

660RALLY2006

ERGÄNZUNG ART. NR. 3.211.87

ZUR BEDIENUNGSANLEITUNG ART. NR. 3.211.78

SUPPLEMENT ART. NO. 3.211.87

TO OWNER'S MANUAL ART. NR. 3.211.78



KTM

PERIODIC MAINTENANCE SCHEDULE »

A washed motorcycle can be checked more quickly which saves money!		for Rally-events			
		every day	1. Service after 500km	after 1500 km, or every second day	all 4500 km
ENGINE	Change engine oil, oil filter, and fine filter		●	●	
	Clean oil screens and magnet of drain plug	●	●	●	
	Check oil lines for damage and kink-less arrangement	●		●	
	Check and adjust spark plug			●	
	Replace spark plug				●
	Check and adjust valve clearance		●		●
	Check engine fastening screws for tight fit	●	●	●	
CARBURETOR	Check carburetor connection boots for cracks and leaks	●		●	
	Check idle setting		●	●	
	Check bleeder hoses for damage and kink-free arrangement		●	●	
	Change needle jet , jet needle, throttle valve				●
ADD-ON-PARTS	Check cooling system for leaks, antifreeze protection	●	●	●	
	Check radiator fan for proper operation	●		●	
	Check exhaust system for leaks and suspension	●	●	●	
	Check actuating cables for damage, smooth operation, and kink-less arrangement, and adjust and lubricate them		●	●	
	Clean air filter and air filter box	●	●	●	
	Check cables for damage and kink-less arrangement	●	●		
	Check headlamp adjustment			●	
BRAKES	Check electrical system for function (low/high beams, stop light, turn indicators, Bheadlamp flasher, tell-tale lamps, speedometer illumination, horn, emergency-off switch)		●	●	
	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		●	●	
CHASSIS	Check screws of brake system for tight fit		●	●	
	Check suspension strut and fork for leaks and proper operation		●	●	
	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			●	
WHEELS	Check all chassis screws for tight fit (fork plates, fork leg, axle nuts/screws, swinging-fork pivot, reversing lever, suspension strut)	●	●	●	
	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			●	

PERIODIC MAINTENANCE SCHEDULE »

IMPORTANT RECOMMENDED MAINTENANCE PROCEDURES TO BE PERFORMED BASED ON A SEPARATE SUPPLEMENTARY ORDER		
	before each race	at least after 15 days of running
Perform complete fork maintenance		●
Perform complete suspension strut maintenance		●
Perform complete reversing lever maintenance		●
Clean and lubricate steering-head bearing and sealing elements		●
Clean and adjust the carburetor	●	●
Treat the electrical contacts and switches with contact spray		●
Treat battery connections with contact grease		●
Change the brake fluid		●

SERVICE INTERVALLS SHOULD NEVER BE EXCEEDED BY MORE THAN 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
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		●	

TECHNICAL DATA – CHASSIS »

CHASSIS	660 RALLY
Frame	Central chrome-moly-steel-frame
Fork	WP Suspension – Up Side Down 48
Wheel travel front/rear	295 / 320 (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, 2-piston brake caliper floated
Brake disc front	∅ = 300 mm
Rear brake	Disc brake with carbon-steel brake disc, brake caliper floated
Brake disc rear	∅ = 220 mm
Tyres front	90/90-21 Michelin T63
Air press. road, driver only	1,5 bar (21 psi)
Tyres rear	130/80-18 Michelin T63
Air press. road, driver only	2,0 bar (28 psi)
Fuel tank capacity	each main tank 12 litre, each side tank 12 litre
Final drive ratio	16:44
Chain	5/8 x 1/4" X-Ring
Head light	H4 12V 60/55W (Socket P43t)
Parking light	12V 5W (Socket W2,1x9,5d)
Instrument light	LED
Indicator lamps	LED
Brake light	12V 21/5W (Socket BaY15d)
Rear light	12V 21/5W (Socket BaY15d)
Flasher light	12V 10W (Socket Ba15s)
License plate illumination	12V 5W (Socket W2,1x9,5d)
Battery	maintenance-free battery 12V 8.6 Ah
Steering angle	62,5°
Wheel base	1510 ± 10 mm (59.5 ± 0.4 in)
Seat high	980 mm (38.6 in)
Ground clearance	approx. 320 mm (12.6 in)
Dead weight without fuel	158 kg (349 lb)
Max. permissible front axle load	211 kg (466 lb)
Max. permissible rear axle load	335 kg (740 lb)
Max. permissible laden axle load	350 kg (773 lb)

STANDARD ADJUSTMENT FORK	
	WP4860MXMA 14187B10
Compression adjuster	15
Rebound adjuster	14
Spring	4,8 N/mm
Spring preload	PA 5 Turns
Air chamber length	120 mm
Fork oil	SAE 5

STANDARD ADJUSTMENT SHOCK ABSORBER	
	WP 12187B17
Compression adjuster	13 (Low Speed) 2 (High Speed)
Rebound adjuster	19
Spring	66-86/280
Spring preload	25 mm

TECHNICAL DATA – CHASSIS »

TORQUES		
Collar nut front axle	M16x1,5	40 Nm
Brake caliper front	M8	Loctite 243 + 25 Nm
Collar nut rear axle	M20x1,5	80 Nm
Hex. nut swing arm bolt	M14x1,5	100 Nm
Clamping screw top triple clamp	M8	20 Nm
Clamping screw bottom triple clamp	M8	15 Nm
Clamping screws fork leg axle passage	M8	10 Nm
Collar screw handlebar clamp	M8	Loctite 243 + 20 Nm
Allan head screw handlebar support	M10	Loctite 243 + 40 Nm
Collar nut connecting rod pro lever system	M12x1,75	60 Nm
Collar screw brake discs front/rear	M6	Loctite 243 + 15 Nm
Ball joint for push rod rear brake cylinder	M8	Loctite 243 + 35 Nm
Self locking nut rear sprocket	M6	Loctite 243 + 10 Nm
Other screws chassis	M6	10 Nm
	M8	25 Nm
	M10	45 Nm
Other collar nuts chassis	M6	15 Nm
	M8	30 Nm
	M10	50 Nm

TECHNICAL DATA – ENGINE »

TIGHTENING TORQUES - ENGINE		
Hexagon nut at primary gear	M20x1,5	Loctite 243 + 170 Nm
Collar nut flywheel	M16x1,25 links	80° C + 150 Nm
Hexagon nut for inner clutch hub	M18x1,5	Loctite 243 + 90 Nm
Allan head screws freewheel hub	M6x12/M6x12,5	Loctite 648 + 12/16 Nm
Hexagonscrew oil pump	M6	Loctite 243 + 10 Nm
Hexagon screw camshaft gear	M10	35 Nm
Allan head screw cylinder head top sect.	M6x25/M6x65/M6x70 (8.8)	10 Nm
Allan head screw cylinder head top sect.	M7x55/M7x60 (12.9)	15 Nm
Cylinder head screws	M10	10/53 Nm
Collar nuts at cylinder base	M10	10/55 Nm
Hexagon screw chain sprocket	M10	Loctite 243 + 40 Nm
Oil drain plug	M22x1,5	30 Nm
Magnetic plug	M12x1,5	20 Nm
Plug bypass valve	M12x1,5	20 Nm
Hollow screws oil lines	M8x1	10 Nm
Hollow screws oil lines	M10x1	15 Nm
Jet screw clutch cover	M8	10 Nm
Screw plug timing-chain tensioner	M12x1,5	20 Nm
Counternuts valve adjusting screws	M7x0,75	16 Nm
Crankshaft locking bolt	M8	20 Nm
Engine mounting bolt	M8	40 Nm
Engine mounting bolt	M10	70 Nm

TECHNICAL DATA – ENGINE »

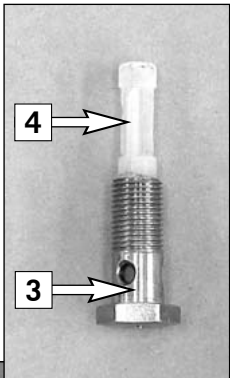
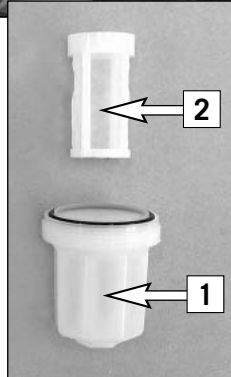
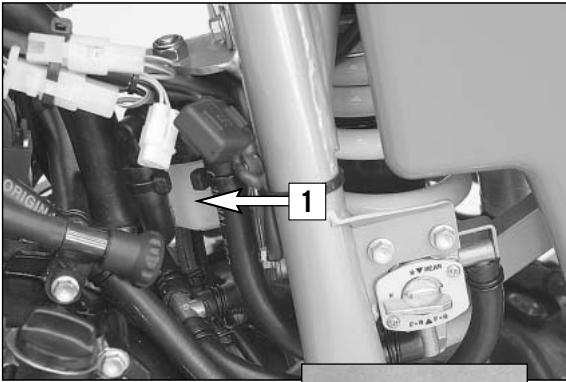
TYPE	660 LC4
Design	Liquid-cooled single cylinder 4-stroke engine with balancer shaft and electric starter
Displacement	653,7 cm ³
Bore / Stroke	102/80 mm
Ratio	11,6:1
Fuel	unleaded premium gasoline with a least RON 95
Valve timing	4 valves over rocker arm and 1 overhead camshaft, camshaft drive through single chain
Valve diameter	Intake: 36 mm Exhaust: 32 mm
Valve clearance cold	Intake: 0.10 mm Exhaust: 0.10 mm
Crank shaft bearing	2 cylinder roller bearing
Connecting rod bearing	needle bearing
Top end bearing	bronze bushing
Piston	forged aluminium alloy
Piston rings	1 compression ring, 1 taper face ring, 1 oil scraper ring
Engine lubrication	2 Eaton-Oilpumps
Quantity of engine oil	SAE 10W/50 (Motorex Power Synt 4T)
Engine oil	2,2 liters including frame
Primary ratio	straight geared spur wheels 31 : 79 teeth
Clutch	multi disc clutch in oil bath
Transmission	5-speed claw shifted
Gear ratios	1. Gear 33:15 2. Gear 24:15 3. Gear 21:18 4. Gear 19:20 5. Gear 18:22
Ignition system	contactless DC- CDI ignition with digital advanced system type KOKUSAN
Ignition timing	adjustment to max. 33° BTDC at 8500 rpm
Generator	12V 200W
Spark plug	NGK DR 9 EA
Spark plug gap	0,9 mm
Cooling system	liquid cooled, permanent rotation of cooling liquid through mechanic driven water pump
Cooling liquid	1,8 liter, 50% antifreeze, 50% water, at least -25° C (-13° F)
Starting equipment	electric starter

BASIC CARBURETOR SETTING		
	660 Rally (throttled)	660 Rally (open)
Type	Keihin FCR - MX 41	Keihin FCR - MX 41
Carburetor setting mark	4100A	4100A
Main jet	168 (175)	170
Jet needle	OBDVT (OBEKR)	OBDVT
Idling jet	42 (45)	48
Main air jet	200	200
Idling air jet	100	100
Needle clip position from top	V	V
Starting jet	85	85
Mixture control screw open	2	2
Throttle valve	15	15
Performance restrictor	slide stop	–
Stop pump membrane	858 / 2,15 mm	858 / 2,15 mm

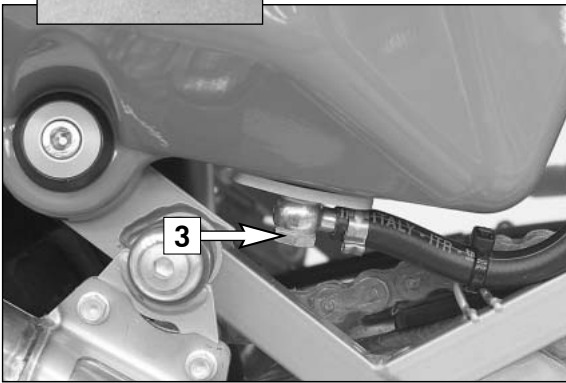
MAINTENANCE WORK ON CHASSIS AND ENGINE »

Clean the fuel filter

Central fuel filter:
Unscrew the filter housing [1] and clean the fuel filter [2].

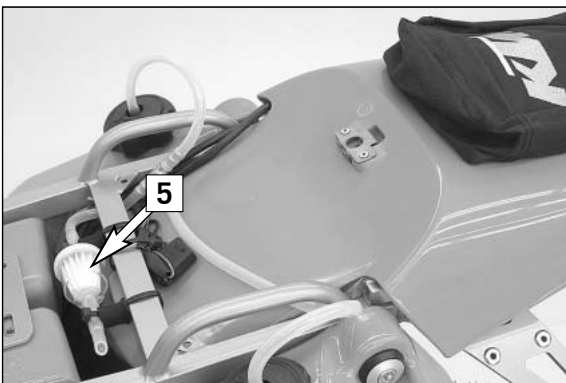


Fuel filters in all four tanks:
Unscrew the banjo bolt [3] and clean or replace the fuel filter [4].

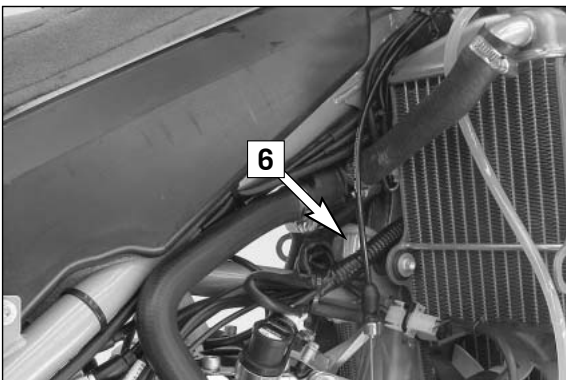


Replace the vent filter

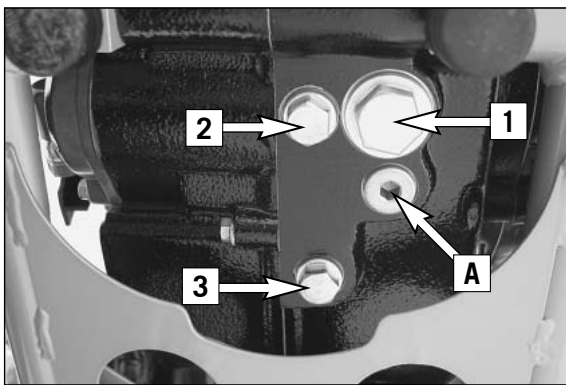
Replace the tank vent filter [5] if soiled.



Replace the carburetor vent filter [6] if soiled.



MAINTENANCE WORK ON CHASSIS AND ENGINE »



Change engine oil, replace oil filter, fine filter and microfilter *

Bleeding of the oil system *

Note: The frame breast pipe is integrated into the oil circuit for the sake of more effectively cooling the motor oil. It is thus important when changing the oil to also remove the fine screen filter, to drain the motor oil from the breast pipe and to de-aerate the oil system.

If the oil system is not bled at all or bled insufficiently, the bearings of the engine will not get enough lubrication, which in turn may result in engine failure.

Therefore, we recommend that you have the engine oil changed by your authorized KTM mechanic. During the guaranty period, the oil change must be performed by an authorized KTM mechanic. Otherwise, the guarantee will become void.

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

⚠ WARNING

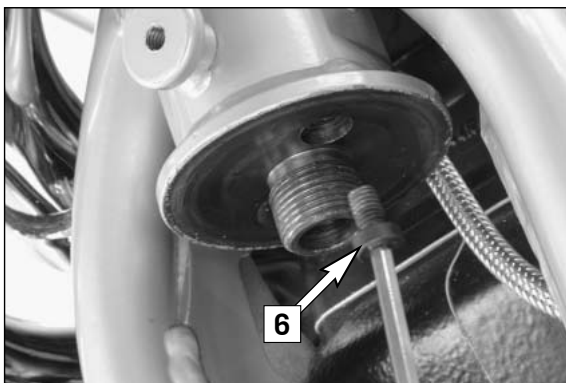
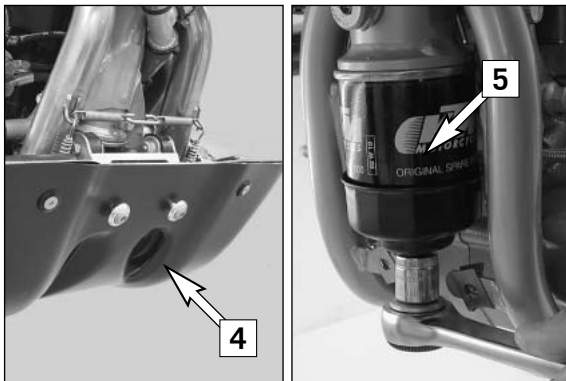
AN ENGINE HAVING BEEN RUN WARM, AND THE ENGINE OIL IN IT IS VERY HOT - DO NOT BURN YOURSELF.

Place the motorcycle on an even surface and remove the underride protection [4]. Remove the three plugs [1], [2] and [3] and allow the oil to drain into a suitable vessel.

! CAUTION

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

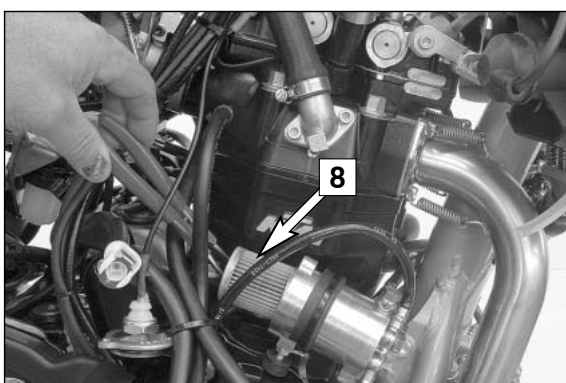
Loosen the fine screen filter [5] with an oil filter wrench and then screw it off by hand.



The screw [6] must be removed to allow the motor oil to flow out of the frame breast pipe.

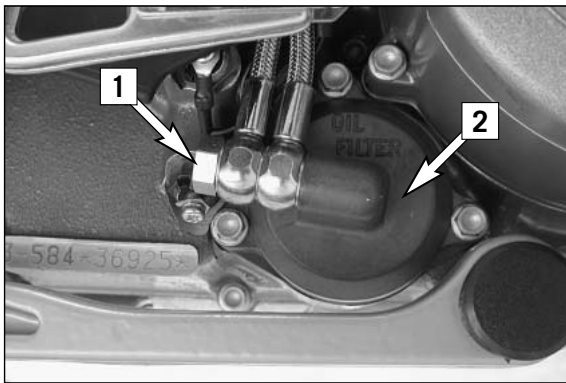


Remove the right front fuel tank. Loosen the two HH screws [7] and remove the microfilter cover.

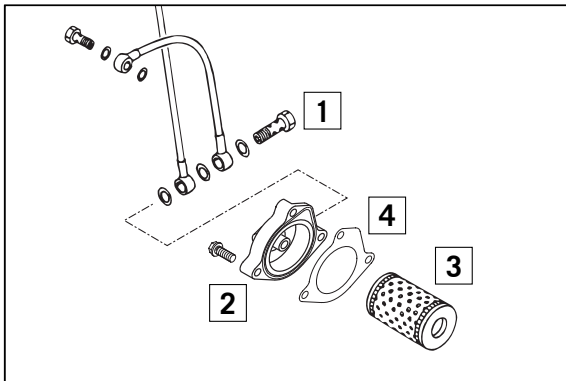


Remove the microfilter [8]. Insert a new microfilter. Clean the sealing area and remount the microfilter cover.

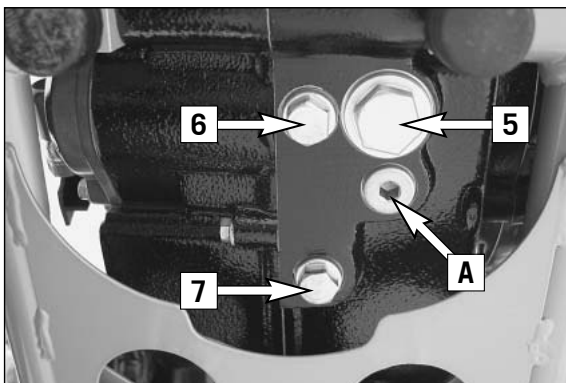
MAINTENANCE WORK ON CHASSIS AND ENGINE »



Replace the oil filter when changing the engine oil. Press the foot brake pedal and place a screwdriver or similar between foot brake pedal and stopper roll so that the oil filter cover is more accessible. Remove banjo bolt [1] and the three screws. Remove oil filter cover [2] and oil filter. Clean the filter case, oil filter cover and sealing areas. Make sure the oil duct in the oil filter cover is not clogged.



Place the new oil filter [3] on the connection in the oil filter cover and mount together with a new seal [4]. Tighten the 3 screws in the filter cover to 5 Nm. Tighten the hollow screw with seals and tighten to 15 Nm.

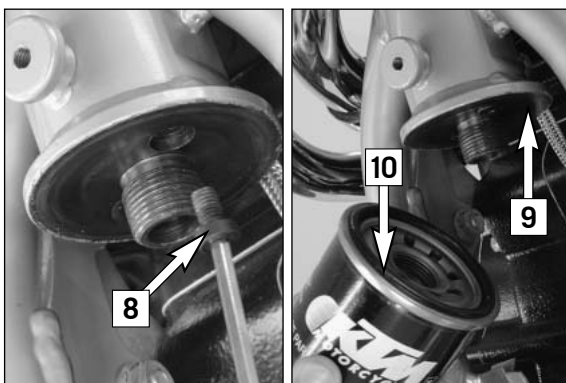


Clean the plugs thoroughly with petroleum and compressed air in order to remove any metal filings. After the oil has drained completely, clean the sealing areas and remount the plugs together with their gaskets. Tighten plug [5] with 30 Nm and plugs [6] and [7] with 20 Nm. Tighten the screw [8] with 10 Nm. Clean sealing surfaces on the frame breast pipe [9], fill new fine screen filter with engine oil, and oil rubber gasket [10]. Replace fine screen filter and screw it back in place, your bare hand will do.

Remove oil dipstick on the clutch cover, fill with 1.3 litre (0.34 US gallons) engine oil and attach plug again.

! CAUTION

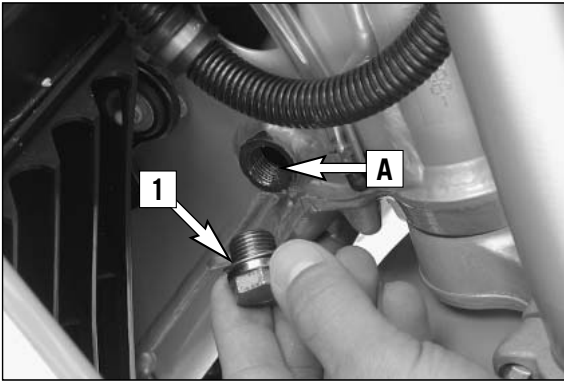
- USE ONLY ORIGINAL KTM OIL FILTER, FINE FILTER AND MICROFILTER. USING ANOTHER FILTER BRAND CAN RESULT IN DAMAGE TO THE ENGINE.
- IF THE ENGINE OIL HAS BEEN DRAINED FROM THE FRONT PIPE OF THE FRAME, YOU MUST BLEED THE OIL SYSTEM!



To facilitate bleeding of the oil system, we have added a hose connection piece and a plastic hose to the set of tools. Take an empty oil can (1 liter) and drill a 7 mm (0.28 in) -diameter hole into the lid. Screw the hose connection piece into the lid from the outside, and secure it from the inside with the M8 hexagon nut.

Slip the plastic hose onto the hose connection piece, and you will have your filling tool.

MAINTENANCE WORK ON CHASSIS AND ENGINE »



Fill 0.6 liters (0.16 US gallons) of engine oil into the can and remove the plug [1] next to the steering head. Introduce the plastic hose into the vent hole [A], (see page 30) and fill 0.6 liters (0.16 US gallons) of engine oil into the frame's front tube. Remove plastic hose, start engine, and let it idle (approx. 20 seconds) until oil escapes at the hole [A]. As soon as oil begins to leak out, switch off the engine, mount the plug and gasket and tighten to 25 Nm.

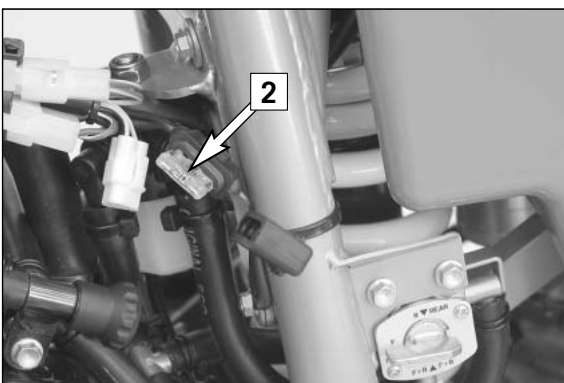
Let the motor run until it warms. Check the oil drain plugs and the fine screen filter to make sure they are properly sealed. Check the level of the motor oil. Place the motorcycle on a horizontal surface (main stand) and wait for 5 minutes. Checking the oil level, he should be between the two marks on the inspection glass, 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.

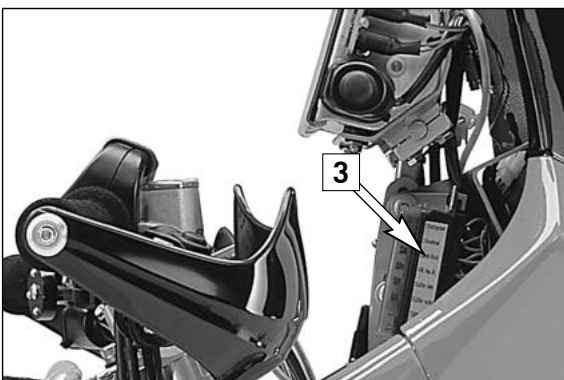
Afterwards check the entire oil system and motor to make sure they are properly sealed.

Note: Dispose of used oil properly! Under no circumstances may used oil be disposed of in the sewage system or in the open countryside. 1 liter (0.264 US gallons) oil contaminates 1.000.000 liter (264.000 US gallons) water.



Fuses

The main fuse [2] (20 amperes) is easily accessible on the left frame tube.

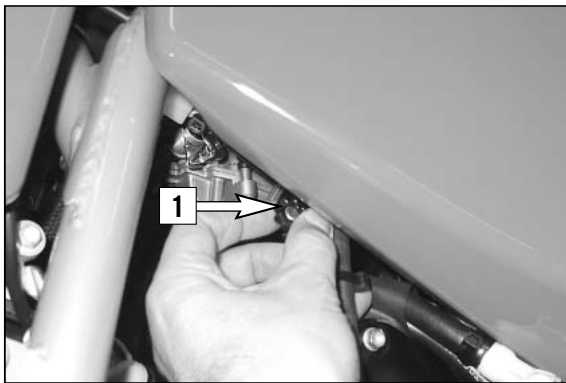


The fuse box [3] for power consumers is located on the right in the cockpit fairing.

Replace a blown fuse only with an equivalent one. If a new fuse that has just been set in gets blown again, you are strongly advised to have it inspected by a KTM dealer.

! CAUTION

UNDER NO CIRCUMSTANCES IS A STRONGER FUSE ALLOWED TO BE SET IN OR A FUSE ALLOWED TO BE „REPAIRED“. AN INEXPERT TREATMENT COULD DAMAGE THE WHOLE ELECTRICAL INSTALLATION!



CARBURETOR – Adjust idling (Keihin MX 41) *

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.

The idle speed is controlled by means of the adjusting wheel [1] and the mixture control screw [2]. The adjusting wheel is used to adjust the basic setting of the slide. The mixture control screw is used to control the idle mixture which arrives at the engine by way of the idle system. Clockwise turning reduces the fuel quantity (lean mixture), counterclockwise turning increases the fuel quantity (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 to the basic position (see technical data engine)
- 2 Warm up the engine
- 3 Use the adjusting wheel [1] to set the normal idle speed (1400 - 1500 rpm).
- 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. If, in the course of this procedure, the speed undergoes a relatively high increase, reduce the idle speed to a normal level and repeat the procedure specified in 4. Serious competitive racers will choose a setting approx. 1/4 turn (clockwise) leaner than this ideal value because their engine will heat up more when used in competitions.

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:

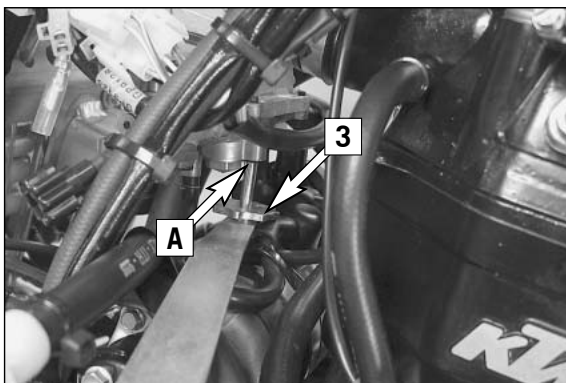
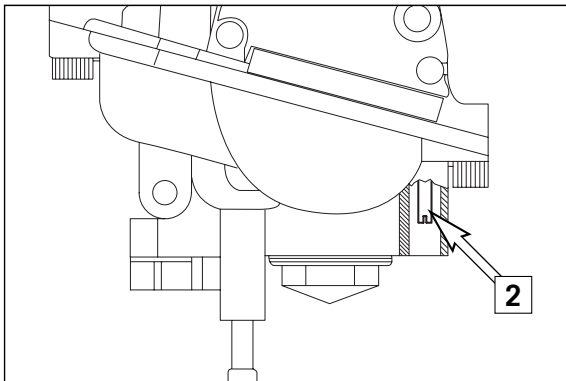
a) the mixture control screw has been screwed in up to the stop without causing any change in rotational speed, a smaller idling jet has to be installed;

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 Then, use the adjusting wheel to set the desired idle speed.

- 6 In cases of greater changes in outside temperature and extremely different altitudes, the idling speed should be readjusted

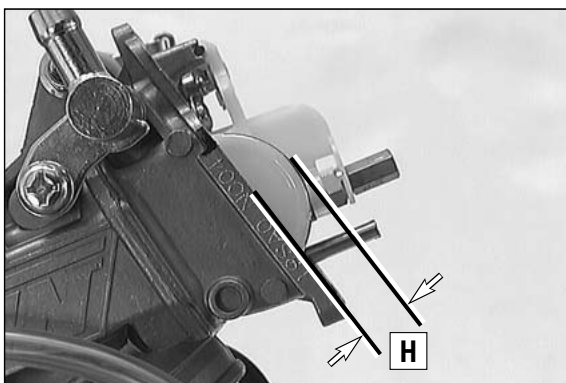


Adjusting the mixture control screw *

Accessing the mixture control screw is difficult. For this reason, we have created an appropriate special tool.

Introduce the special tool into the bore [A] at the carburetor bottom. Press the tool slightly upward and turn the adjusting wheel [3] until the tool engages the slot of the mixture control screw [2].

Now, you can go about adjusting the screw. Marks were provided on the adjusting wheel, making it easier to keep track of the turns.



Checking the float level (float height) *

For this purpose, dismount the carburetor and remove the float chamber. Hold the carburetor in a slanted position such that the float will abut the float needle valve but not compress it (see photo).

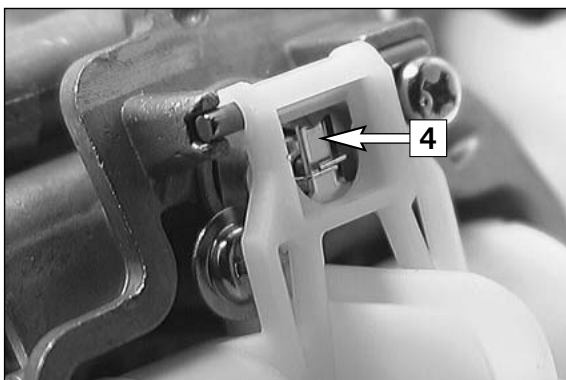
Now, use a sliding caliper to measure the distance [H] between the casing edge and the float's upper edge.

The float height [H] is to be 9mm.

If the float height does not correspond to the desired value, check the float needle valve and, if necessary, replace it.

If the float needle valve is o.k., you can adjust the float height by bending of the float lever [4].

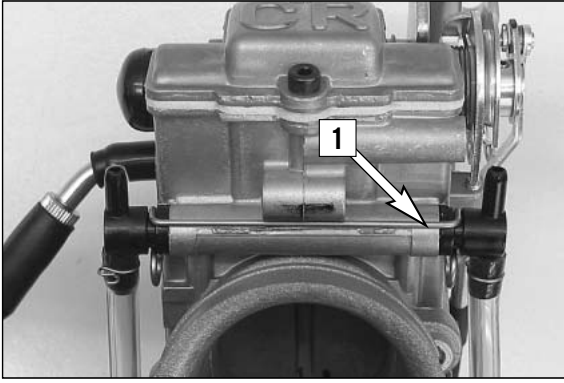
Mount the float chamber, install the carburetor, and adjust the idle speed.



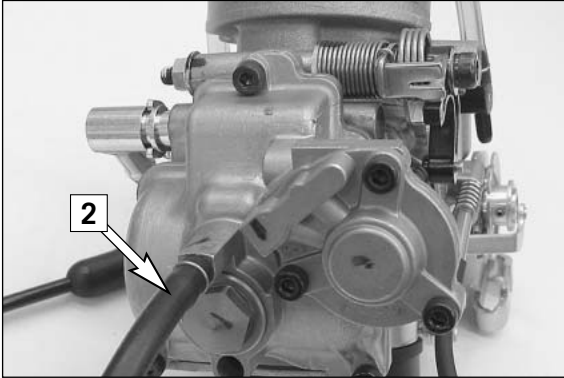
Disassembling the carburetor (Keihin MX 41)

Note: Before you start disassembling the carburetor, you should look for a clean workplace. It should offer you enough space to lay out all individual components of the carburetor in perfect order.

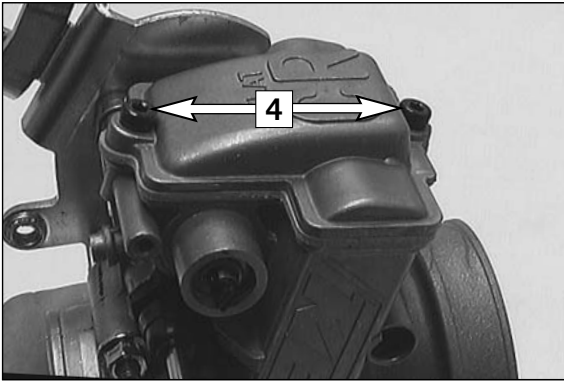
- Dismount the carburetor and remove any coarse dirt.



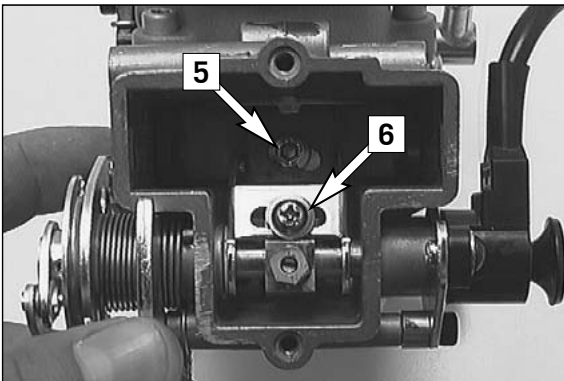
- Remove the wire clip [1] and pull the ventilation hoses out of the carburetor.
- Disconnect the hose [2].



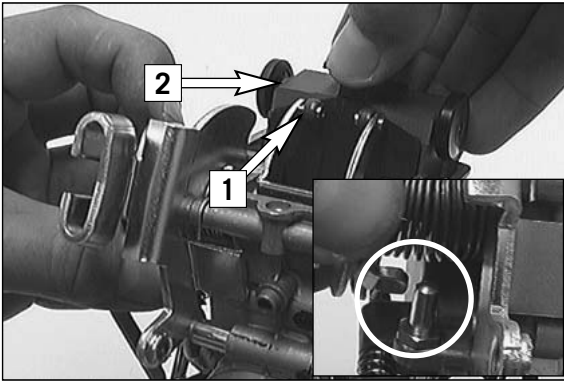
- Remove the 2 bolts [4] and dismount the slide cover together with its gasket.



- Remove the bolt [5] and take the jet needle out of the throttle valve.
- Remove the bolt [6].

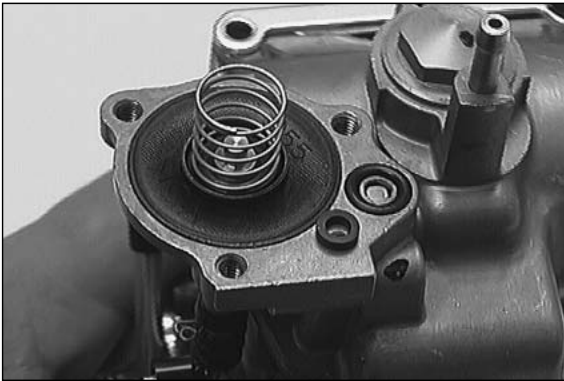


MAINTENANCE WORK ON CHASSIS AND ENGINE »



- Now, pull the cable disc approx. 5 mm (0.1968 in) outward and turn it until the throttle valve can be lifted out of the carburetor and detach the rollers [1] at the throttle valve.
- Take the throttle valve together with the 4 rollers [2] and the valve paddle out of the carburetor.

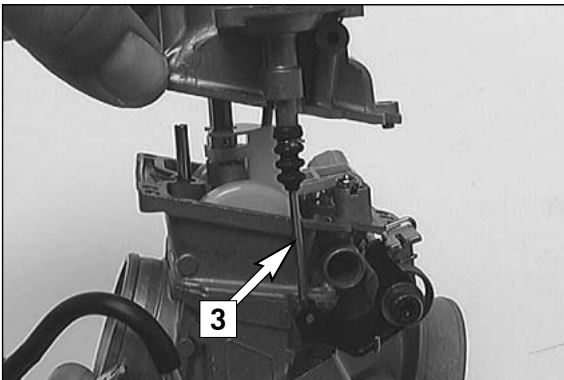
Note: When you turn the cable disc, it must not be blocked by the stop screw (see photo). Otherwise, pull the shaft further outward.



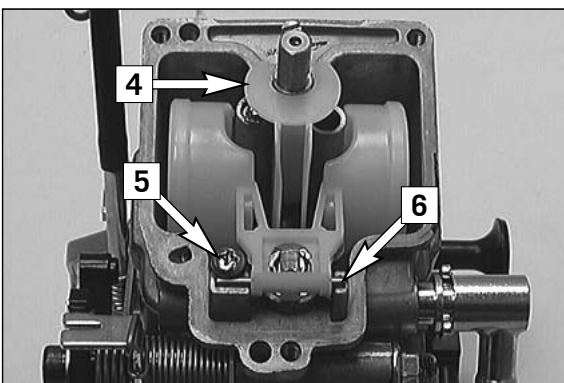
- Turn the carburetor around, remove the 3 screws and remove the cover of the accelerator pump.

Note: When dismantling the cover, watch out for the spring and the sealing rings as they may get lost easily.

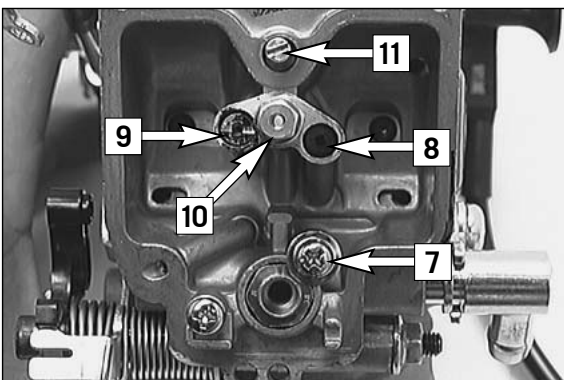
- Remove the 2 sealing rings, the spring and the diaphragm from the pump housing.



- Remove the screw and dismount the float chamber.
- Unhitch the push rod [3] of the accelerator pump and dismount it.



- Take the plastic part [4] off the needle jet.
- Loosen the screw [5], pull out the float hinge pin [6] and dismount the float together with the float needle valve.

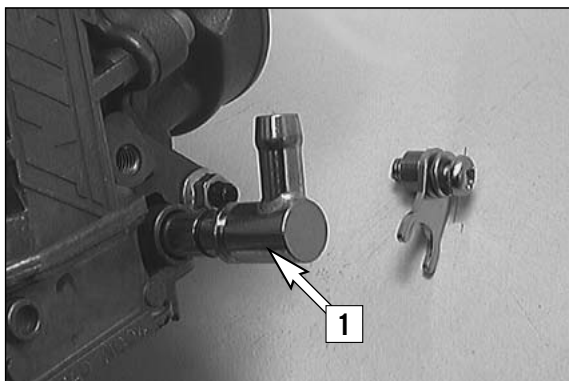


- Remove the screw [7] and use pliers to carefully extract the seat of the float needle valve from the carburetor.
- Turn out the idling jet [8], the starting jet [9] and the needle jet together with the main jet [10].

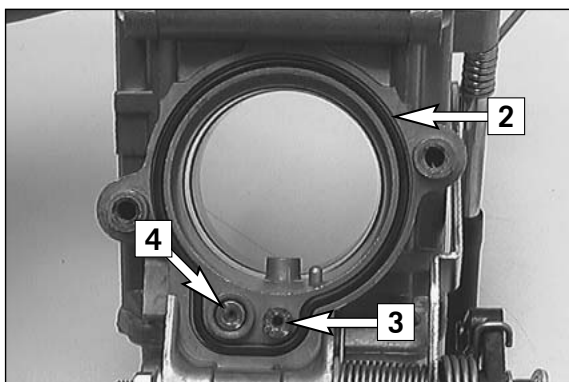
- Turn in the mixture control screw [11] down to the stop, count the number of turns and write it down.
- Turn out the mixture control screw and dismount it together with the spring, the washer, and the O-ring.

Note: The spring, the washer, and the O-ring will usually remain in the bore. These parts can be removed with the help of compressed air.

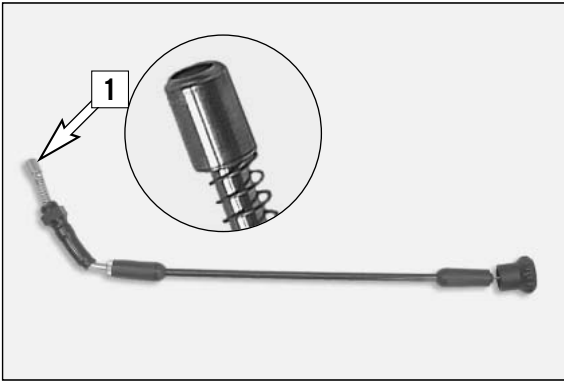
MAINTENANCE WORK ON CHASSIS AND ENGINE »



- Remove the screw and the clip together with the bushing and pull the connection piece [1] out of the carburetor.

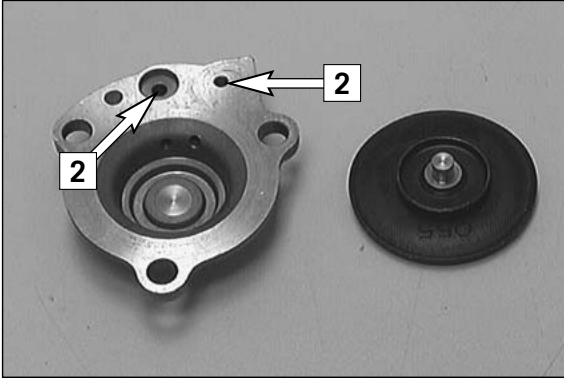


- Remove the 2 screws and take the intake trumpet together with the O-ring [2] off the carburetor.
- Unscrew the idle-air jet [3] and the main air jet [4].
- Thoroughly clean all jets and other parts and blow compressed air through them.
- Clean the carburetor housing and blow compressed air through all the ducts in the carburetor.
- Check all gaskets for damage and, if necessary, replace them.



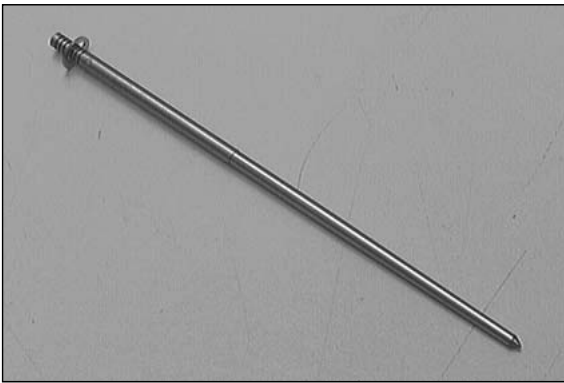
Checking the choke slide and hot start knob

The choke slide must be easy to actuate .
The piston [1] of the choke slide must not have any pronounced score marks or deposits.



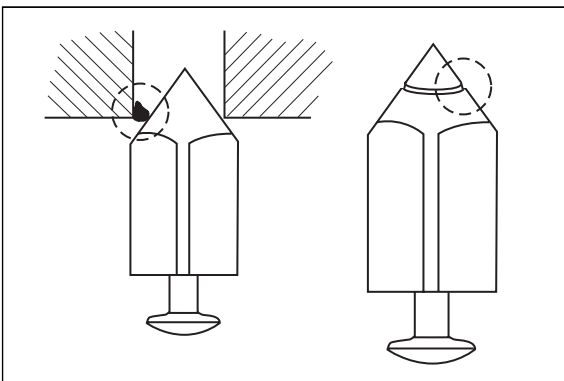
Checking the accelerator pump

Check the membranes for cracking or brittleness.
Check gaskets for damage.
Check if the bores [2] are unobstructed.



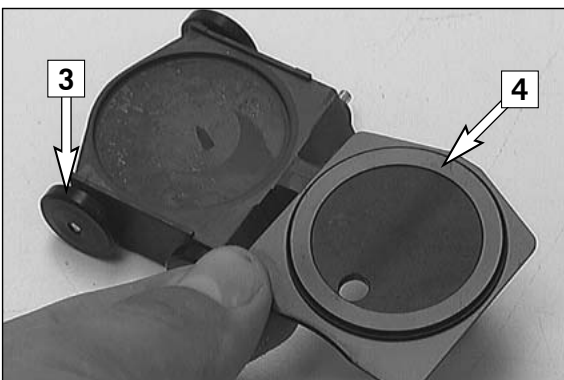
Checking the jet needle

Check the jet needle for bending and wear.
Replace the jet needle and needle jet every 10,000 km.



Checking the float needle valve

Check the sealing surface of the needle valve for notches.
There must not be any dirt between the valve seat and the float needle.

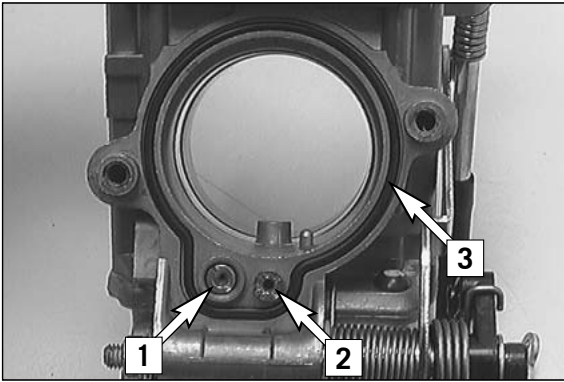


Checking the throttle valve

The rollers [3] at the throttle valve must be easy to turn and must not have any flat spots.
Check the throttle valve paddles [4] for damage.

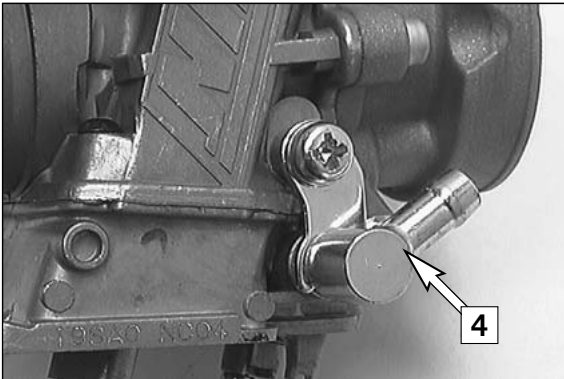
Assembling the carburetor (Keihin MX 41)

- Mount the idle-air jet [1] and the main air jet [2].
- Place the O-ring [3] in the groove and secure the intake trumpet to the carburetor by means of the 2 screws.

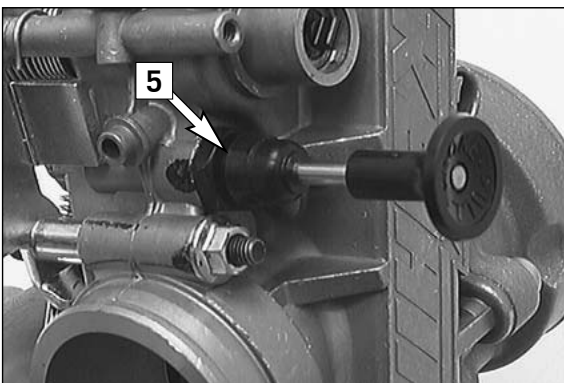


- Insert the fuel connection [4] into the carburetor and secure it with the clip.

Note: In the mounted state, the connection piece must be easy to turn.



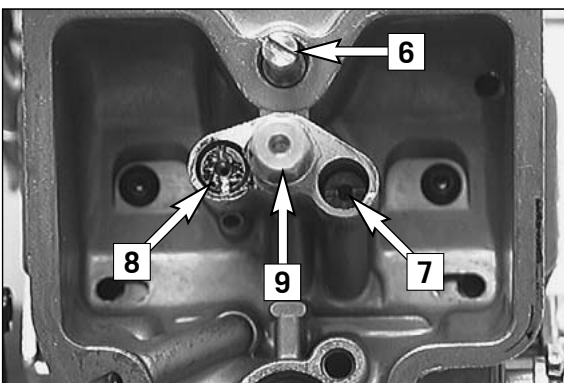
- Mount the choke slide [5] and actuate it several times, checking whether it can be moved smoothly. In addition, check whether the choke locks properly.



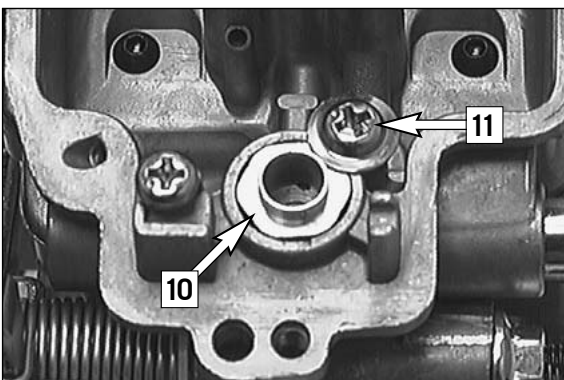
- Thread the spring, the washer and the O-ring onto the mixture control screw [6] and screw the mixture control screw in as far as it will go.
- Now, unscrew the mixture control screw the number of turns written down during disassembly.

Basic setting: See technical specification

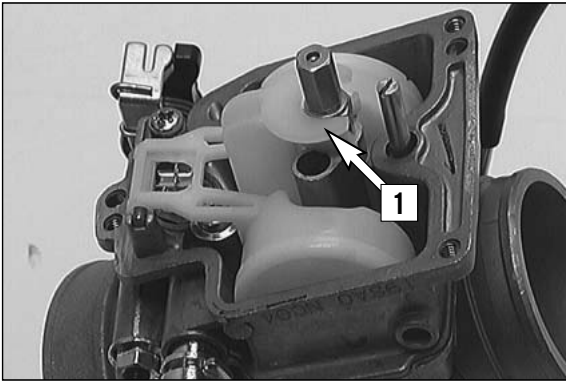
- Mount idling jet [7], starting jet [8] and needle jet together with main jet [9].



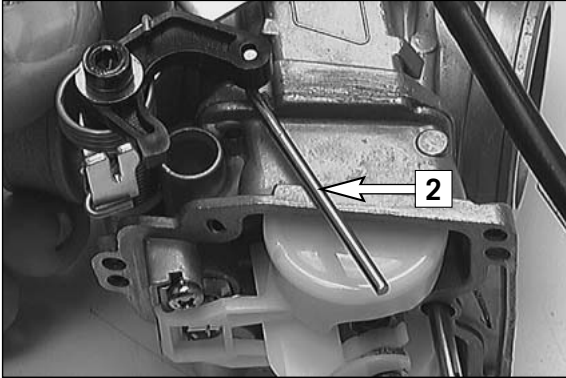
- Insert the needle jet [10] into bore and secure it by means of the screw [11].



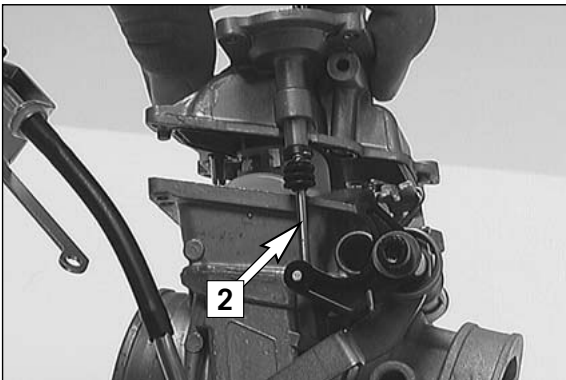
MAINTENANCE WORK ON CHASSIS AND ENGINE »



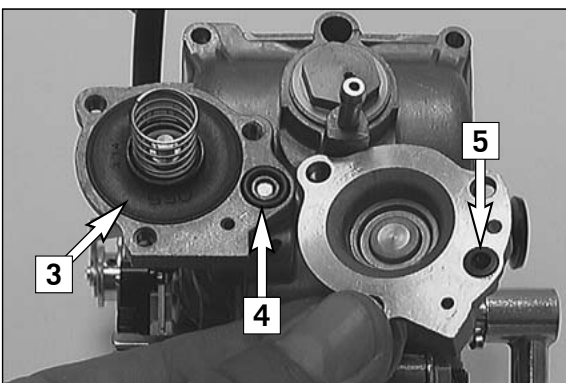
- Position the float, mount the float hinge pin and secure it by means of the screw.
- Check the float level.
- Stick the plastic component [1] on the needle jet.



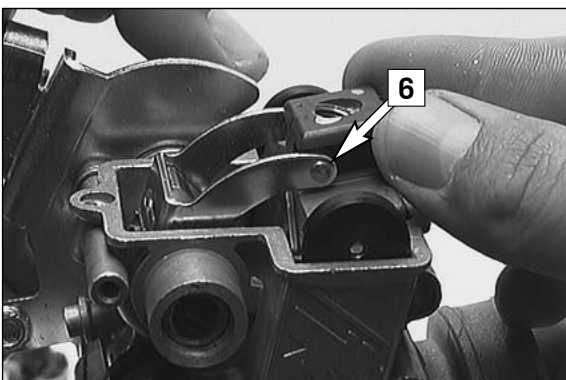
- Engage the push rod [2] of the accelerator pump at the lever.



- Mount the float chamber and at first secure it with only 1 screw. When positioning the float chamber, make sure that the push rod [2] of the accelerator pump slides into the bore.

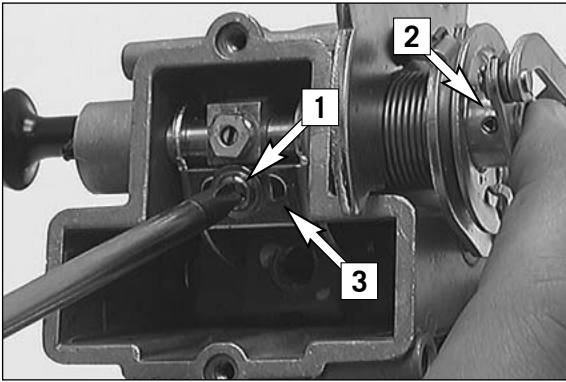


- Place the membrane [3] with the labeling facing upwards and the spring into the pump housing.
- Place the O-ring [4] into the groove. Secure the sealing ring [5] with some grease in the cover and fasten the cover by means of 3 screws.

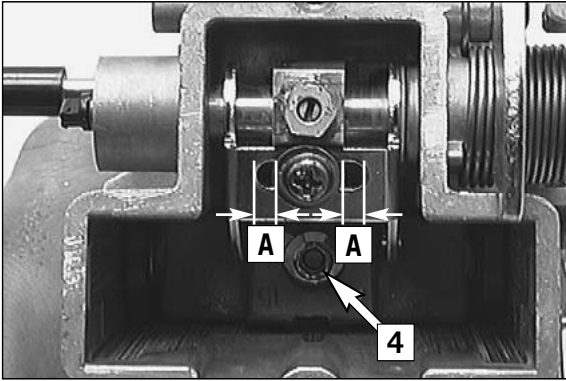


- Turn the cable disc and push the throttle valve into the carburetor such that the rollers [6] engage the throttle valve (see photo). Push the throttle valve all the way into the carburetor.
- Turn the cable disc several times and while doing so check whether the throttle valve moves smoothly.

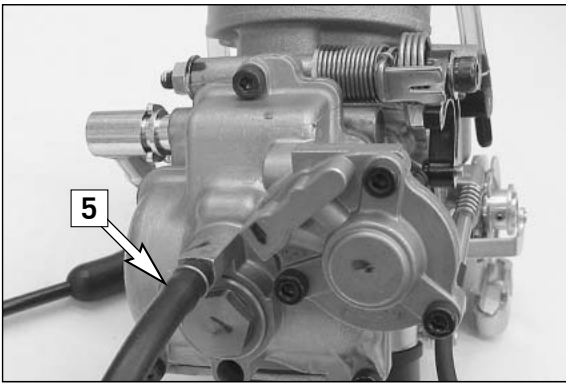
MAINTENANCE WORK ON CHASSIS AND ENGINE »



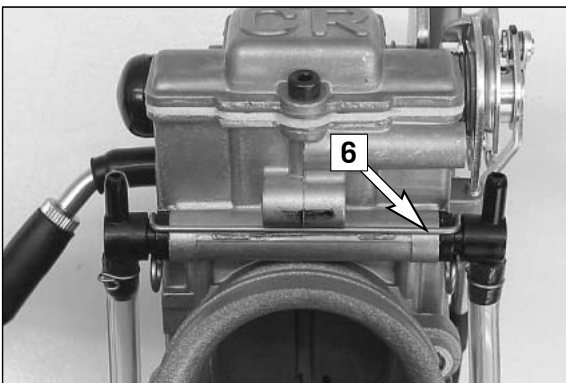
- Coat the thread of the screw [1] with Loctite 243 and mount the screw, however, do not tighten it yet.
- Push the slide pin [2] inward. At the same time, push the slide lever [3] to the extreme right and tighten the screw [1].



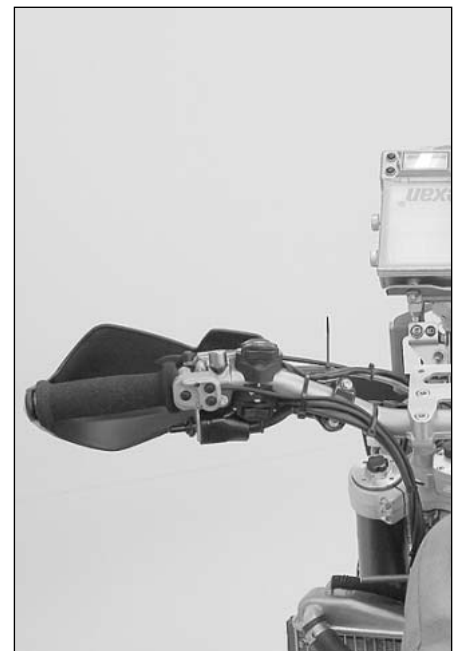
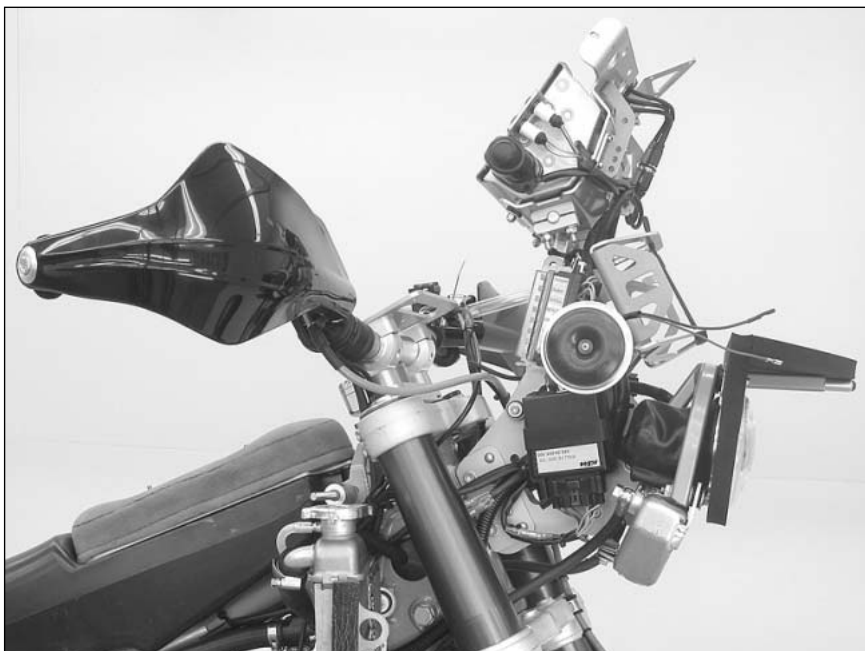
- Now, the distances [A] on the left and on the right should be identical. Then, turn the cable disc and check if the throttle valve moves smoothly.
- Mount the jet needle and secure it with the screw [4].
- Position the slide cover and gasket and fasten with 2 screws.

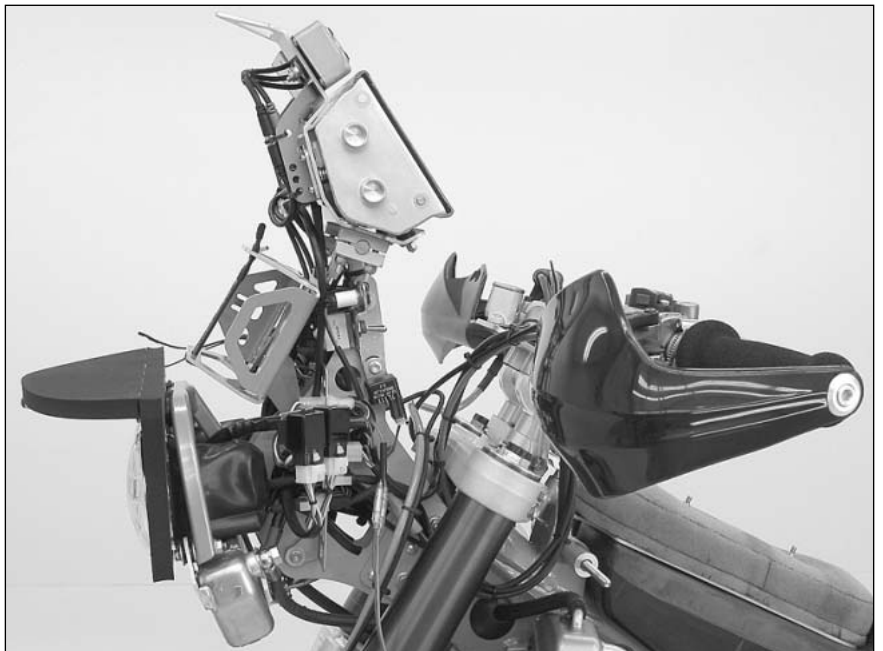
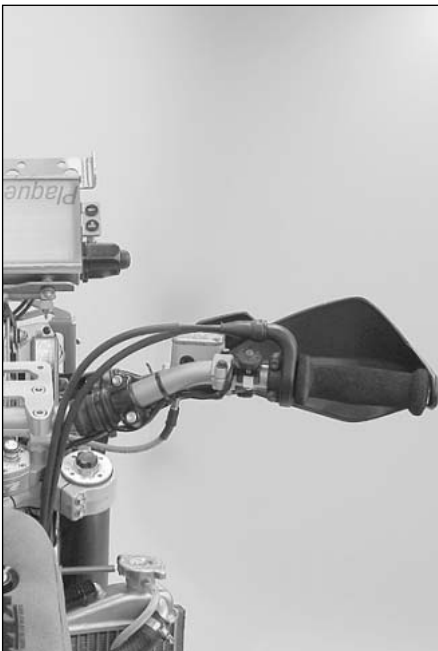


- Connect the hose [5].



- Insert the 2 hose connections into the bores and fasten them with the retaining clip [6].





ignition switch

	ye-re	ye-bu
ON		
OFF		

brake switch

cable harness	gn-wh	ye-bu
cable switch	bl	bl
pushed		
unpushed		

light switch
high/low beam switch

cable color	bu	ye	gn	wh
LIGHT OFF				
P.LIGHT LO				
HI				
P.LIGHT				

color coding

black - bl
yellow - ye
blue - bu
green - gn
red - re
white - wh
brown - br
orange - or
pink - pi
grey - gr
purple - pu

horn switch

cable color	re	br
HORN		
OFF		

start switch

cable switch	re-wh	ye-bu
START		
unpushed		



KTM Group Partner

