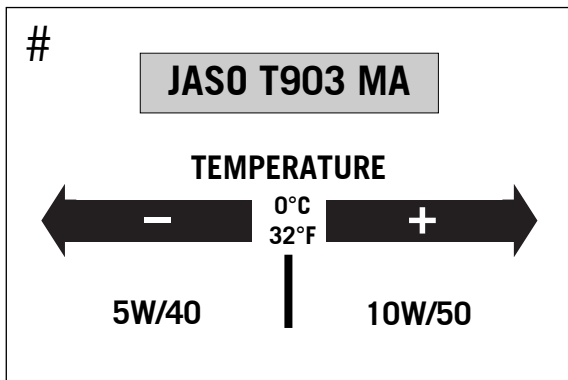


ENGINE	990 LC8
Design	Liquid-cooled, 2-cylinder 4-stroke engine with 75° V arrangement with balancer shaft and electric starter
Displacement	999 cc
Bore / Stroke	101/62.4 mm
Compression ratio	11.5:1
Fuel	unleaded fuel with at least RON 95 (USA: Premium PON 91*) / RON 80 - 94 for other ignition curve)
Valve timing	4 valves controlled over bucket tappet and 2 camshafts, camshaft drive with gears/chain
Valve diameter	Intake: 38 mm Exhaust: 33 mm
Valve clearance, cold	Intake: 0.10 - 0.15 mm Exhaust: 0.25 - 0.30 mm
Crankcase bearing	Friction bearings (2 main bearings / 1 supporting bearing)
Conrod bearing	Friction bearing
Piston pin bearing	Dual-fuel bearing
Piston	Light alloy – forged
Piston rings	1 compression ring, 1 taper face ring, 1 single-piece oil scraper ring with spiral-type expander
Engine lubrication	Dry sump with 2 trochoidal pumps (pressure pump and suction pump)
Engine oil	SAE 10W-50 (Motorex Power Synt 4T) #
Quantity of engine oil	approx. 3.0 liters during oil/filter change
Primary drive	Straight-toothed spur wheels 35 : 67
Clutch	Multi-disc clutch in oil bath
Transmission	6-speed claw shifted
Gear ratio	1st gear 12:35 2nd gear 15:32 3rd gear 18:30 4th gear 20:27 5th gear 24:27 6th gear 27:26

ENGINE	990 LC8
Mixture preparation	EFI (electronic fuel injection)
Ignition system	breakerless transistorized electronic ignition system with digital ignition advance
Ignition timing	Map-controlled via TPS
Generator	12V 450W at 6000 rpm
Spark plug	NGK DCPR 8 E
Electrode distance	0.8 mm
Cooling system	liquid cooled, permanent circulation of cooling liquid through water pump
Cooling liquid	2.1 liters, 50% antifreeze, 50% distilled water, at least -25° C
Starting aid	0.9 kW electric starter



*

PON / CLC	RON / ROZ	MON
87	91	83
91 Premium	95	87

PON = Pump Octane Number
 CLC = Cost of Living Council
 RON = Research Octane Number
 ROZ = Research Oktan Zahl
 MON = Motor Octane Number

Engine oil

Only use fully synthetic engine oils that meet the JASO MA quality requirements (see information on the can).

KTM recommends Motorex Power Synt 4T in the 10W/50 viscosity (for temperatures over 0°C, 32°F) or 5W/40 (for temperatures under 0°C, 32°F).

TOLERANCES AND FITTING CLEARANCES

COMPONENT	MEASUREMENT/TEST	SETPOINT VALUE	TOLERANCE LIMIT
Valves	Valve clearance (at 20°C) intake	0,10 mm - 0,15 mm	
	Valve clearance (at 20°C) exhaust	0,25 mm - 0,30 mm	
	Valve shaft runout		max. 0.1mm
	Sealing seat width, intake	1.2 mm - 1.8 mm	
	Sealing seat width, exhaust	1.5 mm - 2.0 mm	
	Valve disk runout		max. 0.03 mm
	Valve guide, inner diameter	6.006 mm - 6.018 mm	max. 6.05 mm
	Valve shaft, outer diameter, intake	5.967 mm - 5.980 mm	
Valve springs 950	Valve shaft, outer diameter, exhaust	5.973 mm - 5.987 mm	
	Inner length, unloaded	new 39.4 mm	min. 38.0 mm
Valve springs 990	Outer length, unloaded	new 42.8 mm	min. 41.3 mm
	Inner length, unloaded	new 37.8 mm	min. 37.0 mm
Camshafts/cylinder head 950	Outer length, unloaded	new 42.0 mm	min. 41.2 mm
	Cam height, intake	37.80 mm - 37.90 mm	
Camshafts/cylinder head 990	Cam height, exhaust	36.45 mm - 36.55 mm	
	Cam height, intake	38.75 mm - 38.85 mm	
	Cam height, exhaust	38.15 mm - 38.25 mm	
	Camshaft bearing bore	24.000 mm - 24.021 mm	
	Camshaft bearing journal	23.960 mm - 23.980 mm	
	Camshaft bearing clearance	0.020 mm - 0.061 mm	max. 0.09 mm
Cylinder 950	Cylinder head distortion		max. 0.05 mm
	Size I	100.000 mm - 100.012 mm	
	Size II	100.013 mm - 100.025 mm	
Cylinder 990	Cylinder distortion		max. 0.05 mm
	Size I	101.000 mm - 101.012 mm	
	Size II	101.012 mm - 101.025 mm	
Piston 950	Cylinder distortion		max. 0.05 mm
	Size I - 9 mm (from lower edge)	99.953 mm - 99.967 mm	
	Size II - 9 mm (from lower edge)	99.963 mm - 99.977 mm	99.930 mm
Piston 990	Mounting clearance	0.04 mm - 0.06 mm	0.10 mm
	Size I - 9 mm (from lower edge)	100.943 mm - 100.957 mm	
	Size II - 9 mm (from lower edge)	100.953 mm - 100.967 mm	100.930 mm
Piston ring 950	Mounting clearance	0.05 mm - 0.07 mm	0.10 mm
	Gap	0.15 mm - 0.35 mm	0.5 mm
	Width of piston ring groove - 1st ring (L-ring)	0.92 mm - 0.94 mm	
	Width of piston ring groove - 1st ring (L-ring)	1.80 mm - 1.84 mm	
	Width of piston ring groove - 2nd ring	1.27 mm - 1.29 mm	
	Width of piston ring groove - oil scraper ring	2.51 mm - 2.53 mm	
	Thickness of 1st ring (L-ring)	0.85 mm - 0.87 mm	
	Thickness of 1st ring (L-ring)	1.20 mm - 1.22 mm	
Piston ring 990	Thickness of 2nd ring	1.22 mm - 1.24 mm	
	Thickness of oil scraper ring	2.47 mm - 2.49 mm	
	Gap	0.15 mm - 0.35 mm	0.5 mm
	Width of piston ring groove - 1st ring (L-ring)	0.92 mm - 0.94 mm	
	Width of piston ring groove - 1st ring (L-ring)	1.80 mm - 1.84 mm	
	Width of piston ring groove - 2nd ring	1.25 mm - 1.29 mm	
	Width of piston ring groove - oil scraper ring	2.50 mm - 2.53 mm	
	Thickness of 1st ring (L-ring)	0.85 mm - 0.88 mm	
Piston pin / piston	Thickness of 1st ring (L-ring)	1.20 mm - 1.27 mm	
	Thickness of 2nd ring	1.22 mm - 1.24 mm	
Piston pin / piston	Thickness of oil scraper ring	2.47 mm - 2.49 mm	
	Diameter of piston ring bore	22.006 mm - 22.011 mm	22.030 mm
	Diameter of piston pin	21.996 mm - 22.000 mm	21.980 mm

TOLERANCES AND FITTING CLEARANCE

COMPONENT	MEASUREMENT/TEST	SETPOINT VALUE	TOLERANCE LIMIT
Crankshaft/conrod	Diameter of crankshaft journal	49.965 mm – 49.975 mm (yellow)	
	Diameter of crankshaft journal	49.976 mm – 49.985 mm (blue)	
	Diameter of crankshaft journal	49.986 mm – 49.995 mm (red)	
	Mounting clearance of crankshaft journal	0.025 mm – 0.055 mm	0.08 mm
	Diameter of support bearing journal	27.985 mm – 28.000 mm	
	Mounting clearance of support bearing	0.030 mm – 0.070 mm	0.09 mm
	Axial clearance of crankshaft	0.1 mm – 1.3 mm	2.0 mm
	Diameter of conrod eye	22.010 mm – 22.020 mm	22.040 mm
	Diameter of conrod journal	41.978 mm – 41.989 mm (yellow)	
	Diameter of conrod journal	41.990 mm – 42.000 mm (blue)	
	Diameter of conrod journal	42.001 mm – 42.011 mm (red)	
	Mounting clearance of conrod bearing	0.030 mm – 0.060 mm	0.080 mm
	Axial clearance of conrod eye on conrod journal	0.30 mm – 0.45 mm	0.60 mm
Width of conrod bottom	21.948 mm – 22.000 mm		
Width of conrod journal	44.30 mm – 44.35 mm		
Oil pressure	Oil pressure with engine at operating temperature (oil temperature 100°C in oil tank)	min. 0,8 bar at 1500 U/min	
		min. 2,4 bar - max 3,5 bar at 6000 U/min	
Oil consumption			max. 0,6 lt/1000 km
Pressure pump	Clearance between inner and outer rotor	0.1 mm	0.25 mm
	Clearance between outer rotor and case	0.2 mm	0.4 mm
	Axial clearance	0.04 mm – 0.09 mm	0.25 mm
Suction pump	Clearance between inner and outer rotor	0.1 mm	0.25 mm
	Clearance between outer rotor and housing	0.2 mm	0.40 mm
	Axial clearance	0.04 mm – 0.09 mm	0.25 mm
Bypass valve	Length of spring, unloaded		min. 41.5 mm
	Spring tension	27 mm at a load of at least 3.5 kg	
Clutch	Total height of disk package	50.20 mm – 51.20 mm	min. 48.0 mm
	Thickness of lining disks	2.72 mm – 2.88 mm	2.65 mm
	Thickness of steel disks	1.95 – 2.05 mm	1.85 mm
	Length of clutch springs, unloaded	30.77 mm	29.0 mm
	Spring tension	19.0 at a load of at least 20 kg – 24 kg	
Thermostat/radiator	Opening temperature of thermostat	73° C – 77° C	
	Opening stroke of thermostat	over 7 mm at 100° C	
	Discharge pressure of radiator cap	1.4 bar	
	Switch-on temperature of radiator fan switch	102° C	
Transmission	Axial clearance of the mainshaft	0.05 mm - 0.15 mm	
	Clearance between shift fork and groove	0.1 mm – 0.25 mm	0.4 mm
	Width of shift fork groove	5.02 mm – 5.12 mm	
	Thickness of shift fork	4.85 mm – 4.95 mm	

TIGHTENING TORQUES – ENGINE

Hexagon nut on primary gear	M33x1.5 left	Loctite 243 + 130 Nm
Multipoint head bolt on conrod caps	M10x1	25 Nm/30Nm/60°
Hexagon nut on balancer shaft	M20x1.5	Loctite 243 + 150 Nm
Hexagon nut on balancer shaft preloaded (spreader)	M20x1.5	Loctite 243 + 120 Nm
Hexagon nut on cylinder head	M10	lubricated, 25 Nm /38 Nm
AH bolts on cylinder head	M8	Loctite 243 + 18 Nm/23 Nm
Hexagon nut on cylinder head	M6	8 Nm
Studs in engine case	M6	Loctite 243 + 10 Nm
Studs in engine case	M10	Loctite 243 + 20 Nm
Stud on exhaust flange	M8	15 Nm
Plug on front cylinder head	M12x1.5	25 Nm
Bolts to attach bearings	M5	Loctite 243 + 6 Nm
Collar screws for bearing shell retaining brackets	M5	Loctite 243 + 6 Nm
Crankshaft locking bolt	M8	10 Nm
Bearing bolts on tensioning rail	M8	Loctite 243 + 20 Nm
Bearing bolts on guide rail	M8	Loctite 243 + 15 Nm
Bearing bolts on double timing gear	M10	30 Nm
Bolt on chain tensioner	M16x1.5	20 Nm
AH bolts on camshaft bearing bridges	M8 10.9	10 Nm/18 Nm
AH bolts on camshaft bearing bridges	M6 10.9	10 Nm
HH bolts on valve covers	M6	10 Nm
HH bolts on engine case halves	M6	10 Nm
HH bolts on engine case halves	M8	20 Nm
AH bolts on freewheel support	M6 10.9	Loctite 648 + 13 Nm
HH bolts on freewheel holder	M6	Loctite 243 + 10 Nm
Oil plug (clutch lubrication)	M10	15 Nm
Oil drain plug	M22x1.5	35 Nm
Oil line screw connections	M6	10 Nm
HH bolts on oil pump cover	M6	Loctite 243 + 10 Nm
Plug on oil filter housing	M14x1.5	Loctite 243 + 15 Nm
Oil jets	M6x0.75	Loctite 243 + 4 Nm
Oil jets bended	M4	Loctite 243 + 6 Nm
Oil pressure switch	M10x1	10 Nm
AH bolt on shift locating drum	M6	Loctite 243 + 10 Nm
HH bolt on shift locking lever	M5	Loctite 243 + 6 Nm
HH bolt on the shift lever (Adventure)	M6	Loctite 243 + 10 Nm
Hexagon nut on clutch clutch hub	M22x1.5	Loctite 243 + 130 Nm
HH bolts on clutch pressure cap	M6	10 Nm
HH bolt on clutch cover	M6	10 Nm
HH bolt on clutch cover	M8	15 Nm
HH bolt on outer clutch cover	M6	10 Nm
AH bolt on ignition rotor	M16	Loctite 243 + 180 Nm
AH bolt on ignition rotor	M16x1.5	Loctite 243 + 150 Nm
HH bolt on generator cover	M6	10 Nm
Fixing bolts on the stator	M6	Loctite 243 + 10 Nm
Plug on generator cover	M24x1.5	8 Nm
Bleeder flange on generator cover	M16x1.5	Loctite 243 + 10 Nm
Bearing bolt on generator cover	M6	Loctite 243 + 10 Nm
Fixing bolts on ignition pickup	M6	Loctite 243 + 10 Nm
AH bolts on gear sensor	M5	Loctite 243 + 3 Nm
Spark plugs	M10x1.0	12 Nm
Spark plugs	M12x1.5	20 Nm
Collar bolt on water pump wheel	M6	Loctite 243 + 10 Nm
HH bolt on water pump cover	M6	10 Nm
Water temperature sensor	M12x1.5	12 Nm
Water connections for cylinder head	M20x1.5	Loctite 577 + 10 Nm
HH bolt on the starter motor	M6	10 Nm
Vacuum connections for intake port	M6	Loctite 243 + 5 Nm
Hexagon nut on chain sprocket	M20x1.5	sheet retainer+Loctite 243+100 Nm
AH screw for carburetor trumpet fixture	M4	4 Nm
Hose clamps for intake rubber	M4	1.5 Nm
Lambda probe	M18x1,5	45 Nm
Other engine bolts	M5	6 Nm
	M6	10 Nm