

SETUP INSTRUCTIONS 2011

50 SX

50 SX Mini

Art. no. 3211686en



KTM

The work described in these setup instructions must be performed before the vehicle is delivered to the customer.

Read the setup instructions in their entirety before beginning work.

Print out the current **PDI** form found on the **KTM DEALER.NET**.

These setup instructions were written to correspond to the latest state of this series. We reserve the right to make changes in the interest of technical advancement without at the same time updating this manual.

We shall not provide a description of general workshop methods. Likewise, safety rules that apply in a workshop are not specified here. It is assumed that the work will be performed by a fully trained mechanic.

All specifications are non-binding. KTM Sportmotorcycle AG in particular reserves the right to modify or delete technical specifications, prices, colors, forms, materials, services, designs, equipment, etc., without prior notice and without specifying reasons, to adapt these to local conditions, as well as to stop production of a particular model without prior notice. KTM accepts no liability for delivery options, deviations from illustrations and descriptions, as well as misprints and other errors. The models portrayed partly contain special equipment that does not belong to the regular scope of delivery.

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REG.NO. 12 100 6061

ISO 9001(12 100 6061)

According to the international quality management standard ISO 9001, KTM uses quality assurance processes that lead to the maximum possible quality of the products.

Issued by: TÜV Management Service

KTM-Sportmotorcycle AG
5230 Mattighofen, Austria

Symbols used

The symbols used are explained below.



Indicates an expected reaction (e.g., to a work step or a function).



Indicates an unexpected reaction (e.g., to a work step or a function).



Indicates a page reference (more information is provided on the specified page).



Indicates information with more details or tips.



Indicates the result of a testing step.



Indicates a voltage measurement.



Indicates a current measurement.



Indicates a resistance measurement.

Formats used

The typographical and other formats used are explained below.

Specific name

Denotes a proper name.

Name[®]

Denotes a protected name.

Brand[™]

Denotes a brand available on the open market.

Unpacking and setting up the vehicle



- Open the box.

i Info

To avoid damaging the vehicle during assembly, do not remove the protective plastic from a part until just before mounting it and leave the plastic sheeting on the vehicle until work is completed.

- Remove the separate enclosure and unpack it. Check that the scope of delivery is complete on the basis of the enclosed packing list.
- Lift the vehicle out of the box with the help of another person.
- Raise the motorcycle with a lift stand. (☛ p. 4)
- Check the vehicle for transport damage.
- Remove the protective plastic from the handlebar.
- Position the handlebar with the handlebar clamps.
- Mount and tighten the screws.

Guideline

Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)
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- Check the handlebar position.
 - » If the handlebar position is not adjusted as the customer requires:
 - Adjust handlebar position. ☛ (☛ p. 4)
- Check the wiring harness, throttle cables and brake line for free movement and correct routing.
- Check that all controls on the handlebar are in the correct location and seated firmly.
- Mount the footrests with the springs and bolts. Secure the bolts using the washers and pins.

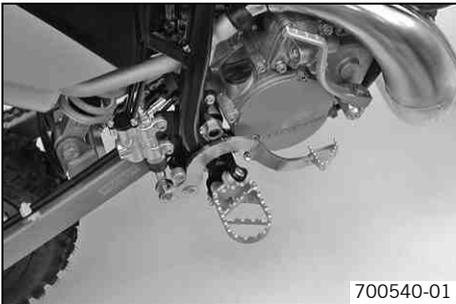
Plier for footrest spring (58429083000)

(50 SX)

- Install the chain guard. (☛ p. 5)
- Fill up with fuel. (☛ p. 5)

(50 SX Mini)

- Fill up with oil. (☛ p. 6)
- Remove the motorcycle from the lift stand. (☛ p. 4)
- Rest the vehicle on the plug-in stand.
- Print out the current **PDI** form found on **KTM DEALER.NET** and perform the delivery inspection.

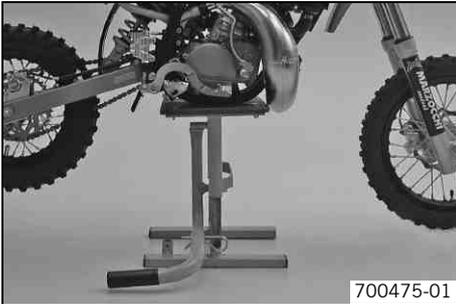


Raising the motorcycle with a lift stand

Note

Danger of damage The parked vehicle may roll away or fall over.

- Always place the vehicle on a firm and even surface.



- Raise the motorcycle at the frame underneath the engine.

Lift stand (59229055000)

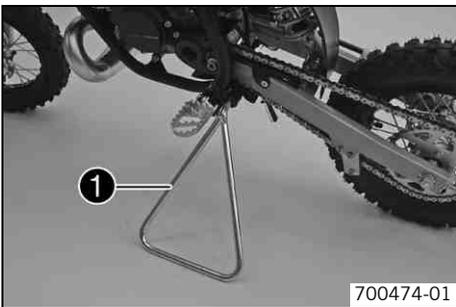
- ✓ The tires should no longer be in contact with the ground.
- Secure the motorcycle against falling over.

Removing the motorcycle from the lift stand

Note

Danger of damage The parked vehicle may roll away or fall over.

- Always place the vehicle on a firm and even surface.



- Remove the motorcycle from the lift stand.
- Remove the lift stand.
- To park the motorcycle, insert plug-in stand ❶ into the plug-in stand bracket on the left side of the vehicle.

i Info

Remove the plug-in stand before riding.

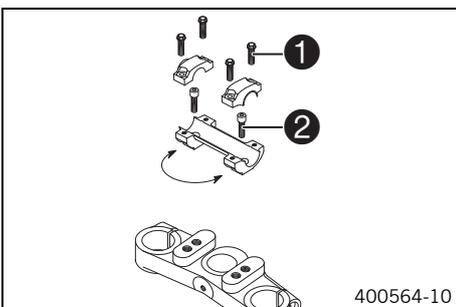
Adjusting handlebar position 🛠️



Warning

Danger of accidents Handlebar breakage.

- If the handlebar is bent or straightened it will cause material fatigue, and the handlebar can break. Always replace handlebar.



- Remove the four screws ❶. Remove the handlebar clamp. Remove the handlebar and lay it to one side.

i Info

Protect the motorcycle and its attachments from damage by covering them. Do not bend the cables and lines.

- Remove the two screws ❷. Remove the handlebar support.
- Place the handlebar support in the required position. Mount and tighten the two screws ❷.

Guideline

Screw, handlebar support	M10	40 Nm (29.5 lbf ft)	Loctite® 243™
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- Position the handlebar.

i Info

Make sure cables and wiring are positioned correctly.

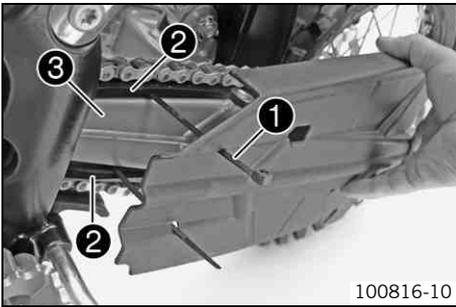
- Position the handlebar clamp. Mount and evenly tighten the four screws ❶.

Guideline

Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)
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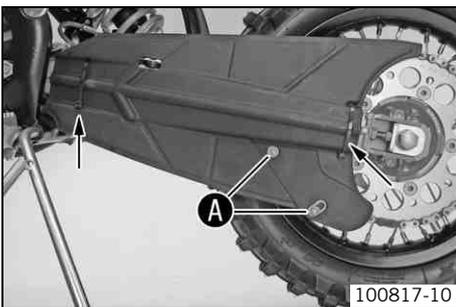
i Info
Make sure the gap width is even.

Installing the chain guard (50 SX)



- Position the chain guard. Mount cable binder ❶.

i Info
The cable binder must be run between chain sliding guard ❷ and swingarm ❸.



- Mount the cable binder at the rear.
- Align the chain guard so that screws A of the chain guide are visible.
- Tighten the cable binder and cut off the ends.

Refueling

! Danger
Fire hazard Fuel is highly flammable.

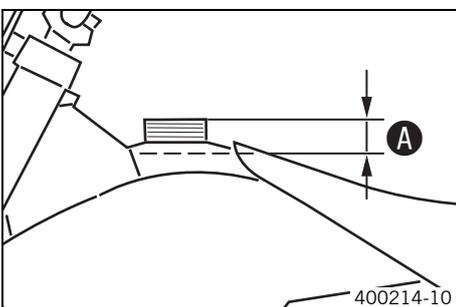
- Never refuel the vehicle near open flames or burning cigarettes, and always switch off the engine first. Be careful that no fuel is spilt, especially on hot vehicle components. Clean up spilt fuel immediately.
- Fuel in the fuel tank expands when warm and can escape if the tank is overfilled. See the notes on refueling.

! Warning
Danger of poisoning Fuel is poisonous and a health hazard.

- Avoid contact of the fuel with skin, eyes and clothing. Do not inhale fuel vapors. If fuel gets into your eyes, rinse immediately with water and contact a doctor. Wash affected skin areas immediately with soap and water. If fuel is swallowed, contact a doctor immediately. Change clothing that has come into contact with fuel.

☀ Warning
Environmental hazard Improper handling of fuel is a danger to the environment.

- Do not allow fuel to get into the ground water, the ground, or the sewage system.



- Switch off the engine.
- Open the filler cap.
- Fill the fuel tank with fuel up to measurement A.

Guideline

Measurement of A	35 mm (1.38 in)	
Fuel tank capacity, approx. (50 SX Mini)	2.0 l (2.1 qt.)	Super unleaded (ROZ 95 / RON 95 / PON 91) (☛ p. 8)
Fuel tank capacity, approx. (50 SX)	2.3 l (2.4 qt.)	Super unleaded gasoline, mixed with 2-stroke engine oil (1:60) (☛ p. 8)

- Close the filler cap.

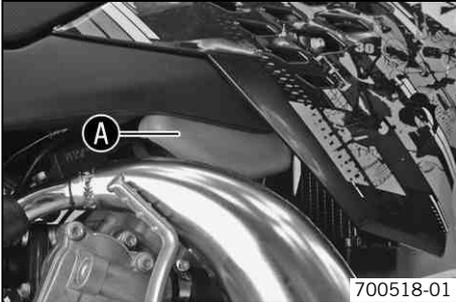
Filling up with oil (50 SX Mini)



Warning

Engine failure If the vehicle is run without 2-stroke oil in the tank, the result is engine failure.

- The oil tank must always be filled up to the **MIN** mark.



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- Switch off the engine.
- Open the oil tank cap.
- Fill the oil tank at least up to the **MIN** mark **A**.

Guideline

MIN mark		Sufficient for a single tank filling
Oil tank contents ca.	0.2 l (0.2 qt.)	2-stroke engine oil (☛ p. 8)

- Close the oil tank cap.

TECHNICAL DATA - CHASSIS TIGHTENING TORQUES

Spoke nipple	M3.5	3 Nm (2.2 lbf ft)	–
Rear brake caliper screw	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Remaining nuts, chassis	M6	15 Nm (11.1 lbf ft)	–
Screw, ball joint of push rod on foot brake cylinder	M6	10 Nm (7.4 lbf ft)	–
Screw, bottom triple clamp	M6	10 Nm (7.4 lbf ft)	–
Screw, front brake disc	M6	15 Nm (11.1 lbf ft)	Loctite® 243™
Screw, rear brake disc	M6	15 Nm (11.1 lbf ft)	Loctite® 243™
Screw, rear sprocket	M7	15 Nm (11.1 lbf ft)	Loctite® 243™
Engine carrying screw	M8	25 Nm (18.4 lbf ft)	–
Nut, rim lock	M8	10 Nm (7.4 lbf ft)	–
Remaining nuts, chassis	M8	30 Nm (22.1 lbf ft)	–
Remaining screws, chassis	M8	25 Nm (18.4 lbf ft)	–
Screw, front brake caliper	M8	20 Nm (14.8 lbf ft)	Loctite® 243™
Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)	–
Screw, top triple clamp	M8	25 Nm (18.4 lbf ft)	–
Nut, swingarm pivot	M10	45 Nm (33.2 lbf ft)	–
Remaining nuts, chassis	M10	50 Nm (36.9 lbf ft)	–
Remaining screws, chassis	M10	45 Nm (33.2 lbf ft)	–
Screw, bottom shock absorber	M10	45 Nm (33.2 lbf ft)	–
Screw, handlebar support	M10	40 Nm (29.5 lbf ft)	Loctite® 243™
Screw, top shock absorber	M10	45 Nm (33.2 lbf ft)	–
Front wheel spindle nut	M12x1	40 Nm (29.5 lbf ft)	–
Nut, rear wheel spindle	M12x1	40 Nm (29.5 lbf ft)	–
Nut, steering head	M20x1.5	No play ≤ 10 Nm (≤ 7.4 lbf ft)	–
Nut, steering stem	M20x1.5	30 Nm (22.1 lbf ft)	–

2-stroke engine oil

According to

- JASO FC (☛ p. 9)

Guideline

- Only use high quality 2-stroke engine oil of a well-known brand. KTM recommends **Motorex®** products.

Fully synthetic

Supplier

Motorex®

- **Cross Power 2T**

Super unleaded (ROZ 95 / RON 95 / PON 91)

According to

- DIN EN 228 (ROZ 95 / RON 95 / PON 91)

Super unleaded gasoline, mixed with 2-stroke engine oil (1:60)

According to

- DIN EN 228
- JASO FC (☛ p. 9) (1:60)

Mixture ratio

1:60	2-stroke engine oil (☛ p. 8) Super unleaded (ROZ 95 / RON 95 / PON 91) (☛ p. 8)
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JASO FC

JASO FC is a classification for a 2-stroke engine oil that was specifically developed for the extreme demands of racing. Thanks to first rate synthetic esters and specially designed additives, superb combustion is achieved even under extreme operating conditions.



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09/2010 Photo: Mitterbauer



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