT UNDERFILL THE ENGINE CASE.

Check the engine for leaks.

Oil circuit

The oil pump 1 pumps the engine oil past the by-pass valve 2 through the oil filter 3. After the oil filter, an oil lead branches off to a jet 4 which sprays engine oil onto the piston pin bearing and piston head. The second oil lead takes the main flow of oil to the microfilter 5, which filters out even the finest impurities. The cleaned engine oil is pumped through the oil lead and the clutch cover into the crankshaft to the connecting rod bearing 6 and drips into the crankcase. An additional oil pump 7 sucks the engine oil out of the crankcase and pumps it through the oil line 8 to the gear wheels of the 4th and 5th gear. Via the gear wheels, the engine oil reaches the oil sump. The timing chain 9 runs through the oil sump and transports the engine oil upwards to the cylinder head. Through the bore bk the oil reaches the camshaft bl and the valves.

Changing the engine oil*

The engine oil change is to be carried out when the engine is still warm.



WARNING



AN ENGINE HAVING BEEN RUN WARM, AND THE ENGINE OIL IN IT ARE VERY HOT - DO NOT BURN YOURSELF.

Place the motorbike on a horizontal surface. Remove the two plugs (bm and bn), and drain oil into a container.



CAUTION

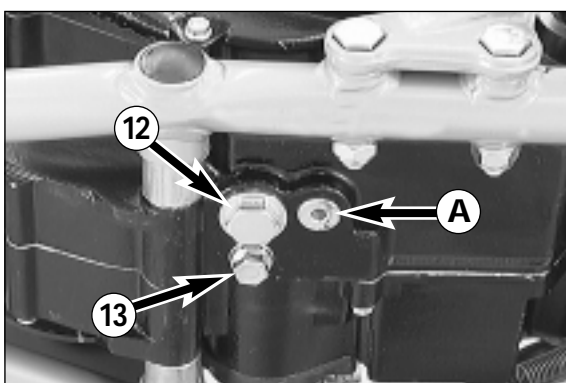
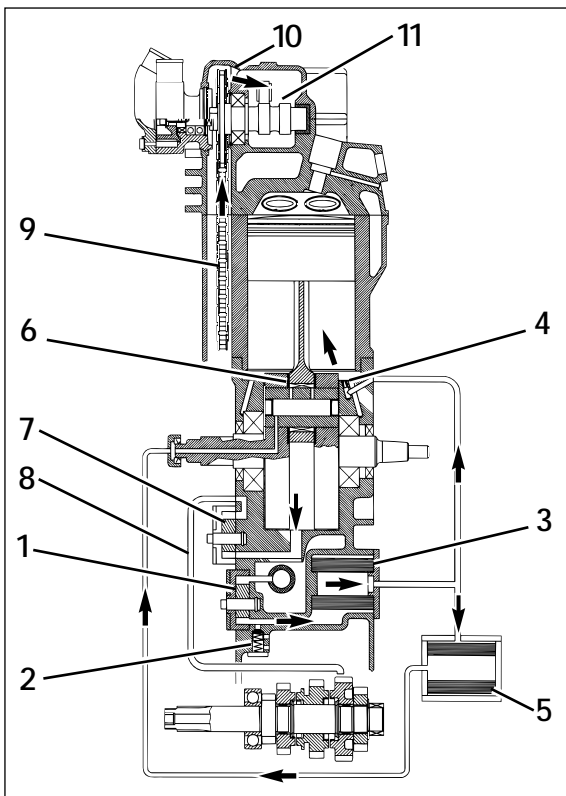
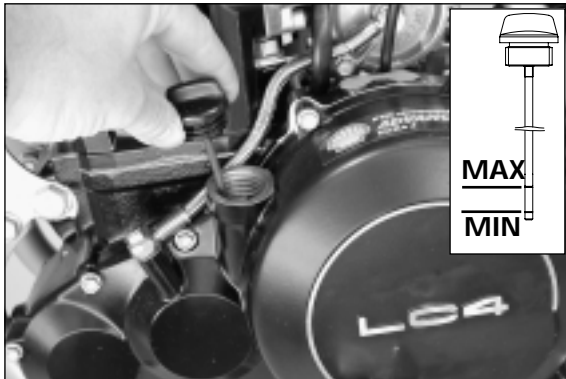


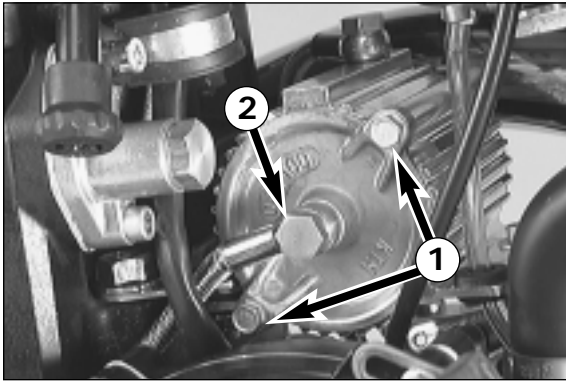
THE SCREW PLUG A MUST NOT BE REMOVED, THIS IS PART OF THE BY-PASS VALVE.

Clean the plugs thoroughly with a fireproof solvent and compressed air, in order to remove the metal abrasion. After all the oil has drained through, clean raised and flat faces and install plugs with seals. Tighten plug bm with 30 Nm (22 ft.lb) and plug bn with 20 Nm (15ft.lb).

Remove oil dipstick on the clutch cover and fill with 1.45 litre engine oil (i.e. Shell Advance Ultra 4).

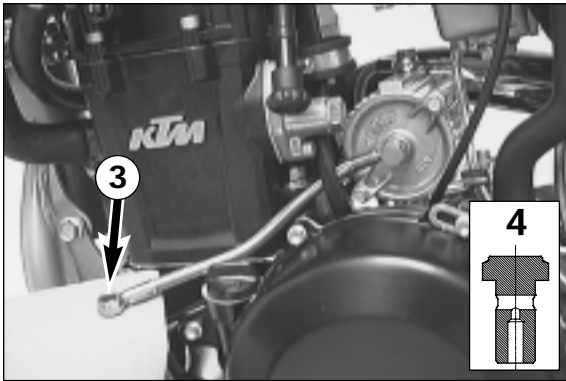
Warm up engine, check engine oil level and refill up to the marking MAX. Finally check the oil system for leaks.



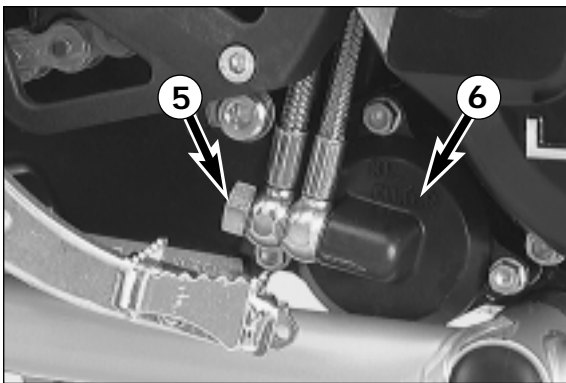


Changing and bleeding the microfilter *

Replace the microfilter while changing the engine oil. To do so, remove hexagon screws 1 and take off the microfilter cover 2. Remove the microfilter, clean its parts and check the O-ring on the microfilter lid for signs of damage. Before installing the new micro filter, soak it in clean engine oil. Place a new microfilter in the filter housing, apply a thin layer of grease to the O-ring and mount the microfilter cover.

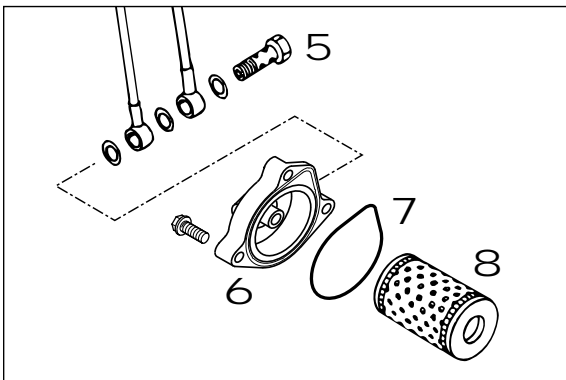


It is necessary to bleed the micro filter so that all friction areas can be quickly supplied with engine oil. To do this, fill with oil and remove the jet screw 4 from the oil line on the clutch cover. Start the engine and close off the oil filler hole on the clutch cover with a rag. Allow the engine to run at idle until oil runs out of the oil line 3. Turn the engine off. Install seal rings and the jet screw. Torque the jet screw to 10 Nm (7 ft.lb) and check for leaks.



Changing oil filter *

Replace the oil filter when changing the engine oil. Press the foot brake lever and place a screwdriver or similar between foot brake lever and stopper roll so that the oil filter cover is more accessible. Remove banjo bolt 5 and the three allen head screws. Remove oil filter cover 6 and oil filter. Clean filter case, oil filter cover, and sealing surfaces. Check oil channel in oil filter cover if clogged.



The O-ring 7 need not be replaced unless it is damaged. Press the O-ring into the groove of the oil filter cover, mount a new oil filter 8 on the oil filter cap and mount the unit. Insert the 3 screws and tighten them with 5 Nm (4 ft.lb). Mount the banjo bolt with the gaskets and tighten it with 15 Nm (11 ft.lb).

Then start the engine and check the oil system for leaks.

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 will not start	Operating error	Switch on ignition, switch on emergency OFF switch, open fuel tap, tank fuel, do not use choke i.e. the hotstart device. Pay attention to starting off information (see driving instructions).
	Fuel supply interrupted	Close fuel tap, loosen fuel hose at carburettor, lead into a basin and open fuel tap, – if fuel leaks out, clean carburetor – if no fuel leaks out, check tank ventilation, i.e. clean fuel tap
	Flooded engine	See driving instructions
	Sooty or wet spark plug	Clean or replace spark plug
	Electrode gap too large	Adjust spark plug electrode gap to 0,6 mm
	Spark plug connector or spark plug faulty	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 – 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
	If connector oxidates from generator to ignition coil	Remove fuel tank, clean connector and treat with contact spray
	Short circuit cable scored in wiring harness, ignition lock, emergency OFF switch or short circuit button faulty	Remove fuel tank, draw off black/yellow cable from cable of ignition coil and check spark. – If a spark is produced, seek fault in short circuit current
Water in short emergency OFF switch	Remove 2-pole connector located underneath the headlight mask, treat emergency OFF switch with contact spray	
Engine will not idle	Water in carburetor or jets blocked	Dismount and clean carburetor
	Carburetor does not fit in properly at intake flange	Check if carburetor is fitted in correctly
	Idling jet blocked	Dismount carburetor and clean jets
Engine does not rev high	Adjusting screws on carburetor uncorrect adjusted	Adjust carburettor
	Ignition system faulty	Have ignition system checked
	Carburetor fuel level too high because float needle valve is dirty or worn out	Dismount carburetor and check if worn out
	Loose carburetor jets	Tighten jets
	Electronical ignition timing faulty	Have ignition system checked
Engine will not reach full power	Fuel supply partially interrupted or carburetor dirty	Clean and check fuel system as well as carburetor
	float is not tight, or no axial play	replace or abrade the float
	Air filter very dirty	Clean or replace air filter
	Exhaust leaking or blocked	Check if exhaust is damaged, replace glas fibre yarn in exhaust silencer

TROUBLE	CAUSE	REMEDY
Engine will not reach full power	Valve gap too small Loss of compression because hand decompressor has no play Electronical ignition timing faulty	Adjust valve gap Check setting of the hand decompression cable Have ignition system checked
Engine stops or splutters in carburetor	Insufficient fuel Engine takes air out of control	Clean and check fuel system and carburetor Check intake flange and carburetor if firmly setted
Engine gets too hot	Insufficient cooling liquid Not enough air stream Radiators very dirty Foam formation in cooling system Bent cooling hose Thermostat defective	Refill cooling liquid (see maintenance work), check cooling system for leaks Drive on briskly Clean radiators with water jet Replace cooling liquid, use anti freeze liquid with brand name Shorten or replace cooling hose Dismount and check thermostat (opening temperature 70°C, (158°F) or replace it
High oil consumption	Buckling gearing ventilation hose Engine oil level too high Motor oil too thin (viscosity)	Dislocate i.e. replace non-buckling ventilation hose Check engine oil level when the engine is warm; correct if necessary Use thicker engine oil; see chapter „Engine oil“
All switched on lamps blown out	Capacitor or voltage regulator faulty	Remove right side cover and control connections. Have capacitor and voltage regulator checked

CLEANING

Clean your motorcycle regularly in order to maintain the beauty of its plastic surfaces.

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

!

CAUTION

!

NEVER CLEAN YOUR MOTORCYCLE WITH A HIGH-PRESSURED CLEANER OR A HIGH-PRESSURED WATER JET. THE WATER COULD OTHERWISE RUN INTO THE ELECTRICAL COMPONENTS, CONNECTORS, SHEATHED CABLES, BEARINGS, CARBURETOR ETC. AND CAUSE DISTURBANCES OR LEAD TO A PREMATURE DESTRUCTION OF THESE PARTS.

- You should use normal brand-name detergents to clean the motorcycle. Especially dirty parts should be cleaned additionally with the help of a paint brush.
- Before cleaning with water, plug the exhaust pipe to prevent water ingress.
- 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 the working temperature and also use the brakes. By warming these components, the residual water can evaporate from inaccessible parts of the engine and the brakes.
- 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. Treat the chain with a chain spray too.
- To prevent failures in the electric system, you should treat the ignition lock, the emergency OFF switch, the short circuit button, the light switch and the socket connectors with contact spray.

CONSERVATION FOR WINTER OPERATION

In the event that the motorcycle is also used in winter and on roads where one has to expect salt spraying, you will have to take precautions against the aggressive road salt.

- clean motorcycle thoroughly and let it dry after each riding
- treat engine, carburetor, swing arm, and all other bare or galvanized parts (except for brake discs) with a wax-based anti-corrosion agent.

⚠

WARNING

⚠

KEEP ANTI-CORROSION AGENT FROM GETTING INTO CONTACT WITH THE BRAKE DISCS, FOR OTHERWISE THIS WILL SIGNIFICANTLY REDUCE THE BRAKING POWER.

!

CAUTION

!

AFTER RIDES ON SALTED ROADS, CLEAN MOTORCYCLE THOROUGHLY WITH COLD WATER AND LET IT DRY WELL!

STORAGE

Should you desire to make a pause over a longer space of time, please observe the following instructions:

- Clean motorcycle thoroughly (see chapter: CLEANING)
- Change engine oil, oil filter and micro filter (old engine oil contains aggressive contaminants).
- Check antifreezer and amount of cooling liquid.
- Let the engine warm up again, close fuel cock and wait until the engine dies off by itself. By this means, carburetor jets are prevented from becoming resinous by the old fuel.
- Remove spark plug and fill in approx. 5 ccm of engine oil into the cylinder through the opening. Actuate kick-starter 10 times in order to distribute the oil onto the cylinder walls and mount the spark plug.
- Set piston to compression so that the valves will be closed. While doing this, slowly kick the kick starter through its stroke until the clicking sound (disengaging) of the automatic decompression release can be heard.
- Let fuel flow out of tank into an appropriate container.
- Correct tire pressure.
- Lubricate bearing points of the control levers, foot rests, etc. as well as the chain.
- Service the rear suspension linkage
- The storage place should be dry and not be subject to too big temperature fluctuations.
- Cover the motorcycle with an air permeated tarp or blanket. Do not use non air permeable materials as a 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 VALVES AND EXHAUST TO RUST.

RE-INITIATION AFTER TIME 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 have to 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 mechanic at the beginning of the next biking season.

TECHNICAL SPECIFICATIONS – ENGINE 620 SC, 620 SC SUPERMOTO 2001

Engine	620
Design	Liquid-cooled single cylinder 4-stroke engine with balancer shaft
Displacement	609 ccm
Bore / Stroke	101 / 76 mm
Ratio	10,4 : 1
Fuel	unleaded premium gasoline with a least RON 95
Valve timing	4 valves over rocker arm and 1 overhead camshaft, camshaft drive through single chain
Camshaft	249/1
Valve diameter	Intake: 36 mm Exhaust: 30 mm
Valve clearance cold	Intake: 0,15 mm Exhaust: 0,15 mm
Crank shaft bearing	2 cylinder roller bearing
Connecting rod bearing	needle bearing
Top end bearing	bronze bushing
Piston	forged aluminium
Piston rings	1 compression ring, 1 taper face ring, 1 oil scraper ring
Engine lubrication	forced-feed lubrication through Eaton-Oilpump with oil sump
Engine oil	see table
Engine oil quantity	1,6 liters (0,42 US gallons)
Primary ratio	straight geared spur wheels 30 : 81 teeth
Clutch	multi disc clutch in oil bath
Transmission	5-speed claw shifted
Gear ratio	1st 14:35 2nd 15:24 3rd 18:21 4th 20:19 5th 22:18
Ignition system	contactless thyristor ignition with electronic advanced system type KOKUSAN 4K3
Ignition timing	adjustment to max. 36 ° BTDC at 5000 rpm
Generator	12V 110W
Spark plug	NGK DPR8 EA-9
Spark plug gap	0,9 mm
Cooling system	liquid cooled, permanent rotation of cooling liquid through mechanic driven water pump
Cooling liquid	1 liter, 40% antifreeze, 60% water, at least -25°C (-13°F)
Starting equipment	decompressor automatic and hand actuated, cold and hot start knob on carburetor

BASIC CARBURETOR SETTING

	620 SC, 620 SC SUPERMOTO
Carburetor	PHM 40 SD
Carburetor setting number	080600
Main jet	155
Needle jet	DR 266
Idling jet	45
Jet needle	K 51
Needle position from top	3 rd
Mixture.adju. screw open	1,5 turns
Throttle valve	40
Starting jet	45
Performance restrictor	Slide stop 24mm

ASSEMBLY CLEARANCE, WEAR LIMIT - ENGINE 620 SC		
Crank shaft	axial play	0,03 - 0,12 mm (0,001-0,005 in)
	run out of crank stud.....	max. 0,04 mm (0,002 in)
Connecting rod bearing	radial play	max. 0,05 mm (0,002 in)
	axial play.....	max. 1,00 mm (0,04 in)
Piston forged	assembly clearance	max. 0,12 mm (0,005 in)
Piston rings end gap	compression rings.....	max. 0,60 mm (0,023 in)
	oil scraper ring.....	max. 0,80 mm (0,031 in)
Valves	seat sealing intake	max. 1,50 mm (0,059 in)
	seat sealing exhaust.....	max. 2,00 mm (0,080 in)
	run out of valve heads.....	max. 0,03 mm (0,001 in)
	valve guides diameter.....	max. 7,05 mm (0,277 in)
Oil pump	clearance outer rotor - housing	max. 0,20 mm (0,008 in)
	clearance outer rotor - inner rotor	max. 0,20 mm (0,008 in)
Bypaß valve	minimum spring lenght.....	25 mm (1 in)
Clutch discs	wear limit organic	2,5 mm (0,1 in)
Clutch springs	minimum lenght	34,5 mm (new 37 mm) (1,36 in - new 1,45 in)
Transmission shafts	axial play	0,1 - 0,4 mm (0,004 - 0,016 in)

TIGHTENING TORQUES - ENGINE 620 SC

Hexagon nut at primary gear	M20x1,5	Loctite 243 + 170 Nm	(125 ft.lb)
Collar nut flywheel	M12x1 left	60 Nm	(44 ft.lb)
Hexagon nut for inner clutch hub	M18x1,5	Loctite 648 + 80 Nm	(59ft.lb)
Kickstarter stop screw	M12x1,5	50 Nm	(37ft.lb)
Allan head screw oil pumps	M6	Loctite 243 + 8 Nm	(6ft.lb)
Hexagon screw camshaft gear	M10	Loctite 243 + 35 Nm	(25ft.lb)
Allan head screw cylinder head top sect.	M6x25/m6x35/M6x65/M6x70 (8.8)	8 Nm	(6ft.lb)
Allan head screw cylinder head top sect.	M6x50/M6x55 (12.9)	20 Nm	(15ft.lb)
Cylinder head screws	M10	50 Nm	(37ft.lb)
Collar nuts at cylinder base	M10	40 Nm	(30ft.lb)
Hexagon screw chain sprocket	M10	Loctite 243 + 40 Nm	(30ft.lb)
Oil drain plug	M22x1,5	30 Nm	(22ft.lb)
Magnetic plug	M12x1,5	20 Nm	(15ft.lb)
Plug bypass valve	M12x1,5	20 Nm	(15ft.lb)
Hollow screws oil lines	M8x1	10 Nm	(7ft.lb)
Hollow screws oil lines	M10x1	15 Nm	(11ft.lb)
Jet screw clutch cover	M8	10 Nm	(7ft.lb)
Screw plug timing-chain tensioner	M12x1,5	20 Nm	(15ft.lb)
Counternuts valve adjusting screws	M7x0,75	20 Nm	(15ft.lb)
Crankshaft locking bolt	M8	25 Nm	(19ft.lb)
Spark plug	M12x1,25	20 Nm	(15ft.lb)
Engine mounting bolt	M8	40 Nm	(30ft.lb)
Engine mounting bolt	M10	70 Nm	(52ft.lb)

API: SG, SH

TEMPERATURE

← - 0°C + →
32°F

10W 40 15W 40
10W 50 15W 50

Engine oil

Use only synthetic oil brands, which meet quality requirements (Shell Advance Ultra 4) of API-classes SG or SH (informations on bottles) or higher.

! CAUTION !

POOR OIL QUALITY OR MINOR QUANTITY EFFECT EARLY ENGINE-WEAR.

TECHNICAL SPECIFICATIONS - CHASSIS 620 SC, 620 SC SUPERMOTO 2001

	620 SC	620 SC SUPERMOTO
Frame	Central chrome-moly-steel frame	
Fork	White Power – Up Side Down 43	
Wheel travel front/rear	295 / 320 mm (11,6 / 12,6 in)	
Rear suspension	Central shock absorber (WP) with PRO-LEVER linkage to rear-swingarm with needle bearing	
Front brake	Disc brake with carbon-steel brake disc, brake caliper floated	
Brake Disk	Ø 260 mm (10,2 in)	Ø 320 mm (12,6 in)
Rear brake	Disc brake with carbon-steel brake disc Ø 220 mm (8,7 in), brake caliper floated	
Tyres front	90/90-21	120/70-17
Air pressure offroad	1,0 bar (14 psi)	-
Air press. road, driver only	1,8 bar (21 psi)	2,0 bar (28 psi)
Tyres rear	140/80-18	160/60-17
Air pressure offroad	1,2 bar (17 psi)	-
Air press. road, driver only	2,0 bar (28 psi)	2,2 bar (32 psi)
Fuel tank capacity	9 liter (2,38 US gallons) of that 2,5 liter (0,66 US gallons) reserve	
Final drive ratio	16:40	17:38
Chain	5/8 x 1/4 " O-Ring	
Steering angle	62,5°	
Wheel base	1510 ± 10 mm (59,4 ± 0,4 in)	
Seat high	940 mm (37 in)	920 mm (36 in)
Ground clearance	375 mm (14,8 in)	355 mm (14 in)
Dead weight without fuel	122 kg (269 lbs)	123 kg (271 lbs)

STANDARD ADJUSTMENT - FORK

	620 SC WP 0518V706	SUPERMOTO WP 0518V721
Compression adjuster	14	14
Rebound adjuster	12	14
Spring	4,2 N/mm	5,0 N/mm
Spring preload	6 mm	8 mm
Air chamber length	150 mm	130 mm
Fork oil	SAE 5	SAE 5

STANDARD-ADJUSTMENT - SHOCK ABSORBER

	620 SC WP 0118V712	SUPERMOTO WP 0118V720
Compression adjuster	3	5
Rebound adjuster	5	7
Spring	63 / 260	75 / 260
Spring preload	23 mm	15

TIGHTENING TORQUES - CHASSIS 620 SC

Collar nut front axle	M16x1,5, M17	40 Nm (30ft.lb)
Collar nut rear axle	M20x1,5	80 Nm (59ft.lb)
Shock absorber top	M10	45 Nm (33ft.lb)
Shock absorber bottom	M10	45 Nm (33ft.lb)
Collar screws brake disk front	M6	Loctite 243 + 10Nm (7ft.lb)
Collar screws brake disk rear	M6	Loctite 243 + 10Nm (7ft.lb)
Screw brake caliper front	M8	Loctite 243 + 25 Nm (19ft.lb)
Bearing bolt linkage arm/frame	M12	60 Nm (44ft.lb)
Collar nuts rocker arm bolts	M14x1,5	100 Nm (74ft.lb)
Engine mounting screw	M10	45 Nm (33ft.lb)
Ball joint for push rod	M8	Loctite 243 + 25 Nm (19ft.lb)
Sprocket screws on nuts	M8	Loctite 243 + 35 Nm (25ft.lb)
Collar nut swingarm bolt	M14x1,5	100 Nm (74ft.lb)
Clamping screws top triple clamp	M8	20 Nm (15ft.lb)
Clamping screws bottom triple clamp	M8	15 Nm (11ft.lb)
Clamping screws fork stubs	M8	10 Nm (7ft.lb)
Screws handlebar clamp	M8	Loctite 243 + 20 Nm (15ft.lb)
Allan head screw handle bar support	M10	Loctite 243 + 40 Nm (30ft.lb)
Other screws/collar nuts on chassis	M6	10 Nm/15 Nm (7ft.lb)/(11ft.lb)
	M8	25 Nm/30 Nm (19ft.lb)/(22ft.lb)
	M10	45 Nm/50 Nm (33ft.lb)/(37ft.lb)



KTM SPORTMOTORCYCLE AG
5230 Mattighofen
Austria
Internet: www.ktm.at

