



- 125 EXC EU
- 125 EXC Six Days EU
- 125 EXC Factory Edition EU
- 200 EXC EU
- 200 EXC AU
- 200 XC-W US
- 250 EXC EU
- 250 EXC AU
- 250 EXC Six Days EU
- 250 EXC Factory Edition EU
- 250 XC-W US
- 300 EXC EU
- 300 EXC AU
- 300 EXC Six Days EU
- 300 EXC Factory Edition EU
- 300 XC-W Six Days US
- 300 XC-W US
- 300 EXC BR

Art. no. 3213233en

DEAR KTM CUSTOMER

Congratulations on your decision to purchase a KTM motorcycle. You are now the owner of a state-of-the-art sports motorcycle that will give you enormous pleasure if you service and maintain it accordingly.

We wish you a lot of enjoyment in riding this vehicle.

Enter the serial numbers of your vehicle below.

Chassis number (☛ p. 11)	Dealer's stamp
Engine number (☛ p. 11)	
Key number (All EXC models) (☛ p. 11)	

The Owner's Manual contained the latest information for this model series at the time of going to print. Minor differences due to developments in design cannot be ruled out completely.

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KTM Motorrad AG

5230 Mattighofen, Austria

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1.1 Symbols used

The meaning of specific symbols is described below.

-
- | | |
|--|---|
|  | Indicates an expected reaction (e.g. of a work step or a function). |
|  | Indicates an unexpected reaction (e.g. of a work step or a function). |
|  | All work marked with this symbol requires specialist knowledge and technical understanding. In the interest of your own safety, have these jobs performed by an authorized KTM workshop. There, your motorcycle will be optimally cared for by specially trained experts using the specialist tools required. |
|  | Indicates a page reference (more information is provided on the specified page). |
-

1.2 Formats used

The typographical formats used in this document are explained below.

-
- | | |
|----------------------|--|
| Specific name | Identifies a proprietary name. |
| Name® | Identifies a protected name. |
| Brand™ | Identifies a brand available on the open market. |
-

2.1 Use definition - intended use

(All EXC models)

KTM sport motorcycles are designed and built to withstand the normal stresses and strains of competitive use. The motorcycles comply with currently valid regulations and categories of the top international motorsport organizations.



Info

The motorcycle is authorized for public road traffic in the homologated (reduced) version only. In the derestricted version, the motorcycle must be used only on closed off properties remote from public road traffic. This motorcycle is designed for use in offroad endurance competition and not primarily for use in motocross.

(All XC-W models)

KTM sport motorcycles are designed and built to withstand the normal stresses and strains of competitive use. The motorcycles comply with currently valid regulations and categories of the top international motorsport organizations.



Info

This motorcycle is designed for use in offroad endurance competition and not primarily for use in motocross.

2.2 Safety advice

A number of safety instructions need to be followed to operate the vehicle safely. Therefore, read this manual carefully. The safety instructions are highlighted in the text and are referred to at the relevant passages.



Info

The vehicle has various information and warning labels at prominent locations. Do not remove information/warning labels. If they are missing, you or others may not recognize dangers and may therefore be injured.

2.3 Degrees of risk and symbols



Danger

Indicates a danger that will immediately and invariably lead to fatal or serious permanent injury if the appropriate measures are not taken.



Warning

Indicates a danger that is likely to lead to fatal or serious injury if the appropriate measures are not taken.



Caution

Indicates a danger that may lead to minor injuries if the appropriate measures are not taken.

Note

Indicates a danger that will lead to considerable machine and material damage if the appropriate measures are not taken.



Warning

Indicates a danger that will lead to environmental damage if the appropriate measures are not taken.

2.4 Tampering warning

Tampering with the noise control system is prohibited. Federal law prohibits the following acts or the causing thereof:

- 1 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, or
- 2 the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

- 1 Removal or puncturing of the main silencer, baffles, header pipes or any other components which conduct exhaust gases.
- 2 Removal or puncturing of parts of the intake system.
- 3 Lack of proper maintenance.
- 4 Replacing moving part of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

2.5 Safe operation

-  **Danger**
Danger of accidents Danger arising from the rider's judgement being impaired.
- Do not operate the vehicle while under the influence of alcohol, drugs and certain medications or physically or mentally impaired.
-  **Danger**
Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and/or death.
- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.
-  **Warning**
Danger of burns Some vehicle components become very hot when the vehicle is operated.
- Do not touch hot components such as exhaust system, radiator, engine, shock absorber, and the brake system. Allow these components to cool down before starting work on them.

Only operate the vehicle when it is in perfect technical condition, in accordance with its intended use, and in a safe and environmentally compatible manner.

The vehicle should only be used by trained persons. An appropriate driver's license is needed to ride the vehicle on public roads. Have malfunctions that impair safety promptly eliminated by an authorized KTM workshop. Adhere to the information and warning labels on the vehicle.

2.6 Protective clothing

-  **Warning**
Risk of injury Missing or poor protective clothing presents an increased safety risk.
- Wear protective clothing (helmet, boots, gloves, pants and jacket with protectors) every time you ride the vehicle. Always wear protective clothing that is in good condition and meets the legal requirements.

In the interest of your own safety, KTM recommends that you only operate the vehicle while wearing protective clothing.

2.7 Work rules

Special tools are necessary for certain tasks. The tools are not contained in the vehicle but can be ordered under the number in parentheses. E.g.: bearing puller (15112017000)

During assembly, non-reusable parts (e.g. self-locking screws and nuts, seals and seal rings, O-rings, pins, lock washers) must be replaced by new parts.

In some instances, a thread locker (e.g. **Loctite**®) is required. The manufacturer instructions for use must be followed.

After disassembly, clean the parts that are to be reused and check them for damage and wear. Change damaged or worn parts.

After you complete the repair or service work, check the operating safety of the vehicle.

2.8 Environment

If you use your motorcycle responsibly, you can ensure that problems and conflicts do not occur. To protect the future of the motorcycle sport, make sure that you use your motorcycle legally, display environmental consciousness, and respect the rights of others. When disposing of used oil, other operating and auxiliary fluids, and used components, comply with the laws and regulations of the respective country.

Because motorcycles are not subject to the EU regulations governing the disposal of used vehicles, there are no legal regulations that pertain to the disposal of an end-of-life motorcycle. Your authorized KTM dealer will be glad to advise you.

2.9 Owner's Manual

It is important that you read this Owner's Manual carefully and completely before making your first trip. The Owner's Manual contains useful information and many tips on how to operate, handle, and maintain your motorcycle. Only then will you find out how to customize the vehicle ideally for your own use and how you can protect yourself from injury.

Keep the Owner's Manual in an accessible place to enable you to refer to it as needed.

If you would like to know more about the vehicle or have questions on the material you read, please contact an authorized KTM dealer. The Owner's Manual is an important component of the vehicle and should be handed over to the new owner if the vehicle is sold.

3.1 Guarantee, warranty

The work prescribed in the service schedule must be carried out by an authorized KTM workshop only and confirmed in the customer's Service & Warranty Booklet and in the **KTM Dealer.net**; otherwise, all warranty claims will be void. No warranty claims can be considered for damage resulting from manipulations and/or alterations to the vehicle.

Additional information on the guarantee or warranty and the procedures involved can be found in the Service & Warranty Booklet.

3.2 Operating and auxiliary substances



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.

Use operating and auxiliary substances (such as fuel and lubricants) as specified in the Owner's Manual.

3.3 Spare parts, accessories

For your own safety, only use spare parts and accessory products that are approved and/or recommended by KTM and have them installed by an authorized KTM workshop. KTM accepts no liability for other products and any resulting damage or loss. Certain spare parts and accessory products are specified in parentheses in the descriptions. Your authorized KTM dealer will be glad to advise you.

The current **KTM PowerParts** for your vehicle can be found on the KTM website.

International KTM Website: <http://www.ktm.com>

3.4 Service

A prerequisite for perfect operation and prevention of premature wear is that the service, care, and tuning work on the engine and chassis is properly carried out as described in the Owner's Manual. Incorrect adjustment and tuning of the engine and chassis can lead to damage and breakage of components.

Use of the vehicle under difficult conditions, such as on sand or on wet and muddy surfaces, can lead to considerably more rapid wear of components such as the drive train, brake system, or suspension components. For this reason, it may be necessary to inspect or replace parts before the next scheduled service.

It is imperative that you adhere to the stipulated run-in times and service intervals. If you observe these exactly, you will ensure a much longer service life for your motorcycle.

3.5 Figures

The figures contained in the manual may depict special equipment.

In the interest of clarity, some components may be shown disassembled or may not be shown at all. It is not always necessary to disassemble the component to perform the activity in question. Please follow the instructions in the text.

3.6 Customer service

Your authorized KTM dealer will be happy to answer any questions you may have on your vehicle and KTM.

A list of authorized KTM dealers can be found on the KTM website.

International KTM Website: <http://www.ktm.com>

4.1 View of vehicle, front left (example)



1	Hand brake lever (☛ p. 13)
2	Kill switch (☛ p. 13)
2	Kill switch (☛ p. 14)
3	Clutch lever (☛ p. 13)
4	Chain guide
5	Air filter box lid
6	Side stand (☛ p. 19)
7	Shift lever (☛ p. 18)
8	Fuel tap (☛ p. 17)

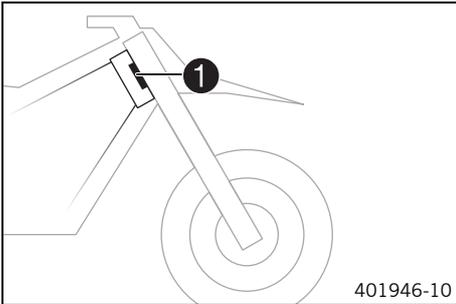
4.2 View of vehicle, rear right (example)



B02141-10

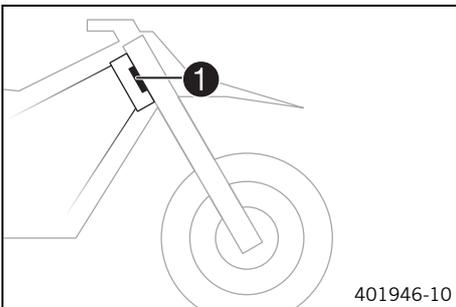
- | | |
|---|------------------------------------|
| 1 | Filler cap |
| 2 | Throttle grip (☛ p. 13) |
| 3 | Chassis number (☛ p. 11) |
| 4 | Kick starter (☛ p. 18) |
| 5 | Foot brake lever (☛ p. 18) |
| 6 | Level viewer for brake fluid, rear |

5.1 Chassis number



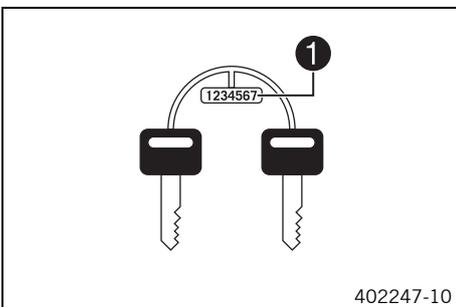
The chassis number ① is stamped on the right side of the steering head.

5.2 Type label



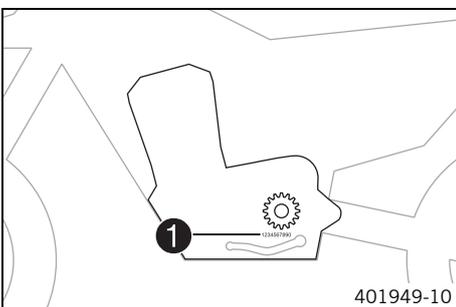
The type label ① is fixed to the front of the steering head.

5.3 Key number (All EXC models)



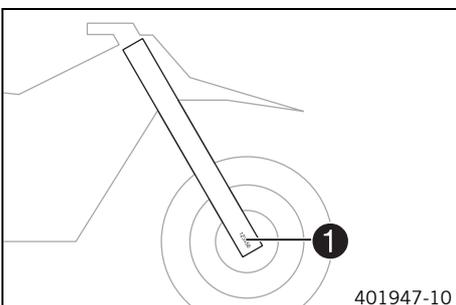
The key number ① for the steering lock is stamped onto the key connector.

5.4 Engine number



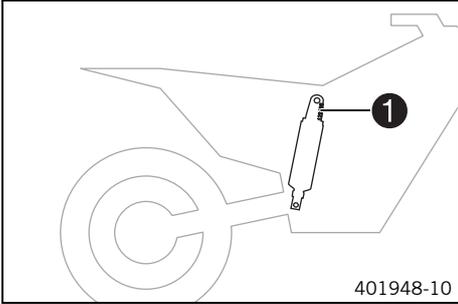
The engine number ① is stamped on the left side of the engine under the engine sprocket.

5.5 Fork part number



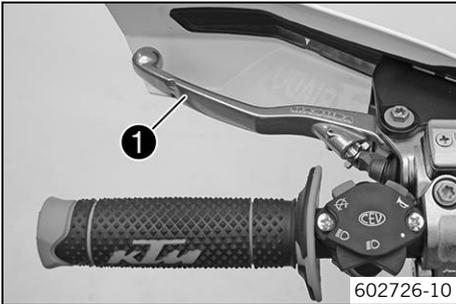
The fork part number ① is stamped on the inner side of the fork stub.

5.6 Shock absorber part number



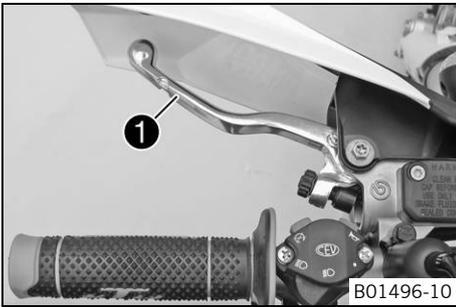
The shock absorber part number ❶ is stamped on the top of the shock absorber above the adjusting ring on the engine side.

6.1 Clutch lever



(All 125/200 models)

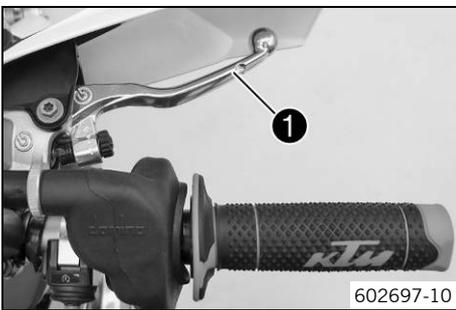
The clutch lever ① is fitted on the left side of the handlebar. The clutch is hydraulically operated and self-adjusting.



(All 250/300 models)

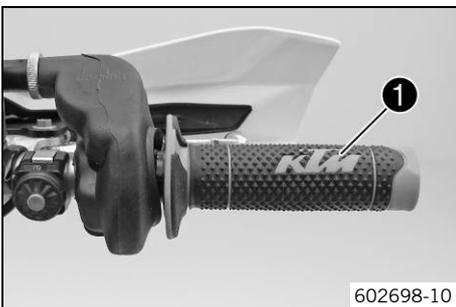
The clutch lever ① is fitted on the left side of the handlebar. The clutch is hydraulically operated and self-adjusting.

6.2 Hand brake lever



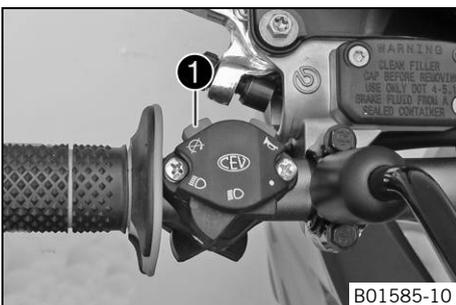
Hand brake lever ① is located on the right side of the handlebar. The hand brake lever is used to activate the front brake.

6.3 Throttle grip



Throttle grip ① is fitted on the right side of the handlebar.

6.4 Kill switch (EXC EU/AU, EXC Factory Edition, 300 EXC BR)



The kill switch ① is fitted on the left side of the handlebar.

Possible states

- Kill switch ☒ in basic position – In this position, the ignition circuit is closed and the engine can be started.
- Kill switch ☒ pressed – In this position, the ignition circuit is interrupted, a running engine stops, and a non-running engine will not start.

6.5 Kill switch (Six Days EU)

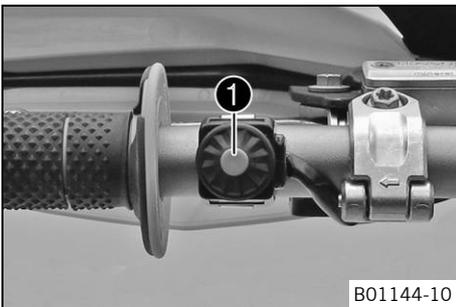


The kill switch ❶ is fitted on the left side of the handlebar.

Possible states

- Kill switch ☒ in the basic position – In this position, the ignition circuit is closed and the engine can be started.
- Kill switch ☒ is pressed – In this position, the ignition circuit is interrupted, a running engine stops, and a non-running engine will not start.

6.6 Kill switch (All XC-W models)

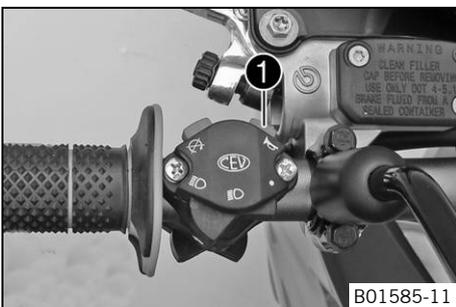


The kill switch ❶ is fitted on the left side of the handlebar.

Possible states

- Kill switch ☒ in basic position – In this position, the ignition circuit is closed and the engine can be started.
- Kill switch ☒ pressed – In this position, the ignition circuit is interrupted, a running engine stops, and a non-running engine will not start.

6.7 Horn button (EXC EU/AU, EXC Factory Edition, 300 EXC BR)

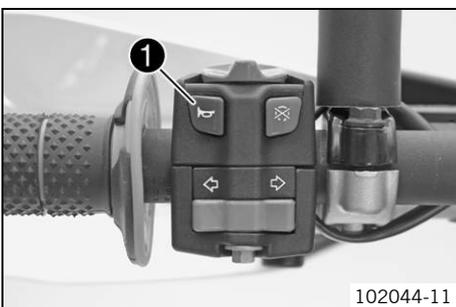


The horn button ❶ is fitted on the left side of the handlebar.

Possible states

- Horn button ☒ in neutral position
- Horn button ☒ pressed – The horn is operated in this position.

6.8 Horn button (Six Days EU)

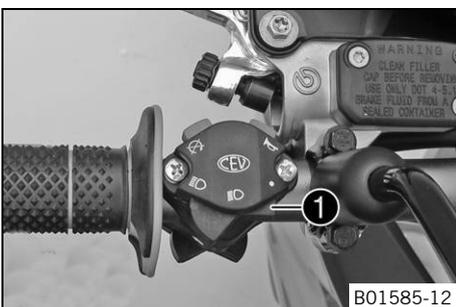


The horn button ❶ is fitted on the left side of the handlebar.

Possible states

- Horn button in neutral position
- Horn button pressed – The horn is operated in this position.

6.9 Light switch (EXC EU/AU, EXC Factory Edition, 300 EXC BR)



The light switch ❶ is fitted on the left side of the handlebar.

Possible states

●	Light off – Light switch is turned to the right. In this position, the light is switched off.
☰	Low beam on – Light switch is in the central position. In this position, the low beam and tail light are switched on.
☰	High beam on – Light switch is turned to the left. In this position, the high beam and the tail light are switched on.

6.10 Light switch (Six Days EU)



The light switch ❶ is fitted on the left side of the handlebar.

Possible states

	Low beam on – Light switch is in the central position. In this position, the low beam and tail light are switched on.
	High beam on – Light switch is turned to the left. In this position, the high beam and the tail light are switched on.

6.11 Light switch (All XC-W models)

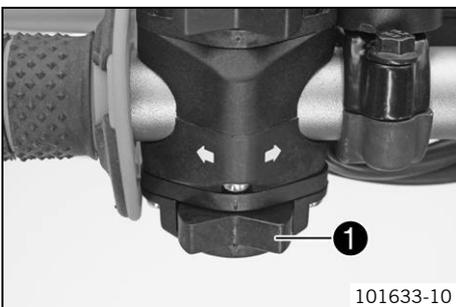


The light switch ❶ is on the right of the speedometer.

Possible states

- Light off – Light switch is pressed in up to the stop. In this position, the light is switched off.
- Light on – Light switch is pulled out to the stop. In this position, the low beam and tail light are switched on.

6.12 Turn signal switch (EXC EU/AU, EXC Factory Edition, 300 EXC BR)



Turn signal switch ❶ is fitted on the left side of the handlebar.

Possible states

	Turn signal off – The turn signal switch is in the central position.
	Left turn signal, on – The turn signal switch is turned to the left.
	Right turn signal, on – The turn signal switch is turned to the right.

6.13 Turn signal switch (Six Days EU)



Turn signal switch ❶ is fitted on the left side of the handlebar.

Possible states

	Turn signal off – The turn signal switch is in the central position.
	Left turn signal, on – The turn signal switch is turned to the left.
	Right turn signal, on – The turn signal switch is turned to the right.

6.14 Emergency OFF switch (EXC AU)

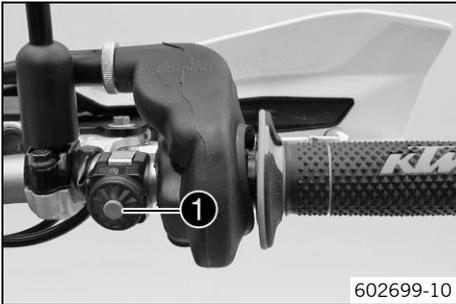


The emergency OFF switch ❶ is fitted on the right side of the handlebar.

Possible states

	Ignition off – In this position, the ignition circuit is interrupted, a running engine stops, and a non-running engine will not start.
	Ignition on – In this position, the ignition circuit is closed, and the engine can be started.

6.15 Electric starter button (All 200/250/300 EU/US models, 300 EXC BR)



The electric starter button ① is fitted on the right side of the handlebar.

Possible states

- Electric starter button ② in basic position
- Electric starter button ② pressed – In this position, the electric starter is actuated.

6.16 Electric starter button (EXC AU)



The electric starter button ① is fitted on the right side of the handlebar.

Possible states

- Electric starter button ② in basic position
- Electric starter button ② pressed – In this position, the electric starter is actuated.

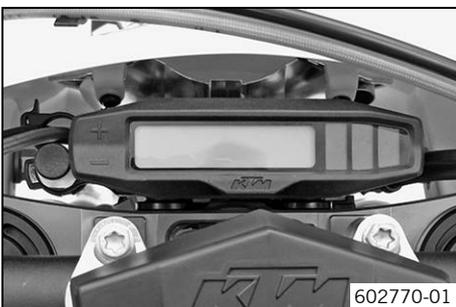
6.17 Overview of indicator lamps (All EXC models)



Possible states

	The high beam indicator lamp lights up blue – The high beam is switched on.
EFI	EFI warning lamp (MIL) – inoperative
	Low fuel warning lamp – inoperative
	Turn signal indicator light flashes green – The turn signal is switched on.

6.18 Overview of indicator lamps (All XC-W models)



Possible states

	The high beam indicator lamp lights up blue – inoperative
EFI	EFI warning lamp (MIL) – inoperative
	Low fuel warning lamp – inoperative

6.19 Opening the filler cap



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.
- The fuel in the fuel tank expands when warm and may emerge if overfilled. Follow the instructions on refueling.



Warning

Danger of poisoning Fuel is poisonous and a health hazard.

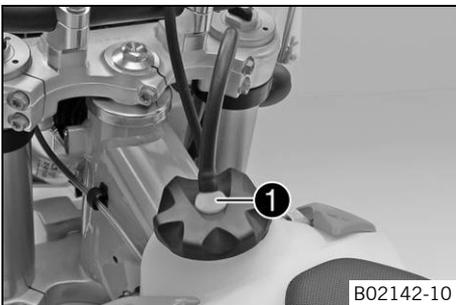
- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that is contaminated with fuel. Store fuel properly in a suitable canister and keep away from children.



Warning

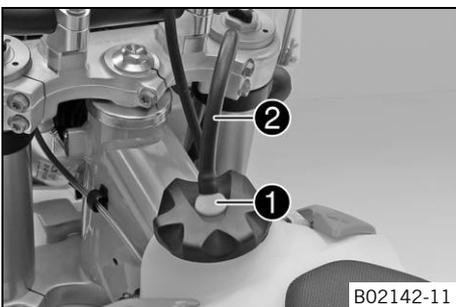
Environmental hazard Improper handling of fuel is a danger to the environment.

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



- Press release button **1**, turn the filler cap counterclockwise and lift it free.

6.20 Closing the filler cap



- Replace the filler cap and turn clockwise until the release button **1** locks in place.



Info

Run the fuel tank breather hose **2** without kinks.

6.21 Fuel tap

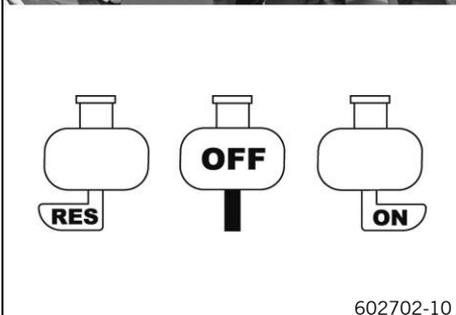


The fuel tap is on the left side of the fuel tank.

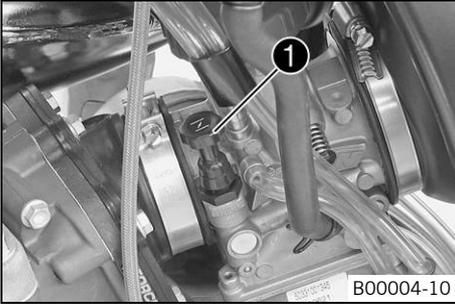
Tap handle **1** on the fuel tap is used to open or close the supply of fuel to the carburetor.

Possible states

- Fuel supply closed **OFF** – Fuel cannot flow from the fuel tank to the carburetor.
- Fuel supply open **ON** – Fuel can flow from the fuel tank to the carburetor. The fuel tank empties to the point of reserve capacity.
- Open the fuel reserve supply **RES** – Fuel can flow from the fuel tank to the carburetor. The fuel tank empties fully.



6.22 Choke



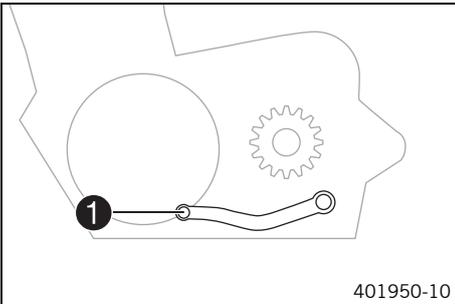
The choke lever ❶ is fitted on the left side of the carburetor. Activating the choke function frees an opening in the carburetor through which the engine can draw extra fuel. This creates a richer fuel-air mixture, as is required for a cold start.

i Info
If the engine is warm, the choke function must be deactivated.

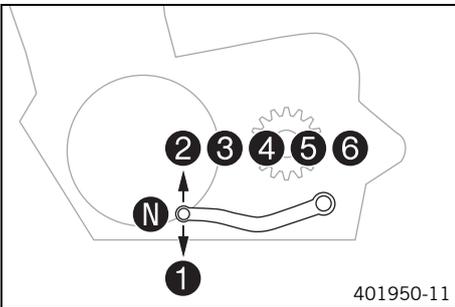
Possible states

- Choke function activated – The choke lever is pulled out all the way.
- Choke function deactivated – The choke lever is pushed in all the way.

6.23 Shift lever

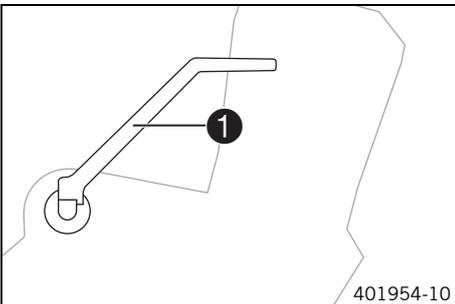


Shift lever ❶ is mounted on the left side of the engine.



The gear positions can be seen in the photograph. The neutral or idle position is between the first and second gears.

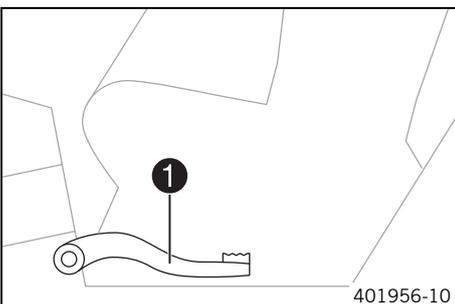
6.24 Kick starter



Kick starter ❶ is fitted on the right side of the engine. The top part of the kick starter pivots.

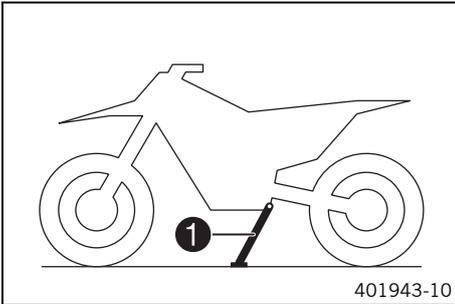
i Info
Before riding, swing the top part of the kick starter inward toward the engine.

6.25 Foot brake lever

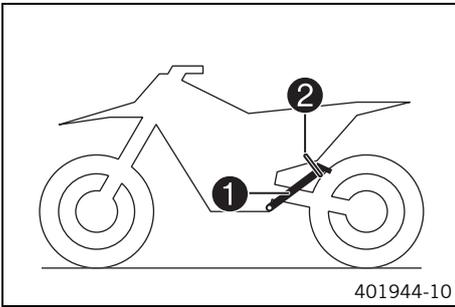


Foot brake lever ❶ is located in front of the right footrest. The foot brake lever is used to activate the rear brake.

6.26 Side stand



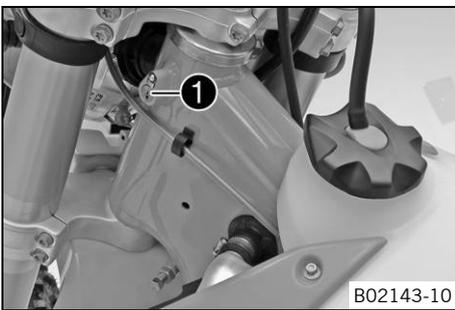
The side stand **1** is on the left side of the vehicle.



The side stand is used to park the motorcycle.

i Info
When you are riding, side stand **1** must be folded up and secured with rubber band **2**.

6.27 Steering lock (All EXC models)



Steering lock **1** is fitted on the left side of the steering head.

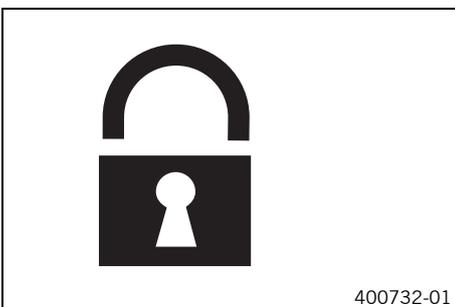
The steering lock is used to lock the steering. Steering, and therefore riding, is no longer possible.

6.28 Locking the steering (All EXC models)

Note

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

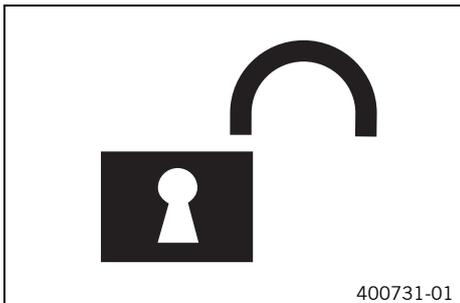
- Always place the vehicle on a firm and even surface.



- Park the vehicle.
- Turn the handlebar as far as possible to the right.
- Insert the key in the steering lock, turn it to the left, press it in and turn it to the right. Remove the key.
- ✓ Steering is no longer possible.

i Info
Never leave the key in the steering lock.

6.29 Unlocking the steering (All EXC models)



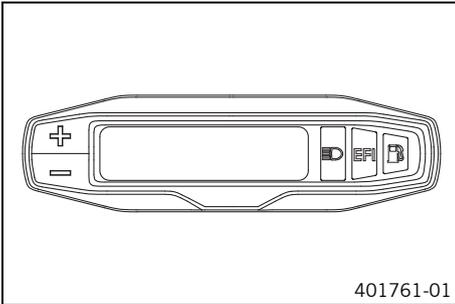
- Insert the key in the steering lock, turn it to the left, pull it out and turn it to the right. Remove the key.
✓ You can now steer the bike again.



Info

Never leave the key in the steering lock.

7.1 Speedometer overview

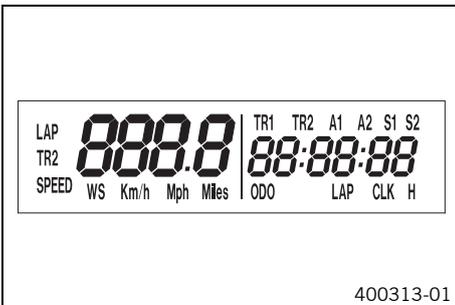


- Press the button to control different functions.
- Press the button to control different functions.

Info

When the vehicle is delivered, only the **SPEED/H** and **SPEED/ODO** display modes are activated.

7.2 Activation and test

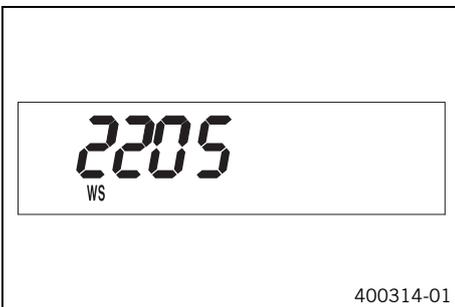


Activating the speedometer

The speedometer is activated when one of the buttons is pressed or an impulse comes from the wheel speed sensor.

Display test

To enable you to check that the display is functioning properly, all display segments light up briefly.



WS (wheel size)

After the display function check, the wheel size **WS** is displayed briefly.

Info

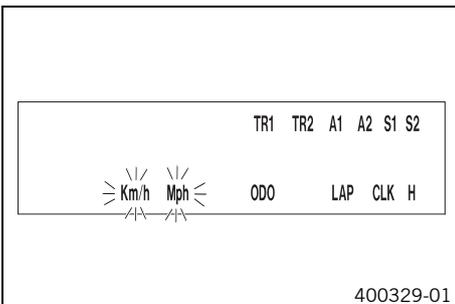
The number 2205 equals the circumference of the 21" front wheel with standard tires.

The display then changes to the last selected mode.

7.3 Setting kilometers or miles

Info

If you change the unit, the value **ODO** is retained and converted accordingly. The values **TR1**, **TR2**, **A1**, **A2** and **S1** are cleared when the unit of measure is changed.



Condition

The motorcycle is stationary.

- Repeatedly press the button briefly until **H** appears at the bottom right of the display.
- Press the button for 2–3 seconds.
 - ✓ The Setup menu is displayed and the active functions are shown.
- Repeatedly press the button briefly until **Km/h/Mph** flashes.

Setting the Km/h

- Press the button .

Setting the Mph

- Press the button .
- Wait 3–5 seconds
 - ✓ The settings are stored.

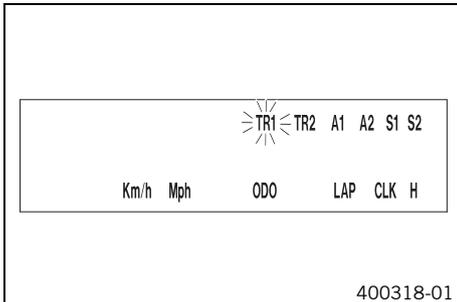
Info

If no button is actuated for 10–12 seconds or there is no signal from the wheel speed sensor, then the settings are automatically stored and the Setup menu is closed.

7.4 Setting the speedometer functions

**Info**

When the vehicle is delivered, only the **SPEED/H** and **SPEED/ODO** display modes are activated.

**Condition**

The motorcycle is stationary.

- Repeatedly press the button briefly until **H** appears at the bottom right of the display.
- Press the button for 2–3 seconds.
- ✓ The Setup menu is displayed and the active functions are shown.

**Info**

If no button is pressed for 10–12 seconds, the settings are automatically stored.

If no button is actuated for 20 seconds or there is no signal from the wheel speed sensor, then the settings are automatically stored and the Setup menu is closed.

- Repeatedly press the button briefly until the desired function flashes.
- ✓ The selected function flashes.

Activating the function

- Press the button .
- ✓ The symbol continues to appear in the display and the next function appears.

Deactivating a function

- Press the button .
- ✓ The symbol disappears in the display and the next function appears.

7.5 Setting the clock

**Condition**

The motorcycle is stationary.

- Repeatedly press the button briefly until **CLK** appears at the bottom right of the display.
- Press the button for 2–3 seconds.
- ✓ The hour display flashes.
- Set the hour display with the button and/or button .
- Wait 3–5 seconds
- ✓ The next segment of the display flashes and can be set.
- You can set the following segments in the same way as the hours by pressing the button and the button .

**Info**

The seconds can only be set to zero.

If no button is actuated for 15–20 seconds or there is no signal from the wheel speed sensor, then the settings are automatically stored and the Setup menu is closed.

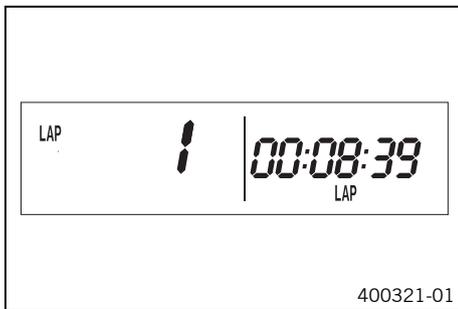
7.6 Viewing the lap time

**Info**

This function can only be opened if lap times have actually been timed.

Condition

The motorcycle is stationary.



- Repeatedly press the button **+** briefly until **LAP** appears at the bottom right of the display.
- Briefly press the button **+**.
 - ✓ **LAP 1** appears on the left side of the display.
- The laps 1–10 can be viewed with the button **−**.
- Press and hold the button **+** for 3–5 seconds to clear the lap times.
- Briefly press the button **+**.
 - ✓ Next display mode



Info

When a signal from the wheel speed sensor arrives, the left side of the display changes back to the **SPEED** mode.

7.7 Display mode SPEED (speed)



- Repeatedly press the button **+** briefly until **SPEED** appears on the left side of the display.

The current speed is displayed in the **SPEED** display mode.
The current speed can be displayed in **Km/h** or **Mph**.



Info

Making the setting according to the country.
When an impulse comes from the front wheel, the left side of the speedometer display changes to the **SPEED** mode and the current speed is shown.

7.8 Display mode SPEED/H (service hours)



Condition

- The motorcycle is stationary.

- Repeatedly press the button **+** briefly until **H** appears at the bottom right of the display.

In display mode **H**, the service hours of the engine are displayed.
The service hour counter stores the total traveling time.

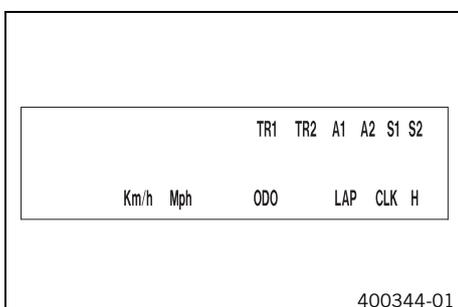


Info

The service hour counter is necessary for ensuring that service work is carried out at the right intervals.
If the speedometer is in **H** display mode at the start of the journey, it automatically changes to the **ODO** display mode.
The **H** display mode is suppressed during the journey.

Press the button + for 2–3 seconds.	The display changes to the Setup menu of the speedometer functions.
Briefly press the button + .	Next display mode
Press the button − for 2–3 seconds.	No function
Briefly press the button − .	No function

7.9 Setup menu



Condition

- The motorcycle is stationary.

- Repeatedly press the button **+** briefly until **H** appears at the bottom right of the display.

- Press the button **+** for 2–3 seconds.

The Setup menu displays the active functions.

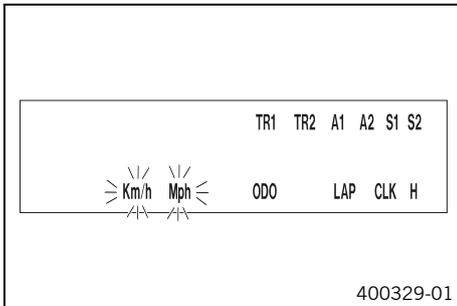


Info

Repeatedly press the button **+** briefly until the desired function is opened.
If no button is pressed for 20 seconds, the settings are automatically stored.

Briefly press the button  .	Activates the flashing display and changes to the next display
Press the button  for 2–3 seconds.	No function
Briefly press the button  .	Deactivates the flashing display and changes to the next display
Press the button  for 2–3 seconds.	No function
Wait 3–5 seconds	Changes to the next display without changes
Wait 10–12 seconds	Setup menu starts, stores the settings, and changes to H or ODO .

7.10 Setting the unit of measurement



Condition

- The motorcycle is stationary.
 - Repeatedly press the button  briefly until **H** appears at the bottom right of the display.
 - Press the button  for 2–3 seconds.
 - Repeatedly press the button  briefly until **Km/h/Mph** flashes.
- In measurement unit mode, you can change the unit of measurement.



Info

If no button is pressed for 5 seconds, the settings are automatically stored.

Briefly press the button  .	Starts selection, activates Km/h display
Press the button  for 2–3 seconds.	No function
Briefly press the button  .	Activates Mph display
Press the button  for 2–3 seconds.	No function
Wait 3–5 seconds	Changes to the next display, changes from selection to the Setup menu
Wait 10–12 seconds	Saves and closes the Setup menu

7.11 Display mode SPEED/CLK (time)



- Repeatedly press the button  briefly until **CLK** appears at the bottom right of the display.

The time is shown in display mode **CLK**.

Press the button  for 2–3 seconds.	The display changes to the Setup menu of the clock.
Briefly press the button  .	Next display mode
Press the button  for 2–3 seconds.	No function
Briefly press the button  .	No function

7.12 Setting the clock



Condition

- The motorcycle is stationary.
- Repeatedly press the button  briefly until **CLK** appears at the bottom right of the display.
- Press the button  for 2–3 seconds.

Press the button  for 2–3 seconds.	Increases the value
Briefly press the button  .	Increases the value
Press the button  for 2–3 seconds.	Reduces the value
Briefly press the button  .	Reduces the value
Wait 3–5 seconds	Changes to the next value
Wait 10–12 seconds	Closes the SETUP menu

7.13 Display mode SPEED/LAP (lap time)



- Repeatedly press the button  briefly until **LAP** appears at the bottom right of the display.

In the **LAP** display mode, up to 10 lap times can be timed with the stop watch.

i Info
If the lap time continues running after the button  is pressed, 9 memory locations are occupied.
Lap 10 must be timed using the button .

Press the button  for 2–3 seconds.	The stop watch and the lap time are reset.
Briefly press the button  .	Next display mode
Press the button  for 2–3 seconds.	Stops the clock.
Briefly press the button  .	Starts the stop watch or stop the current lap time measurement, stores it and the stop watch starts the next lap.

7.14 Viewing the lap time



Condition

- The motorcycle is stationary.
- Repeatedly press the button  briefly until **LAP** appears at the bottom right of the display.
- Briefly press the button .

Press the button  for 2–3 seconds.	The stop watch and the lap time are reset.
Briefly press the button  .	Select a lap from 1–10
Press the button  for 2–3 seconds.	No function
Briefly press the button  .	View the next lap time.

7.15 Display mode SPEED/ODO (odometer)



- Repeatedly press the button briefly until **ODO** appears at the bottom right of the display.

The total traveled distance is shown in display mode **ODO**.

Press the button for 2–3 seconds.	No function
Briefly press the button .	Next display mode
Press the button for 2–3 seconds.	No function
Briefly press the button .	No function

7.16 Display mode SPEED/TR1 (trip master 1)



- Repeatedly press the button briefly until **TR1** appears at the top right of the display.

TR1 (trip master 1) runs constantly and counts up to 999.9.

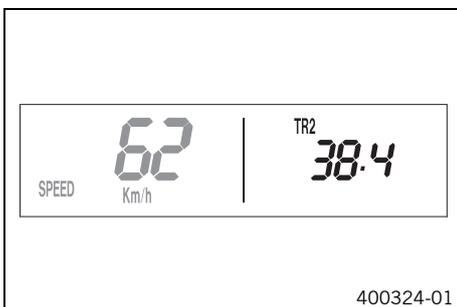
You can use it to measure trips or the distance between refueling stops.

TR1 is coupled with **A1** (average speed 1) and **S1** (stop watch 1).

Info
If 999.9 is exceeded, the values of **TR1**, **A1** and **S1** are automatically reset to 0.0.

Press the button for 2–3 seconds.	Displays of TR1 , A1 and S1 are reset to 0,0.
Briefly press the button .	Next display mode
Press the button for 2–3 seconds.	No function
Briefly press the button .	No function

7.17 Display mode SPEED/TR2 (trip master 2)

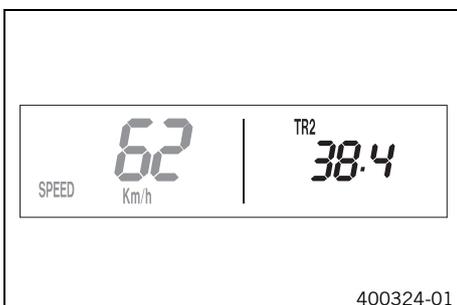


- Repeatedly press the button briefly until **TR2** appears at the top right of the display.

TR2 (trip master 2) runs constantly and counts up to 999.9.

Press the button for 2–3 seconds.	Clears the values TR2 and A2 .
Briefly press the button .	Next display mode
Press the button for 2–3 seconds.	Reduces value of TR2 .
Briefly press the button .	Reduces value of TR2 .

7.18 Setting TR2 (trip master 2)



Condition

- The motorcycle is stationary.

- Repeatedly press the button briefly until **TR2** appears at the top right of the display.

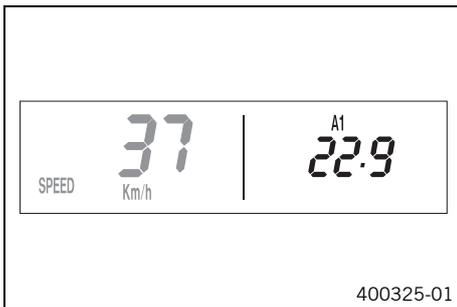
- Press the button for 2–3 seconds until **TR2** flashes.

The displayed value can be set manually with the button and the button . This is a very practical function when riding using the road book.

i Info
 The **TR2** value can also be corrected manually during the journey with the button **+** and the button **-**.
 If 999.9 is exceeded, the value of **TR2** is automatically reset to 0.0.

Press the button + for 2–3 seconds.	Increases value of TR2 .
Briefly press the button + .	Increases value of TR2 .
Press the button - for 2–3 seconds.	Reduces value of TR2 .
Briefly press the button - .	Reduces value of TR2 .
Wait 10–12 seconds	Saves and closes the Setup menu

7.19 Display mode SPEED/A1 (average speed 1)



– Repeatedly press the button **+** briefly until **A1** appears at the top right of the display.

A1 (average speed 1) shows the average speed calculated using **TR1** (trip master 1) and **S1** (stop watch 1).

The calculation of this value is activated by the first impulse of the wheel speed sensor and ends 3 seconds after the last impulse.

Press the button + for 2–3 seconds.	Displays of TR1 , A1 and S1 are reset to 0,0.
Briefly press the button + .	Next display mode
Press the button - for 2–3 seconds.	No function
Briefly press the button - .	No function

7.20 Display mode SPEED/A2 (average speed 2)



– Repeatedly press the button **+** briefly until **A2** appears at the top right of the display.

A2 (average speed 2) shows the average speed on the basis of the current speed if the stop watch **S2** (stop watch 2) is running.

i Info
 The displayed value can differ from the actual average speed if **S2** was not stopped after the ride.

Briefly press the button + .	Next display mode
Press the button + for 2–3 seconds.	No function
Press the button - for 2–3 seconds.	No function
Briefly press the button - .	No function

7.21 Display mode SPEED/S1 (stop watch 1)



– Repeatedly press the button **+** briefly until **S1** appears at the top right of the display.

S1 (Stop watch 1) shows the riding time based on **TR1** and continues running as soon as an impulse arrives from the wheel speed sensor.

The calculation of this value starts with the first impulse from the wheel speed sensor and ends 3 seconds after the last impulse.

Press the button + for 2–3 seconds.	Displays of TR1 , A1 and S1 are reset to 0,0.
Briefly press the button + .	Next display mode
Press the button = for 2–3 seconds.	No function
Briefly press the button = .	No function

7.22 Display mode SPEED/S2 (stop watch 2)



– Repeatedly press the button **+** briefly until **S2** appears at the top right of the display.

S2 (Stop watch 2) is a manual stop watch.

If **S2** is running in the background, the display **S2** flashes on the speedometer.

Press the button + for 2–3 seconds.	The displays of S2 and A2 are set to 0,0.
Briefly press the button + .	Next display mode
Press the button = for 2–3 seconds.	No function
Briefly press the button = .	Starts or stops S2 .

7.23 Table of functions

Display	Press the button + for 2–3 seconds.	Briefly press the button + .	Press the button = for 2–3 seconds.	Briefly press the button = .	Wait 3–5 seconds	Wait 10–12 seconds
Display mode SPEED/H (service hours)	The display changes to the Setup menu of the speedometer functions.	Next display mode	No function	No function		
Setup menu	No function	Activates the flashing display and changes to the next display	No function	Deactivates the flashing display and changes to the next display	Changes to the next display without changes	Setup menu starts, stores the settings, and changes to H or ODO .
Setting the unit of measurement	No function	Starts selection, activates Km/h display	No function	Activates Mph display	Changes to the next display, changes from selection to the Setup menu	Saves and closes the Setup menu
Display mode SPEED/CLK (time)	The display changes to the Setup menu of the clock.	Next display mode	No function	No function		
Setting the clock	Increases the value	Increases the value	Reduces the value	Reduces the value	Changes to the next value	Closes the SETUP menu

Display	Press the button \pm for 2–3 seconds.	Briefly press the button \pm .	Press the button \equiv for 2–3 seconds.	Briefly press the button \equiv .	Wait 3–5 seconds	Wait 10–12 seconds
Display mode SPEED/LAP (lap time)	The stop watch and the lap time are reset.	Next display mode	Stops the clock.	Starts the stop watch or stop the current lap time measurement, stores it and the stop watch starts the next lap.		
Viewing the lap time	The stop watch and the lap time are reset.	Select a lap from 1–10	No function	View the next lap time.		
Display mode SPEED/ODO (odometer)	No function	Next display mode	No function	No function		
Display mode SPEED/TR1 (trip master 1)	Displays of TR1 , A1 and S1 are reset to 0,0.	Next display mode	No function	No function		
Display mode SPEED/TR2 (trip master 2)	Clears the values TR2 and A2 .	Next display mode	Reduces value of TR2 .	Reduces value of TR2 .		
Setting TR2 (trip master 2)	Increases value of TR2 .	Increases value of TR2 .	Reduces value of TR2 .	Reduces value of TR2 .		Saves and closes the Setup menu
Display mode SPEED/A1 (average speed 1)	Displays of TR1 , A1 and S1 are reset to 0,0.	Next display mode	No function	No function		
Display mode SPEED/A2 (average speed 2)	No function	Next display mode	No function	No function		
Display mode SPEED/S1 (stop watch 1)	Displays of TR1 , A1 and S1 are reset to 0,0.	Next display mode	No function	No function		
Display mode SPEED/S2 (stop watch 2)	The displays of S2 and A2 are set to 0,0.	Next display mode	No function	Starts or stops S2 .		

7.24 Table of conditions and menu activation

Display	The motorcycle is stationary.	Menu can be activated
Display mode SPEED/H (service hours)	•	
Setup menu	•	
Setting the unit of measurement	•	
Setting the clock	•	
Display mode SPEED/LAP (lap time)		•
Viewing the lap time	•	
Display mode SPEED/TR1 (trip master 1)		•
Display mode SPEED/TR2 (trip master 2)		•
Setting TR2 (trip master 2)	•	
Display mode SPEED/A1 (average speed 1)		•
Display mode SPEED/A2 (average speed 2)		•
Display mode SPEED/S1 (stop watch 1)		•
Display mode SPEED/S2 (stop watch 2)		•

8.1 Advice on first use

**Danger****Danger of accidents** Danger arising from the rider's judgement being impaired.

- Do not operate the vehicle while under the influence of alcohol, drugs and certain medications or physically or mentally impaired.

**Warning****Risk of injury** Missing or poor protective clothing presents an increased safety risk.

- Wear protective clothing (helmet, boots, gloves, pants and jacket with protectors) every time you ride the vehicle. Always wear protective clothing that is in good condition and meets the legal requirements.

**Warning****Danger of crashing** Poor vehicle handling due to different tire tread patterns on front and rear wheels.

- The front and rear wheels must be fitted with tires with similar tread patterns to prevent loss of control over the vehicle.

**Warning****Danger of accidents** Critical riding behavior due to inappropriate riding.

- Adapt your riding speed to the road conditions and your riding ability.

**Warning****Danger of accidents** Accident risk caused by presence of a passenger.

- Your vehicle is not designed to carry passengers. Do not ride with a passenger.

**Warning****Danger of accidents** Failure of brake system.

- If the foot brake lever is not released, the brake linings drag continuously. The rear brake may fail due to overheating. Take your foot off the foot brake lever when you are not braking.

**Warning****Danger of accidents** Unstable riding behavior.

- Do not exceed the maximum permissible weight and axle loads.

**Warning****Risk of misappropriation** Usage by unauthorized persons.

- Never leave the vehicle while the engine is running. Secure the vehicle against use by unauthorized persons.

**Info**

When using your motorcycle, remember that others may feel disturbed by excessive noise.

- Make sure that the pre-delivery inspection work has been carried out by an authorized KTM workshop.
 - ✓ You receive a delivery certificate and the Service and Warranty Booklet at vehicle handover.
- Before your first trip, read the entire operating instructions carefully.
- Get to know the controls.
- Adjust the basic position of the clutch lever. (☛ p. 73)

(All EXC models)

- Adjust the free travel of the hand brake lever. (☛ p. 77)

(All XC-W models)

- Adjust the basic position of the hand brake lever. (☛ p. 77)
- Adjust the basic position of the foot brake lever. ☛ (☛ p. 81)
- Adjust the basic position of the shift lever. ☛ (☛ p. 105)
- Get used to handling the motorcycle on a suitable piece of land before making a longer trip.

**Info**

When offroad, being accompanied by another person on another vehicle so that you can help each other is recommended.

- Try also to ride as slowly as possible and in a standing position to get a better feeling for the vehicle.
- Do not make any offroad trips that over-stress your ability and experience.

- Hold the handlebar firmly with both hands and keep your feet on the footrests when riding.
- If you carry any baggage, make sure it is fixed firmly as close as possible to the center of the vehicle and ensure even weight distribution between the front and rear wheels.

i Info
Motorcycles react sensitively to any changes of weight distribution.

- Do not exceed the overall maximum permitted weight and the axle loads.

Guideline

Maximum permissible overall weight	335 kg (739 lb.)
Maximum permissible front axle load	145 kg (320 lb.)
Maximum permissible rear axle load	190 kg (419 lb.)

- Check the spoke tension. (☛ p. 89)

i Info
The spoke tension must be checked after half an hour of operation.

- Run in the engine. (☛ p. 31)

8.2 Running in the engine

- During the running-in phase, do not exceed the specified engine performance.

Guideline

Maximum engine performance	
During the first 3 operating hours	< 70 %
During the first 5 operating hours	< 100 %

- Avoid fully opening the throttle!

8.3 Preparing the vehicle for difficult riding conditions

i Info
Use of the vehicle under difficult conditions, such as on sand or on wet and muddy surfaces, can lead to considerably more rapid wear of components such as the drive train, brake system, or suspension components. For this reason, it may be necessary to inspect or replace parts before the next scheduled service.

- Seal the air filter box. ☛ (☛ p. 65)
- Clean the air filter and air filter box. ☛ (☛ p. 64)

i Info
Check the air filter approx. every 30 minutes.

- Additionally secure the rubber grip. (☛ p. 73)
- Check the electrical connector for humidity and corrosion and to ensure it is firmly seated.
 - » If humidity, corrosion, or damage is found:
 - Clean and dry the connector, or change it if necessary.

Difficult riding conditions are:

- Riding on dry sand. (☛ p. 32)
- Riding on wet sand. (☛ p. 32)
- Riding on wet and muddy surfaces. (☛ p. 33)
- Riding at high temperatures and low speeds. (☛ p. 33)
- Riding at low temperatures or in snow. (☛ p. 34)

8.4 Preparations for riding on dry sand



- Check the radiator cap.

Value on the radiator cap	1.8 bar (26 psi)
---------------------------	------------------

- » If the displayed value does not equal the setpoint value:



Warning

Danger of scalding During motorcycle operation, the coolant gets very hot and is under pressure.

- Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.

- Change the radiator cap.

- Mount the dust cover for the air filter.

Dust cover for air filter (59006019000)



Info

Read the **KTM PowerParts** installation instructions.



- Mount the dust cover for the air filter for sand.

Sand cover for air filter (59006022000)



Info

Read the **KTM PowerParts** installation instructions.



- Adjust the carburetor jetting and setting.



Info

Your authorized KTM workshop can recommend the right carburetor tuning.

- Clean the chain.

Chain cleaner (☛ p. 137)

- Mount the steel sprocket.



Tip

Do not grease the chain.



- Clean the radiator fins.

- Carefully align bent radiator fins.

- If used in sand regularly, replace the piston every 10 operating hours.

8.5 Preparations for riding on wet sand



- Check the radiator cap.

Value on the radiator cap	1.8 bar (26 psi)
---------------------------	------------------

- » If the displayed value does not equal the setpoint value:



Warning

Danger of scalding During motorcycle operation, the coolant gets very hot and is under pressure.

- Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.



- Change the radiator cap.
- Mount the rain cover for the air filter.

Rain cover for air filter (59006021000)

i Info
Read the **KTM PowerParts** installation instructions.

- Adjust the carburetor jetting and setting.

i Info
Your authorized KTM workshop can recommend the right carburetor tuning.

- Clean the chain.

Chain cleaner (☞ p. 137)

- Mount the steel sprocket.

i Tip
Do not grease the chain.

- Clean the radiator fins.
- Carefully align bent radiator fins.
- If used in sand regularly, replace the piston every 10 operating hours.

8.6 Preparations for riding on wet and muddy surfaces



- Mount the rain cover for the air filter.

Rain cover for air filter (59006021000)

i Info
Follow the **KTM PowerParts** mounting instructions.

- Adjust the carburetor jetting and setting.

i Info
Your authorized KTM workshop can recommend the right carburetor tuning.

- Mount the steel sprocket.
- Clean the motorcycle. (☞ p. 111)
- Carefully align bent radiator fins.

8.7 Preparations for riding at high temperatures and low speeds



- Check the radiator cap.

Value on the radiator cap	1.8 bar (26 psi)
---------------------------	------------------

- » If the displayed value does not equal the setpoint value:

! Warning
Danger of scalding During motorcycle operation, the coolant gets very hot and is under pressure.

- Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.



- Change the radiator cap.
- Adjust the secondary ratio to the terrain.



Info

The engine oil heats up quickly when the clutch is operated frequently due to an excessively high secondary drive.

- Clean the chain.

Chain cleaner (☛ p. 137)

- Clean the radiator fins.
- Carefully align bent radiator fins.
- Check the coolant level. (☛ p. 99)

8.8 Preparing for riding at low temperatures or in snow



- Mount the rain cover for the air filter.

Rain cover for air filter (59006021000)



Info

Follow the **KTM PowerParts** mounting instructions.

- Adjust the carburetor jetting and setting.



Info

Your authorized KTM workshop can recommend the right carburetor tuning.

9.1 Checks and maintenance work when preparing for use



Info

Before riding the vehicle, always check its condition and operating safety. The vehicle must be in perfect technical condition when used.

- Check the gear oil level. (☞ p. 107)
- Check the electrical system.
- Check the front brake fluid level. (☞ p. 78)
- Check the rear brake fluid level. (☞ p. 82)
- Check the front brake linings. (☞ p. 79)
- Check the rear brake linings. (☞ p. 83)
- Check that the brake system is functioning properly.
- Check the coolant level. (☞ p. 99)
- Check the chain for dirt. (☞ p. 68)
- Check the chain, rear sprocket, engine sprocket, and chain guide. (☞ p. 70)
- Check the chain tension. (☞ p. 68)
- Check the tire condition. (☞ p. 88)
- Check the tire air pressure. (☞ p. 89)
- Check the spoke tension. (☞ p. 89)
- Clean the dust boots of the fork legs. (☞ p. 51)
- Bleed the fork legs. (☞ p. 50)
- Check the air filter.
- Check the settings of all controls and ensure that they can be operated smoothly.
- Check all screws, nuts and hose clamps regularly for tightness.
- Check the fuel supply.

9.2 Starting



Danger

Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and/or death.

- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.

Note

Engine failure High engine speeds in cold engines have a negative effect on the service life of the engine.

- Always warm up the engine at low engine speeds.



Info

If the motorcycle does not start easily, there may be old fuel in the float chamber. The easily ignitable components of the fuel evaporate during lengthy periods of disuse.

When the float chamber is filled with fresh, ignitable fuel, the engine will start immediately.

Condition

The motorcycle was stationary for more than 1 week.

- Empty the carburetor float chamber. ☞ (☞ p. 104)
- Turn handle ① of the fuel tap to the **ON** position. (Figure 602702-10 ☞ p. 17)
- ✓ Fuel can flow from the fuel tank to the carburetor.
- Take the motorcycle off of the stand.
- Shift gear to neutral.

(EXC AU)

- Turn the emergency OFF switch to the position ○.

Condition

The engine is cold.

- Pull out the choke lever all the way.

(All 200/250/300 models)

- Press the electric starter button or press the kick starter robustly through its full range.

 **Info**
Do not turn the throttle.

(All 125 models)

- Press the kick starter robustly through its full range.

 **Info**
Do not turn the throttle.

9.3 Start off

 **Info**
Before riding, switch on the lights if your vehicle is equipped with a lighting system. This will make it easier for other road users to see you.
When you are riding, the side stand must be folded up and secured with the rubber band.

- Pull the clutch lever, engage 1st gear, release the clutch lever slowly and simultaneously open the throttle carefully.

9.4 Shifting, riding

 **Warning**
Danger of accidents If you change down at high engine speed, the rear wheel can lock up.

- Do not change into a low gear at high engine speed. The engine races and the rear wheel can lock up.

 **Info**
If you hear unusual noises while riding, stop immediately, switch off the engine, and contact an authorized KTM workshop. First gear is used for starting off or for steep inclines.

- When conditions allow (incline, road situation, etc.), you can shift into a higher gear. To do so, release the throttle while simultaneously pulling the clutch lever, shift into the next gear, release the clutch and open the throttle.
- If the choke function was activated, deactivate it after the engine has warmed up.
- When you reach maximum speed after fully opening the throttle, turn back the throttle to about ¾ of its range. This barely reduces vehicle speed but lowers fuel consumption considerably.
- Always open the throttle only as much as the engine can handle – abrupt throttle opening increases fuel consumption.
- To shift down, brake and close the throttle at the same time.
- Pull the clutch lever and shift into a lower gear, release the clutch lever slowly and open the throttle or shift again.
- Switch off the engine if you expect to be standing for a long time.

Guideline

≥ 2 min

- Avoid frequent and longer slipping of the clutch. This heats the engine oil, the engine and the cooling system.
- Ride with a lower engine speed instead of with a high engine speed and a slipping clutch.

9.5 Braking

 **Warning**
Danger of accidents If you brake too hard, the wheels can lock.

- Adapt your braking to the traffic situation and the road conditions.

 **Warning**
Danger of accidents Reduced braking efficiency caused by spongy pressure point of front or rear brake.

- Check the brake system and do not continue riding. (Your authorized KTM workshop will be glad to help.)

 **Warning**
Danger of accidents Reduced braking efficiency due to a wet or dirty brake system.

- Clean or dry a dirty or wet brake system by riding and braking gently.

- On sandy, wet or slippery surfaces, use the rear brake.
- Braking should always be completed before you go into a bend. Change down to a lower gear appropriate to your road speed.

9.6 Stopping, parking



Warning

Risk of misappropriation Usage by unauthorized persons.

- Never leave the vehicle while the engine is running. Secure the vehicle against use by unauthorized persons.



Warning

Danger of burns Some vehicle components become very hot when the vehicle is operated.

- Do not touch hot components such as exhaust system, radiator, engine, shock absorber, and the brake system. Allow these components to cool down before starting work on them.

Note

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

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

Note

Fire hazard Some vehicle components become very hot when the vehicle is operated.

- Do not park the vehicle near flammable or explosive substances. Do not place objects on the vehicle while it is still warm from being run. Always let the vehicle cool first.

Note

Material damage Damage to or destruction of components due to excessive load.

- The side stand is only designed for the weight of the motorcycle. Do not sit on the motorcycle when it is resting on the side stand. The side stand or the frame may become damaged and the motorcycle may fall over.

- Brake the motorcycle.
- Shift gear to neutral.

(EXC EU/AU, EXC Factory Edition, 300 EXC BR)

- Press and hold the kill switch  while the engine is idling until the engine stops.

(All XC-W models)

- Press and hold the kill switch  while the engine is idling until the engine stops.
- Turn handle  of the fuel tap to the **OFF** position. (Figure 602702-10  p. 17)
- Park the motorcycle on firm ground.

9.7 Transport

Note

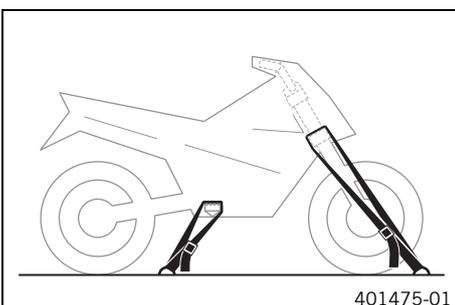
Danger of damage The parked vehicle may roll away or fall over.

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

Note

Fire hazard Some vehicle components become very hot when the vehicle is operated.

- Do not park the vehicle near flammable or explosive substances. Do not place objects on the vehicle while it is still warm from being run. Always let the vehicle cool first.



- Switch off the engine.
- Use tension belts or other suitable devices to secure the motorcycle against accidents or falling over.

9.8 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.
- The fuel in the fuel tank expands when warm and may emerge if overfilled. Follow the instructions on refueling.



Warning

Danger of poisoning Fuel is poisonous and a health hazard.

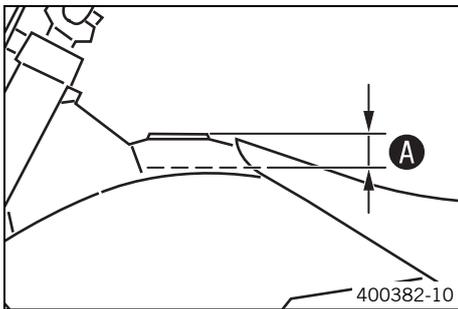
- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that is contaminated 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. (☛ p. 16)
- Fill the fuel tank with fuel up to measurement **A**.

Guideline

Measurement of A	35 mm (1.38 in)	
Total fuel tank capacity, approx. (EXC EU, EXC Six Days, EXC Factory Edition, 300 EXC BR)	9.5 l (2.51 US gal)	Super unleaded (95 octane) mixed with 2-stroke engine oil (1:60) (☛ p. 136)
Total fuel tank capacity, approx. (EXC AU, XC-W, XC-W Six Days)	10 l (2.6 US gal)	Super unleaded (95 octane) mixed with 2-stroke engine oil (1:60) (☛ p. 136)
Engine oil, 2-stroke (☛ p. 135)		

- Close the filler cap. (☛ p. 17)

10.1 Service schedule

	Every 40 operating hours/after every race	Every 20 operating hours
Check that the electrical equipment is functioning properly.	•	•
Check and charge the battery. 🛠️ (All 200/250/300 models)	•	•
Check the front brake linings. (🛠️ p. 79)	•	•
Check the rear brake linings. (🛠️ p. 83)	•	•
Check the brake discs. (🛠️ p. 78)	•	•
Check the brake lines for damage and leakage.	•	•
Check the rear brake fluid level. (🛠️ p. 82)	•	•
Check the free travel of the foot brake lever. (🛠️ p. 81)	•	•
Check the frame and swingarm. 🛠️	•	•
Check the swingarm bearing. 🛠️	•	•
Check the heim joints at the top and bottom of the shock absorber. 🛠️	•	•
Check the tire condition. (🛠️ p. 88)	•	•
Check the tire air pressure. (🛠️ p. 89)	•	•
Check the wheel bearing for play. 🛠️	•	•
Check the wheel hubs. 🛠️	•	•
Check the rim run-out. 🛠️	•	•
Check the spoke tension. (🛠️ p. 89)	•	•
Check the chain, rear sprocket, engine sprocket, and chain guide. (🛠️ p. 70)	•	•
Check the chain tension. (🛠️ p. 68)	•	•
Grease all moving parts (e.g. side stand, hand lever, chain, ...) and check for smooth operation. 🛠️	•	•
Check/correct the fluid level of the hydraulic clutch. (🛠️ p. 74)	•	•
Check the front brake fluid level. (🛠️ p. 78)	•	•
Check the free travel of the hand brake lever. (🛠️ p. 77)	•	•
Check the play of the steering head bearing. (🛠️ p. 58)	•	•
Change the spark plug and spark plug connector. 🛠️	•	•
Check the intake diaphragm. 🛠️	•	•
Check the exhaust control for functioning and smooth operation. 🛠️	•	•
Check the clutch. 🛠️	•	•
Change the gear oil. 🛠️ (🛠️ p. 107)	•	•
Check all hoses (e. g. fuel, cooling, bleeding, drainage) and sleeves for cracking, leaks, and incorrect routing. 🛠️	•	•
Check the antifreeze and coolant level. (🛠️ p. 98)	•	•
Check the cables for damage and routing without sharp bends. 🛠️	•	•
Check that the throttle cables are undamaged, routed without sharp bends and set correctly.	•	•
Clean the air filter and air filter box. 🛠️ (🛠️ p. 64)	•	•
Change the glass fiber yarn filling of the main silencer. 🛠️ (🛠️ p. 65)	•	•
Check the screws and nuts for tightness. 🛠️	•	•
Check the headlight setting. (🛠️ p. 96)	•	•
Check the idle.	•	•
Final check: Check the vehicle for safe operation and take a test ride.	•	•
Make the service entry in the KTM Dealer.net and in the Service and Warranty Booklet. 🛠️	•	•

- Periodic interval

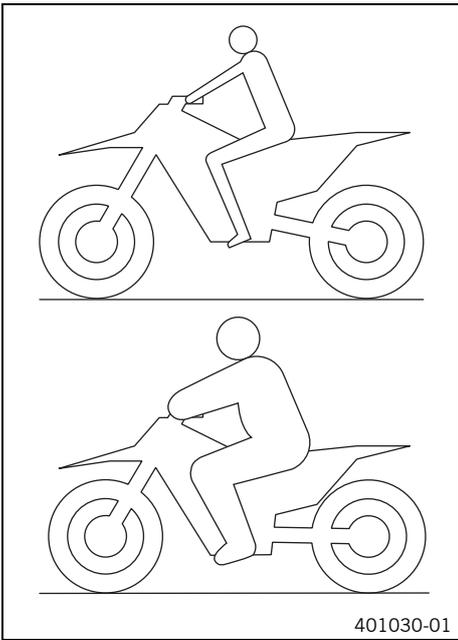
10.2 Service work (as additional order)

	Annually		
	Every 80 operating hours/every 40 operating hours when used for motorsports	Every 40 operating hours	Once after 10 operating hours
Change the front brake fluid. 🛠️			•
Change the rear brake fluid. 🛠️			•
Change the hydraulic clutch fluid. 🛠️ (📖 p. 74)			•
Grease the steering head bearing. 🛠️ (📖 p. 60)			•
Check/set the carburetor components. 🛠️		•	•
Perform a fork service. (EXC, XC-W, EXC Factory Edition) 🛠️	○	•	•
Perform a fork service. (Six Days) 🛠️	○	•	•
Service the shock absorber. 🛠️		•	•
Check the starter drive. 🛠️ (All 200/250/300 models)		•	•
Change the piston and check the cylinder. 🛠️ (All 125 models)		•	•
Change the piston and check the cylinder. 🛠️ (All 200/250/300 models)			•
Change the connecting rod, conrod bearing and crank pin. 🛠️			•
Check the transmission and shift mechanism. 🛠️			•
Change all engine bearings. 🛠️			•

- One-time interval
- Periodic interval

11.1 Checking the basic chassis setting with the rider's weight

i Info
When adjusting the basic chassis setting, first adjust the shock absorber and then the fork.



- For optimal motorcycle riding characteristics and to avoid damage to forks, shock absorbers, swingarm and frame, the basic settings of the suspension components must match the rider's weight.
- As delivered, KTM offroad motorcycles are adjusted for a standard rider weight (with full protective clothing).

Guideline

Standard rider weight	75... 85 kg (165... 187 lb.)
-----------------------	------------------------------

- If the rider's weight is above or below the standard range, the basic setting of the suspension components must be adjusted accordingly.
- Small weight differences can be compensated by adjusting the spring preload, but in the case of large weight differences, the springs must be replaced.

11.2 Compression damping of shock absorber

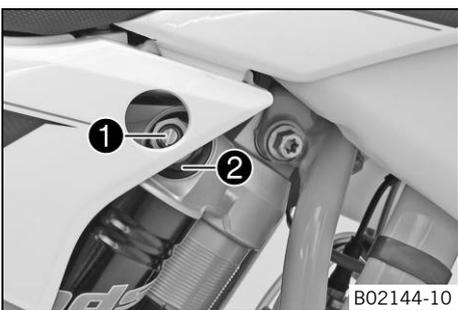
The compression damping of the shock absorber is divided into two ranges: high-speed and low-speed. High-speed and low-speed refer to the compression speed of the rear wheel suspension and not to the vehicle speed. The high-speed setting, for example, affects the compression when landing after a jump: the rear wheel suspension compresses more quickly. The low-speed setting, for example, affects the compression when riding over long ground swells: the rear wheel suspension compresses more slowly. These two ranges can be adjusted separately, although the transition between high-speed and low-speed is gradual. Thus, changes in the high-speed range affect the compression damping in the low-speed range and vice versa.

11.3 Adjusting the low-speed compression damping of the shock absorber

! Caution
Danger of accidents Disassembly of pressurized parts can lead to injury.

- The shock absorber is filled with high density nitrogen. Adhere to the description provided. (Your authorized KTM workshop will be glad to help.)

i Info
The low-speed setting can be seen during the slow to normal compression of the shock absorber.



- Turn adjusting screw **1** clockwise with a screwdriver up to the last perceptible click.

i Info
Do not loosen nut **2**!

- Turn counterclockwise by the number of clicks corresponding to the shock absorber type.

Guideline

(All 125/200 models)

Compression damping, low-speed	
Comfort	25 clicks
Standard	20 clicks
Sport	15 clicks

(All 250/300 models)

Compression damping, low-speed	
Comfort	25 clicks
Standard	20 clicks
Sport	15 clicks



Info

Turn clockwise to increase damping; turn counterclockwise to reduce damping.

11.4 Adjusting the high-speed compression damping of the shock absorber



Caution

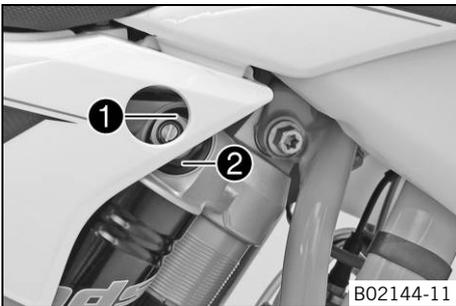
Danger of accidents Disassembly of pressurized parts can lead to injury.

- The shock absorber is filled with high density nitrogen. Adhere to the description provided. (Your authorized KTM workshop will be glad to help.)



Info

The high-speed setting can be seen during the fast compression of the shock absorber.



- Turn adjusting screw ① all the way clockwise with a socket wrench.



Info

Do not loosen nut ②!

- Turn counterclockwise by the number of turns corresponding to the shock absorber type.

Guideline

(All 125/200 models)

Compression damping, high-speed	
Comfort	2 turns
Standard	1.5 turns
Sport	1.25 turns

(All 250/300 models)

Compression damping, high-speed	
Comfort	2 turns
Standard	1.5 turns
Sport	1.25 turns



Info

Turn clockwise to increase damping; turn counterclockwise to reduce damping.

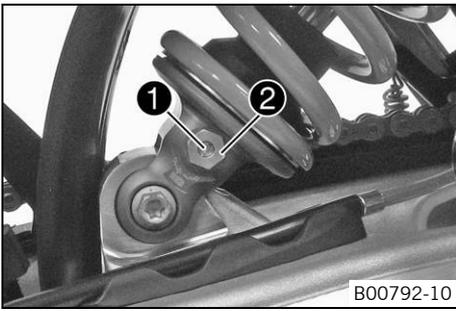
11.5 Adjusting the rebound damping of the shock absorber



Caution

Danger of accidents Disassembly of pressurized parts can lead to injury.

- The shock absorber is filled with high density nitrogen. Adhere to the description provided. (Your authorized KTM workshop will be glad to help.)



- Turn adjusting screw **1** clockwise up to the last perceptible click.

i Info
Do not loosen nut **2**!

- Turn counterclockwise by the number of clicks corresponding to the shock absorber type.

Guideline

(All 125/200 models)

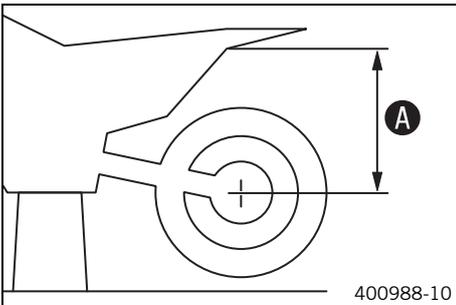
Rebound damping	
Comfort	28 clicks
Standard	24 clicks
Sport	22 clicks

(All 250/300 models)

Rebound damping	
Comfort	28 clicks
Standard	24 clicks
Sport	22 clicks

i Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.

11.6 Measuring the sag of the unloaded rear wheel



Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 50)

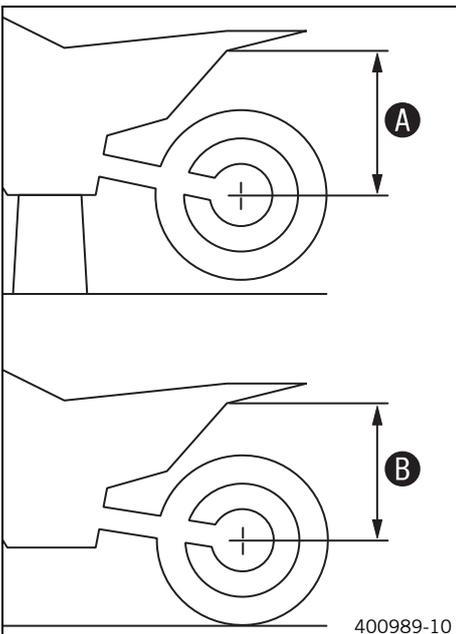
Main work

- Measure the distance – as vertical as possible – between the rear axle and a fixed point, for example, a mark on the rear fairing.
- Note down the value as dimension **A**.

Finishing work

- Remove the motorcycle from the lift stand. (☞ p. 50)

11.7 Checking the static sag of the shock absorber



- Measure distance **A** of the unloaded rear wheel. (☞ p. 43)
- Hold the motorcycle upright with the aid of an assistant.
- Measure the distance between the rear axle and the fixed point again.
- Note down the value as dimension **B**.

i Info
The static sag is the difference between measurements **A** and **B**.

- Check the static sag.

(All 125/200 models)

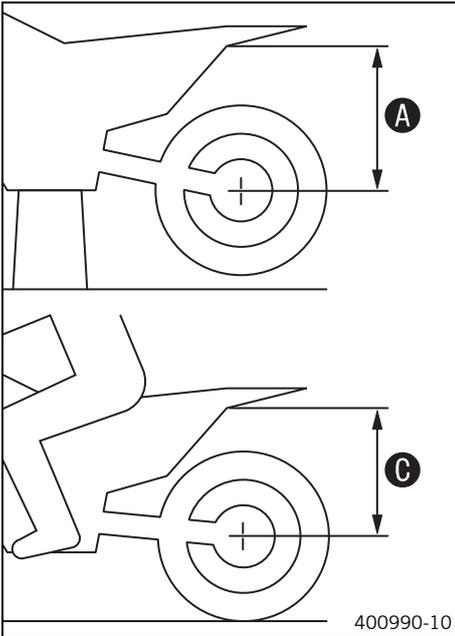
Static sag	29... 32 mm (1.14... 1.26 in)
------------	-------------------------------

(All 250/300 models)

Static sag	33... 35 mm (1.3... 1.38 in)
------------	------------------------------

- » If the static sag is less or more than the specified value:
 - Adjust the spring preload of the shock absorber. ☞ (☞ p. 44)

11.8 Checking the riding sag of the shock absorber



- Measure distance **A** of the unloaded rear wheel. (☞ p. 43)
- With another person holding the motorcycle, the rider, wearing full protective clothing, sits on the seat in a normal sitting position (feet on footrests) and bounces up and down a few times.
 - ✓ The rear wheel suspension levels out.
- Another person now measures the distance between the rear axle and a fixed point.
- Note down the value as dimension **C**.

i Info

The riding sag is the difference between measurements **A** and **C**.

- Check the riding sag.

Guideline

(All 125/200 models)

Riding sag	100... 110 mm (3.94... 4.33 in)
------------	---------------------------------

(All 250/300 models)

Riding sag	105... 115 mm (4.13... 4.53 in)
------------	---------------------------------

- » If the riding sag differs from the specified measurement:

- Adjust the riding sag. ☞ (☞ p. 45)

11.9 Adjusting the spring preload of the shock absorber ☞

! Caution

Danger of accidents Disassembly of pressurized parts can lead to injury.

- The shock absorber is filled with high density nitrogen. Adhere to the description provided. (Your authorized KTM workshop will be glad to help.)

i Info

Before changing the spring preload, make a note of the present setting, e.g., by measuring the length of the spring.

Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 50)
- Remove the shock absorber. ☞ (☞ p. 61)
- After removing the shock absorber, clean it thoroughly.

Main work

- Loosen screw **1**.
- Turn adjusting ring **2** until the spring is no longer under tension.

Hook wrench (T106S)

- Measure the overall spring length while the spring is not under tension.
- Tighten the spring by turning adjusting ring **2** to measurement **A**.

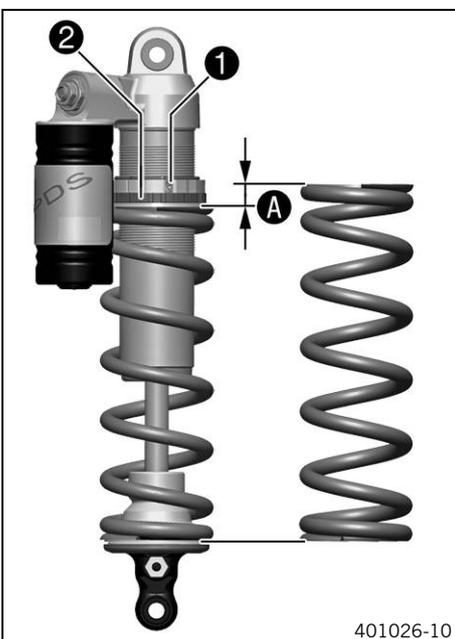
Guideline

(All 125/200 models)

Spring preload	
Comfort	10 mm (0.39 in)
Standard	10 mm (0.39 in)
Sport	10 mm (0.39 in)

(All 250/300 models)

Spring preload	
Comfort	7 mm (0.28 in)
Standard	7 mm (0.28 in)
Sport	7 mm (0.28 in)





Info

Depending on the static sag and/or the riding sag, it may be necessary to increase or decrease the spring preload.

- Tighten screw ①.

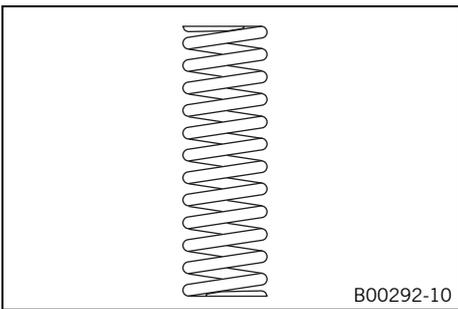
Guideline

Screw, shock absorber adjusting ring	M5	5 Nm (3.7 lbf ft)
--------------------------------------	----	-------------------

Finishing work

- Install the shock absorber. ↘ (☞ p. 61)
- Remove the motorcycle from the lift stand. (☞ p. 50)

11.10 Adjusting the riding sag ↘



Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 50)
- Remove the shock absorber. ↘ (☞ p. 61)
- After removing the shock absorber, clean it thoroughly.

Main work

- Choose and mount a suitable spring.

Guideline

(All 125/200 models)

Spring rate	
Weight of rider: 65... 75 kg (143... 165 lb.)	63 N/mm (360 lb/in)
Weight of rider: 75... 85 kg (165... 187 lb.)	66 N/mm (377 lb/in)
Weight of rider: 85... 95 kg (187... 209 lb.)	69 N/mm (394 lb/in)

(All 250/300 models)

Spring rate	
Weight of rider: 65... 75 kg (143... 165 lb.)	66 N/mm (377 lb/in)
Weight of rider: 75... 85 kg (165... 187 lb.)	69 N/mm (394 lb/in)
Weight of rider: 85... 95 kg (187... 209 lb.)	72 N/mm (411 lb/in)



Info

The spring rate is shown on the outside of the spring.

Finishing work

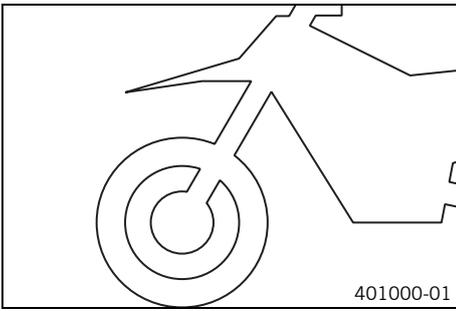
- Install the shock absorber. ↘ (☞ p. 61)
- Remove the motorcycle from the lift stand. (☞ p. 50)
- Check the static sag of the shock absorber. (☞ p. 43)
- Check the riding sag of the shock absorber. (☞ p. 44)
- Adjust the rebound damping of the shock absorber. (☞ p. 42)

11.11 Checking the basic setting of the fork



Info

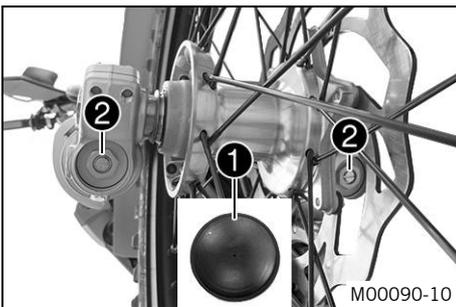
For various reasons, no exact riding sag can be determined for the forks.



- As with the shock absorber, smaller differences in the rider's weight can be compensated by the spring preload.
- However, if the fork is often overloaded (hard end stop on compression), harder springs must be fit to avoid damage to the fork and frame.

11.12 Adjusting the compression damping of the fork

i Info
The hydraulic compression damping determines the fork suspension behavior.



(EXC, XC-W, EXC Factory Edition)

- Remove protection caps ①.
- Turn adjusting screws ② clockwise all the way.

i Info
Adjusting screws ② are located at the bottom end of the fork legs. Make the same adjustment on both fork legs.

- Turn counterclockwise by the number of clicks corresponding to the fork type.

Guideline

(125 EXC EU, all 200 models, 125 EXC Factory Edition EU)

Compression damping	
Comfort	22 clicks
Standard	20 clicks
Sport	18 clicks

(250/300 EXC EU/AU, XC-W US, 250/300 EXC Factory Edition, 300 EXC BR)

Compression damping	
Comfort	22 clicks
Standard	20 clicks
Sport	18 clicks

i Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.

- Mount protection caps ①.

(Six Days)

- Turn the white adjusting screw ③ all the way clockwise.

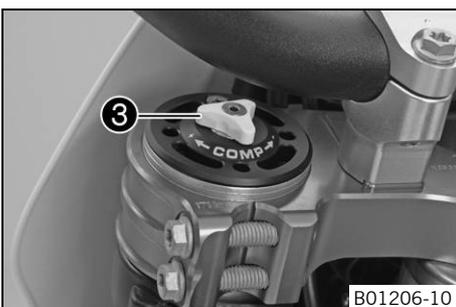
i Info
Adjusting screw ③ is located at the upper end of the left fork leg. The compression damping is located in the left fork leg (white adjusting screw). The rebound damping is located in the right fork leg (red adjusting screw).

- Turn counterclockwise by the number of clicks corresponding to the fork type.

Guideline

(125 EXC Six Days EU)

Compression damping	
Comfort	15 clicks
Standard	13 clicks
Sport	11 clicks



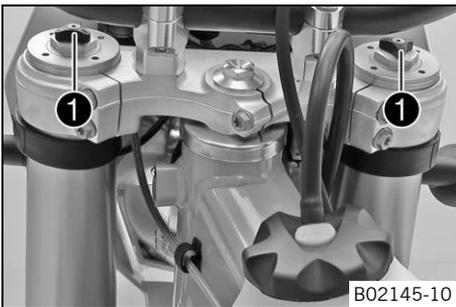
(250/300 Six Days)

Compression damping	
Comfort	15 clicks
Standard	13 clicks
Sport	11 clicks

i Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.

11.13 Adjusting the rebound damping of the fork

i Info
The hydraulic rebound damping determines the fork suspension behavior.



(EXC, XC-W, EXC Factory Edition)

- Turn adjusting screws **1** clockwise all the way.

i Info
Adjusting screws **1** are located at the top end of the fork legs. Make the same adjustment on both fork legs.

- Turn counterclockwise by the number of clicks corresponding to the fork type.

Guideline

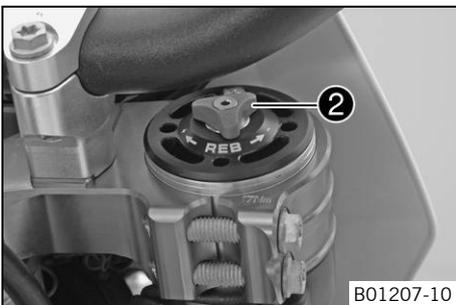
(125 EXC EU, all 200 models, 125 EXC Factory Edition EU)

Rebound damping	
Comfort	20 clicks
Standard	18 clicks
Sport	16 clicks

(250/300 EXC EU/AU, XC-W US, 250/300 EXC Factory Edition, 300 EXC BR)

Rebound damping	
Comfort	20 clicks
Standard	18 clicks
Sport	16 clicks

i Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.



(Six Days)

- Turn the red adjusting screw **2** all the way clockwise.

i Info
Adjusting screw **2** is located at the upper end of the right fork leg. The rebound damping is located in the right fork leg (red adjusting screw). The compression damping is located in the left fork leg (white adjusting screw).

- Turn counterclockwise by the number of clicks corresponding to the fork type.

Guideline

(125 EXC Six Days EU)

Rebound damping	
Comfort	15 clicks
Standard	13 clicks
Sport	11 clicks

(250/300 Six Days)

Rebound damping	
Comfort	15 clicks
Standard	13 clicks
Sport	11 clicks

i Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.

11.14 Adjusting the spring preload of the fork (EXC, XC-W, EXC Factory Edition)



- Turn the adjusting screws counterclockwise all the way.

i Info
Make the same adjustment on both fork legs.

- Turn clockwise by the number of turns corresponding to the fork type.

Guideline

(125 EXC EU, all 200 models, 125 EXC Factory Edition EU)

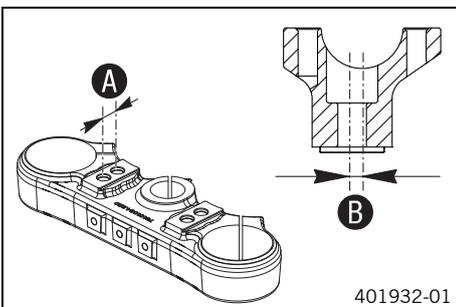
Spring preload - Preload Adjuster	
Comfort	1 turn
Standard	2 turns
Sport	2 turns

(250/300 EXC EU/AU, XC-W US, 250/300 EXC Factory Edition, 300 EXC BR)

Spring preload - Preload Adjuster	
Comfort	1 turn
Standard	2 turns
Sport	2 turns

i Info
Turn clockwise to increase spring preload; turn counterclockwise to reduce spring preload.
Adjusting the spring preload has no influence on the absorption setting of the rebound damping.
Basically, however, you should set the rebound damping higher with a higher spring preload.

11.15 Handlebar position



On the upper triple clamp, there are two holes a distance of **A** apart.

Hole distance A	15 mm (0.59 in)
-----------------	-----------------

The holes on the handlebar support are placed at a distance of **B** from the center.

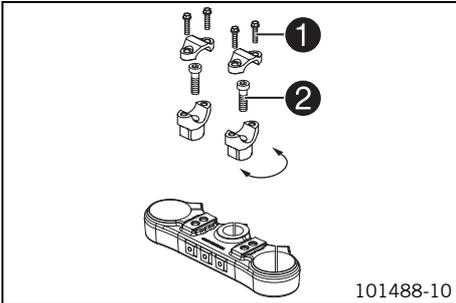
Hole distance B	3.5 mm (0.138 in)
-----------------	-------------------

The handlebar can be mounted in four different positions. In this way, the handlebar can be mounted in the position that is most comfortable for the rider.

11.16 Adjusting the 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 screws ❶. Remove the handlebar clamp. Remove the handlebar and lay it to one side.

i Info
 Protect the components against damage by covering them.
 Do not bend the cables and lines.

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

Guideline

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

i Info
 Position the left and right handlebar supports evenly.

- Position the handlebar.

i Info
 Make sure cables and wiring are positioned correctly.

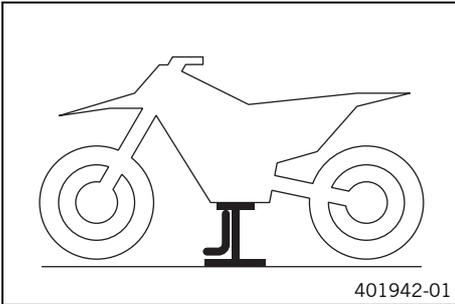
- Position the handlebar clamps. Mount screws ❶ and tighten evenly.

Guideline

Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)
------------------------	----	------------------------

i Info
 Make sure the gap widths are even.

12.1 Raising the motorcycle with 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.
- Raise the motorcycle at the frame underneath the engine.

Lift stand (54829055000)

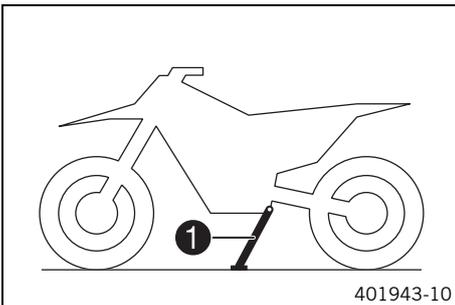
- ✓ Neither wheel is in contact with the ground.
- Secure the motorcycle against falling over.

12.2 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.



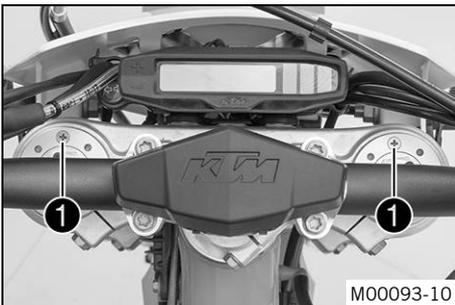
- Remove the motorcycle from the lift stand.
- Remove the lift stand.
- To park the motorcycle, press side stand **1** to the ground with your foot and lean the motorcycle on it.



Info

When you are riding, the side stand must be folded up and secured with the rubber band.

12.3 Bleeding the fork legs



Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 50)

Main work

(EXC, XC-W, EXC Factory Edition)

- Release bleeder screws **1**.
- ✓ Any excess pressure escapes from the interior of the fork.
- Tighten the bleeder screws.

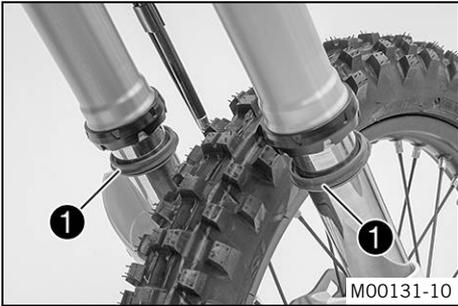
(Six Days)

- Release bleeder screws **1**.
- ✓ Any excess pressure escapes from the interior of the fork.
- Tighten the bleeder screws.

Finishing work

- Remove the motorcycle from the lift stand. (☛ p. 50)

12.4 Cleaning the dust boots of the fork legs



Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 50)
- Loosen the fork protection. (☞ p. 51)

Main work

- Push dust boots ① of both fork legs downwards.



Info

The dust boots remove dust and coarse dirt particles from the inside fork tubes. Over time, dirt can penetrate behind the dust boots. If this dirt is not removed, the oil seals behind can start to leak.



Warning

Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

- Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.

- Clean and oil the dust boots and inner fork tube of both fork legs.

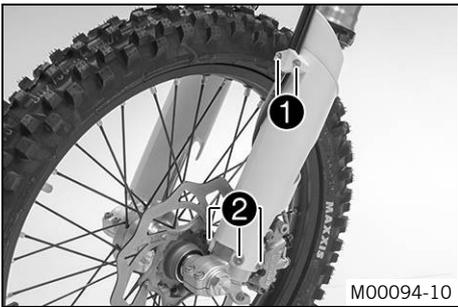
Universal oil spray (☞ p. 138)

- Press the dust boots back into their normal position.
- Remove excess oil.

Finishing work

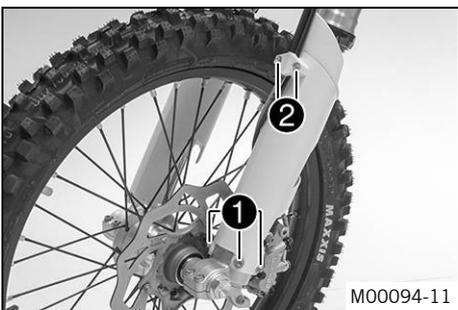
- Position the fork protection. (☞ p. 51)
- Remove the motorcycle from the lift stand. (☞ p. 50)

12.5 Loosening the fork protection



- Remove screws ① and take off the clamp.
- Remove screws ② on the left fork leg. Push the fork protection downwards.
- Remove the screws on the right fork leg. Push the fork protection downwards.

12.6 Positioning the fork protection



- Position the fork protection on the left fork leg. Mount and tighten screws ①.

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
---------------------------	----	--------------------

- Position the brake line and wiring harness. Put on the clamp and mount and tighten screws ②.

- Position the fork protection on the right fork leg. Mount and tighten the screws.

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
---------------------------	----	--------------------

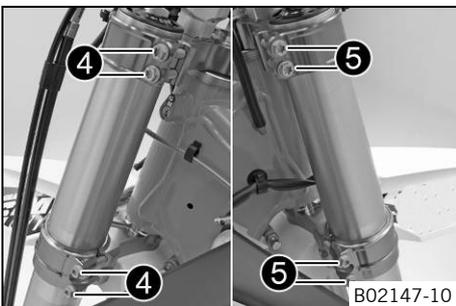
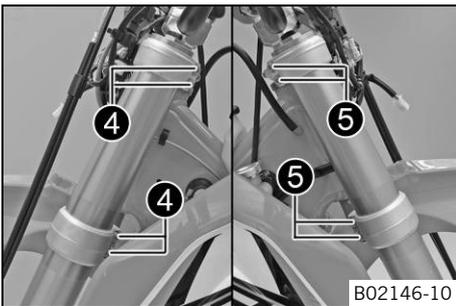
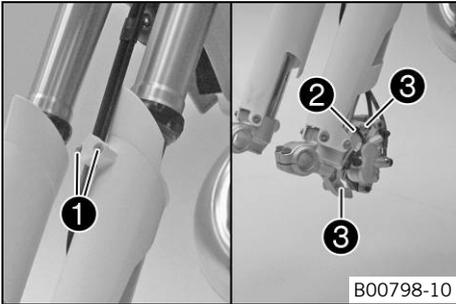
12.7 Removing the fork legs

Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 50)
- Remove the front wheel. (☞ p. 86)
- Remove the headlight mask with the headlight. (☞ p. 94)

Main work

- Remove screws ① and take off the clamp.
- Remove cable binder ②.
- Remove screws ③ and take off the brake caliper.
- Hang the brake caliper and the brake line loosely to the side.



(EXC, XC-W)

- Loosen screws ④. Remove the fork leg on the left.
- Loosen screws ⑤. Remove the fork leg on the right.

(Six Days, EXC Factory Edition)

- Loosen screws ④. Remove the fork leg on the left.
- Loosen screws ⑤. Remove the fork leg on the right.

12.8 Installing the fork legs

Main work

(EXC, XC-W)

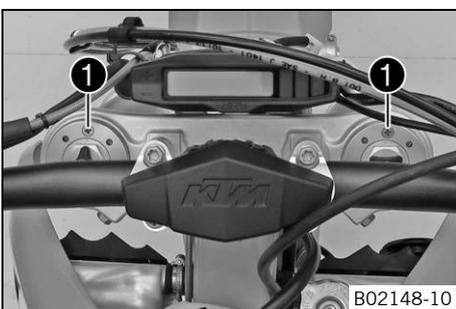
- Position the fork legs.



Info

Grooves are milled into the side of the upper end of the fork legs. The second milled groove (from the top) must be flush with the top edge of the upper triple clamp.

Position bleeder screws ① toward the front.



(Six Days)

- Position the fork legs.



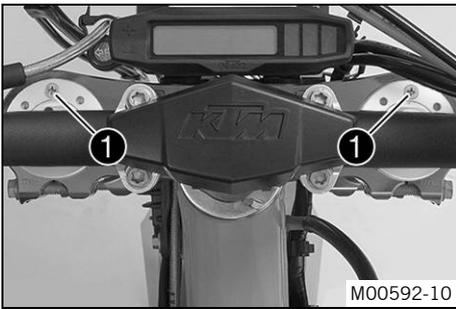
Info

The rebound damping is located in the right fork leg **REB** (red adjusting screw). The compression damping is located in the left fork leg **COMP** (white adjusting screw).

Grooves are milled into the side of the upper end of the fork legs. The second milled groove (from the top) must be flush with the top edge of the upper triple clamp.

Position bleeder screws ① toward the front.





(EXC Factory Edition)

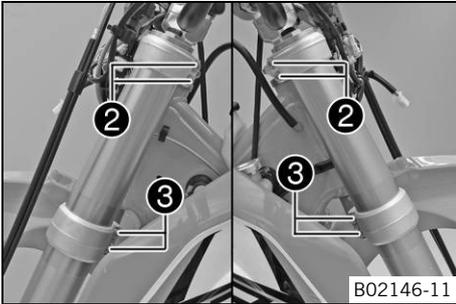
- Position the fork legs.



Info

Grooves are milled into the side of the upper end of the fork legs. The second milled groove (from the top) must be flush with the top edge of the upper triple clamp.

Position bleeder screws **1** toward the front.



(EXC, XC-W)

- Tighten screws **2**.

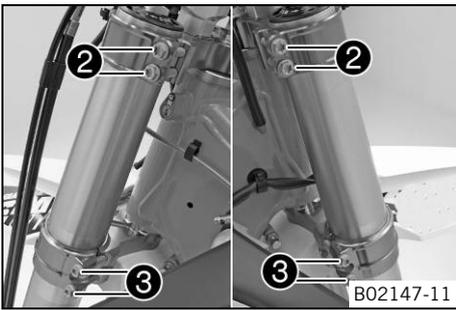
Guideline

Screw, top triple clamp	M8	20 Nm (14.8 lbf ft)
-------------------------	----	------------------------

- Tighten screws **3**.

Guideline

Screw, bottom triple clamp	M8	15 Nm (11.1 lbf ft)
----------------------------	----	------------------------



(Six Days, EXC Factory Edition)

- Tighten screws **2**.

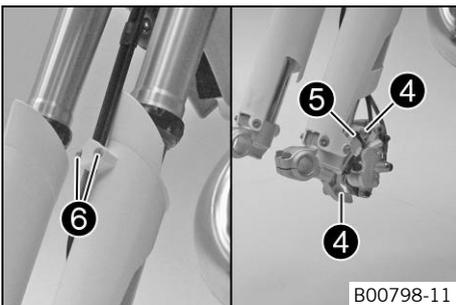
Guideline

Screw, top triple clamp	M8	17 Nm (12.5 lbf ft)
-------------------------	----	------------------------

- Tighten screws **3**.

Guideline

Screw, bottom triple clamp	M8	15 Nm (11.1 lbf ft)
----------------------------	----	------------------------



- Position the brake caliper and mount and tighten screws **4**.

Guideline

Screw, front brake caliper	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
----------------------------	----	------------------------	----------------------

- Mount cable binder **5**.

- Position the brake line and wiring harness. Put the clamp on and mount and tighten screws **6**.

Finishing work

- Install the front wheel. (☞ p. 86)
- Refit the headlight mask with the headlight. (☞ p. 94)
- Check the headlight setting. (☞ p. 96)

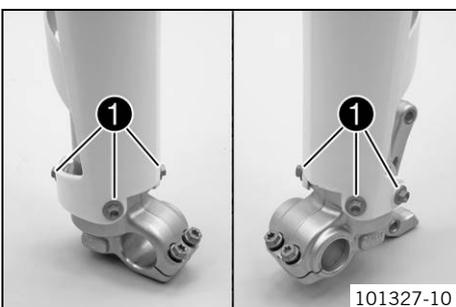
12.9 Removing the fork protector ☞

Preparatory work

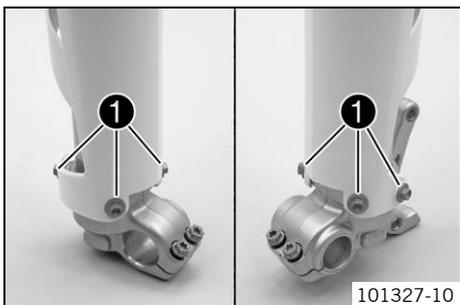
- Raise the motorcycle with the lift stand. (☞ p. 50)
- Remove the front wheel. (☞ p. 86)
- Remove the headlight mask with the headlight. (☞ p. 94)
- Remove the fork legs. (☞ p. 52)

Main work

- Remove screws **1** on the left fork leg. Lift off the fork protector.
- Remove the screws on the right fork leg. Lift off the fork protector.



12.10 Installing the fork protector



Main work

- Position the fork protection on the left fork leg. Mount and tighten screws ①.

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
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- Position the fork protection on the right fork leg. Mount and tighten the screws.

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
---------------------------	----	--------------------

Finishing work

- Install the fork legs. (☛ p. 52)
- Install the front wheel. (☛ p. 86)
- Refit the headlight mask with the headlight. (☛ p. 94)
- Check the headlight setting. (☛ p. 96)

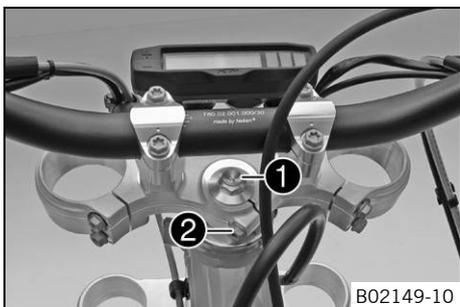
12.11 Removing the lower triple clamp (EXC, XC-W)

Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 50)
- Remove the front wheel. (☛ p. 86)
- Remove the headlight mask with the headlight. (☛ p. 94)
- Remove the fork legs. (☛ p. 52)
- Remove the front fender. (☛ p. 60)
- Remove the handlebar cushion.

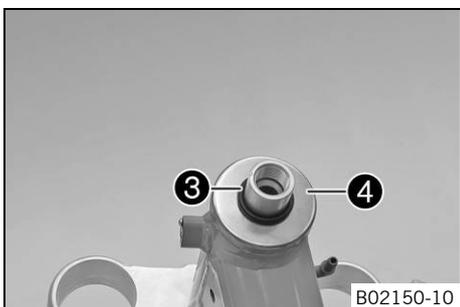
Main work

- Remove screw ①. Loosen screw ②. Pull off the upper triple clamp with the handlebar and hang it to one side.



Info

Protect the components against damage by covering them. Do not bend the cables and lines.

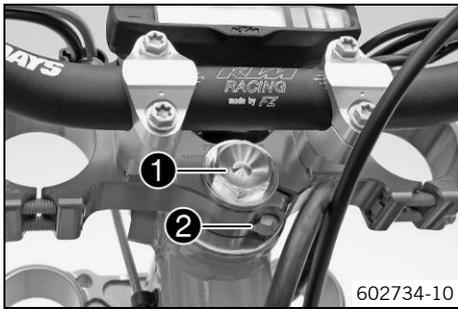


- Remove O-ring ③. Remove protective ring ④.
- Take off the lower triple clamp with the steering stem.
- Remove the upper steering head bearing.

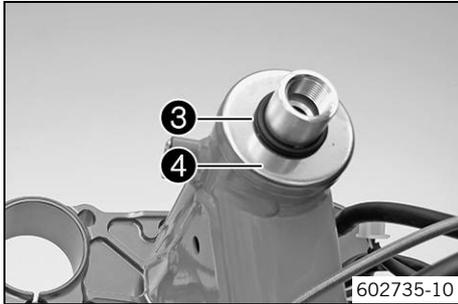
12.12 Removing the lower triple clamp (Six Days, EXC Factory Edition)

Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 50)
- Remove the front wheel. (☛ p. 86)
- Remove the headlight mask with the headlight. (☛ p. 94)
- Remove the fork legs. (☛ p. 52)
- Remove the front fender. (☛ p. 60)
- Remove the handlebar cushion.



602734-10



602735-10

Main work

- Remove screw 1. Remove screw 2. Pull off the upper triple clamp with the handlebar and hang it to one side.

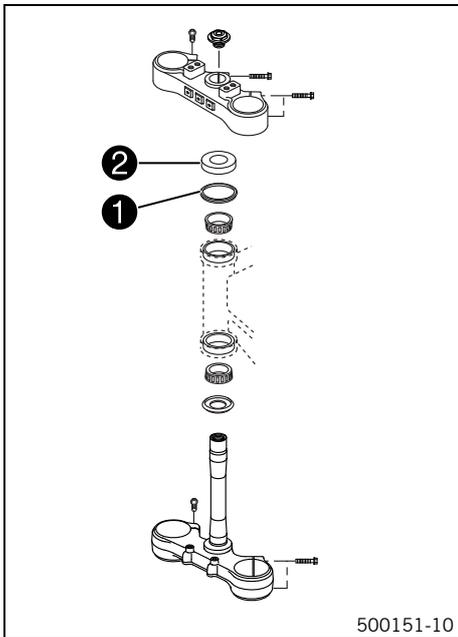


Info

Protect the components against damage by covering them. Do not bend the cables and lines.

- Remove O-ring 3. Remove protective ring 4.
- Take off the lower triple clamp with the steering stem.
- Remove the upper steering head bearing.

12.13 Installing the lower triple clamp (EXC, XC-W)



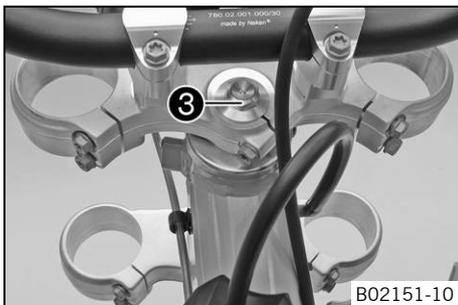
500151-10

Main work

- Clean the bearing and sealing elements, check for damage, and grease.

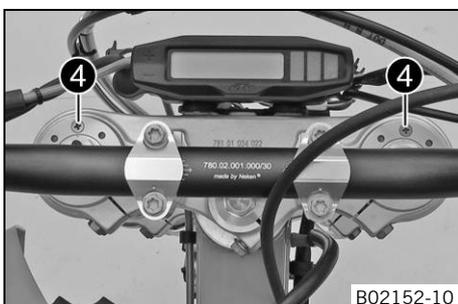
High viscosity grease (☛ p. 137)

- Insert the lower triple clamp with the steering stem. Mount the upper steering head bearing.
- Check whether the top steering head seal 1 is correctly positioned.
- Mount protective ring 2.



B02151-10

- Position the upper triple clamp with the steering.
- Position the clutch line and wiring harness.
- Mount screw 3 but do not tighten yet.



B02152-10

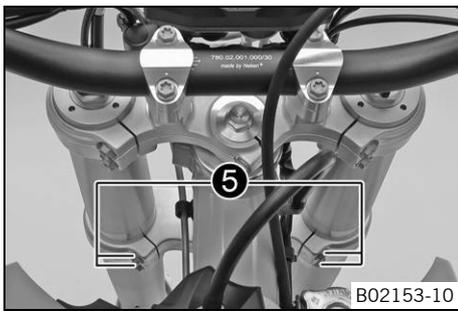
- Position the fork legs.



Info

Grooves are milled into the side of the upper end of the fork legs. The second milled groove (from the top) must be flush with the top edge of the upper triple clamp.

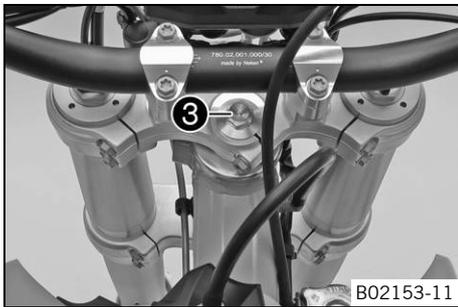
Position bleeder screws 4 toward the front.



- Tighten screws **5**.

Guideline

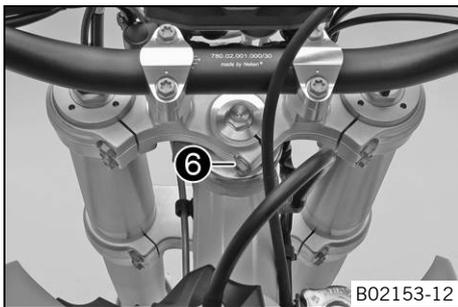
Screw, bottom triple clamp	M8	15 Nm (11.1 lbf ft)
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- Tighten screw **3**.

Guideline

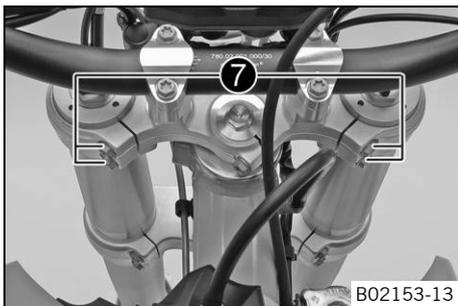
Screw, top steering head	M20x1.5	12 Nm (8.9 lbf ft)
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- Tighten screw **6**.

Guideline

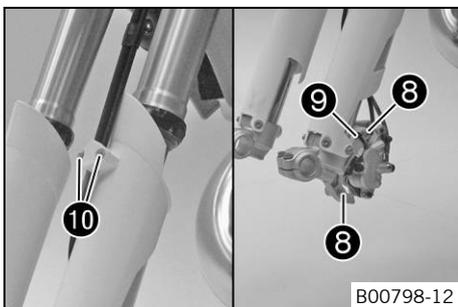
Screw, top steering stem	M8	20 Nm (14.8 lbf ft)
--------------------------	----	------------------------



- Tighten screws **7**.

Guideline

Screw, top triple clamp	M8	20 Nm (14.8 lbf ft)
-------------------------	----	------------------------



- Position the brake caliper. Mount and tighten screws **8**.

Guideline

Screw, front brake caliper	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
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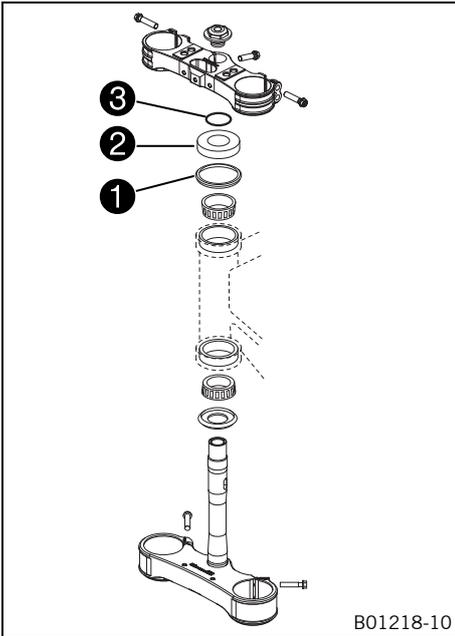
- Mount cable binder **9**.

- Position the brake line and wiring harness. Put on the clamp and mount and tighten screws **10**.

Finishing work

- Mount the handlebar cushion.
- Install the front fender. (☛ p. 61)
- Install the front wheel. ☛ (☛ p. 86)
- Refit the headlight mask with the headlight. (☛ p. 94)
- Check that the wiring harness, throttle cables and brake and clutch lines can move freely and are routed correctly.
- Check the play of the steering head bearing. (☛ p. 58)
- Remove the motorcycle from the lift stand. (☛ p. 50)
- Check the headlight setting. (☛ p. 96)

12.14 Installing the lower triple clamp (Six Days, EXC Factory Edition)



Main work

- Clean the bearing and sealing elements, check for damage, and grease.

High viscosity grease (☛ p. 137)

- Insert the lower triple clamp with the steering stem. Mount the upper steering head bearing.
- Check whether the upper steering head seal ① is correctly positioned.
- Mount protective ring ② and O-ring ③.



- Position the upper triple clamp with the handlebar.
- Mount screw ④ but do not tighten yet.
- Position the clutch line and wiring harness.



(Six Days)

- Position the fork legs.

i Info

The rebound damping is located in the right fork leg **REB** (red adjusting screw). The compression damping is located in the left fork leg **COMP** (white adjusting screw). Grooves are milled into the side of the upper end of the fork legs. The second milled groove (from the top) must be flush with the top edge of the upper triple clamp. Position bleeder screws ⑤ toward the front.

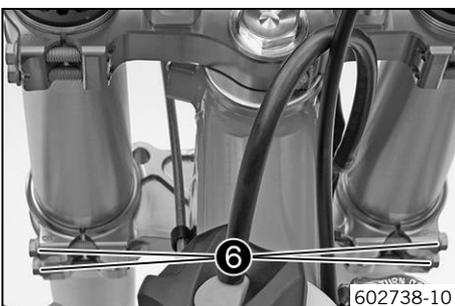


(EXC Factory Edition)

- Position the fork legs.

i Info

Grooves are milled into the side of the upper end of the fork legs. The second milled groove (from the top) must be flush with the top edge of the upper triple clamp. Position bleeder screws ⑤ toward the front.



- Tighten screws ⑥.

Guideline

Screw, bottom triple clamp	M8	15 Nm (11.1 lbf ft)
----------------------------	----	------------------------



- Tighten screw 4.

Guideline

Screw, top steering head	M20x1.5	12 Nm (8.9 lbf ft)
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- Mount and tighten screw 7.

Guideline

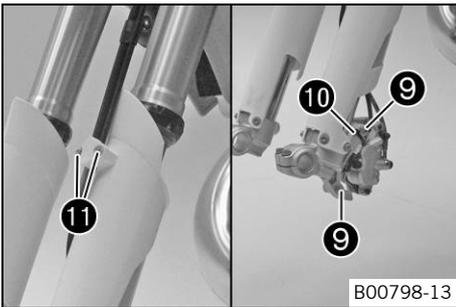
Screw, top steering stem	M8	17 Nm (12.5 lbf ft)	Loctite® 243™
--------------------------	----	---------------------	---------------



- Tighten screws 8.

Guideline

Screw, top triple clamp	M8	17 Nm (12.5 lbf ft)
-------------------------	----	---------------------



- Position the brake caliper. Mount and tighten screws 9.

Guideline

Screw, front brake caliper	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
----------------------------	----	---------------------	---------------

- Mount cable binder 10.
- Position the brake line and wiring harness. Put on the clamp and mount and tighten screws 11.
- Install the front fender. (☛ p. 61)
- Mount the handlebar cushion.
- Refit the headlight mask with the headlight. (☛ p. 94)
- Install the front wheel. ☛ (☛ p. 86)

Finishing work

- Check that the wiring harness, throttle cables, and brake and clutch lines can move freely and are routed correctly.
- Check the play of the steering head bearing. (☛ p. 58)
- Remove the motorcycle from the lift stand. (☛ p. 50)

12.15 Checking the play of the steering head bearing

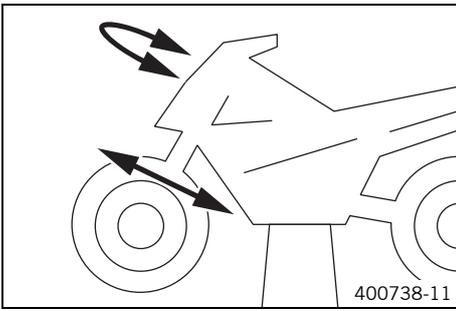
Warning
Danger of accidents Unstable vehicle handling from incorrect steering head bearing play.

- Adjust the steering head bearing play without delay. (Your authorized KTM workshop will be glad to help.)

Info
 If the bike is ridden with play in the steering head bearing, the bearing and the bearing seats in the frame can become damaged over time.

Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 50)



Main work

- Move the handlebar to the straight-ahead position. Move the fork legs to and fro in the direction of travel.

No play should be noticeable in the steering head bearing.

- » If there is noticeable play present:
 - Adjust the play of the steering head bearing. (☞ p. 59)

- Move the handlebar to and fro over the entire steering range.

The handlebar must be able to move easily over the entire steering range. There should be no perceptible detent positions.

- » If detent positions are noticeable:
 - Adjust the play of the steering head bearing. (☞ p. 59)
 - Check the steering head bearing and replace if required.

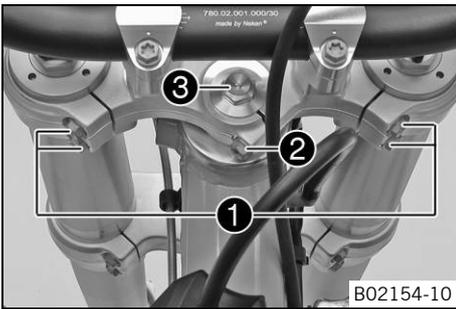
Finishing work

- Remove the motorcycle from the lift stand. (☞ p. 50)

12.16 Adjusting the play of the steering head bearing ☞

Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 50)



Main work

(EXC, XC-W)

- Loosen screws ① and ②.
- Loosen and retighten screw ③.

Guideline

Screw, top steering head	M20x1.5	12 Nm (8.9 lbf ft)
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- Using a plastic hammer, tap lightly on the upper triple clamp to avoid strains.
- Tighten screws ①.

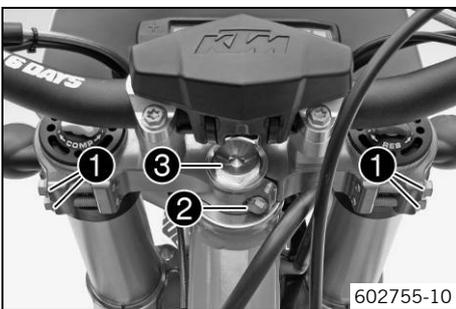
Guideline

Screw, top triple clamp	M8	20 Nm (14.8 lbf ft)
-------------------------	----	------------------------

- Tighten screw ②.

Guideline

Screw, top steering stem	M8	20 Nm (14.8 lbf ft)
--------------------------	----	------------------------



(Six Days)

- Loosen screws ①. Remove screw ②.
- Loosen and retighten screw ③.

Guideline

Screw, top steering head	M20x1.5	12 Nm (8.9 lbf ft)
--------------------------	---------	-----------------------

- Using a plastic hammer, tap lightly on the upper triple clamp to avoid strains.
- Tighten screws ①.

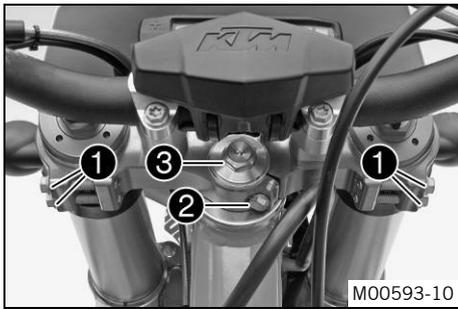
Guideline

Screw, top triple clamp	M8	17 Nm (12.5 lbf ft)
-------------------------	----	------------------------

- Mount and tighten screw ②.

Guideline

Screw, top steering stem	M8	17 Nm (12.5 lbf ft)	Loctite® 243™
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(EXC Factory Edition)

- Loosen screws ❶. Remove screw ❷.
- Loosen and retighten screw ❸.

Guideline

Screw, top steering head	M20x1.5	12 Nm (8.9 lbf ft)
--------------------------	---------	-----------------------

- Using a plastic hammer, tap lightly on the upper triple clamp to avoid strains.
- Tighten screws ❶.

Guideline

Screw, top triple clamp	M8	17 Nm (12.5 lbf ft)
-------------------------	----	------------------------

- Mount and tighten screw ❷.

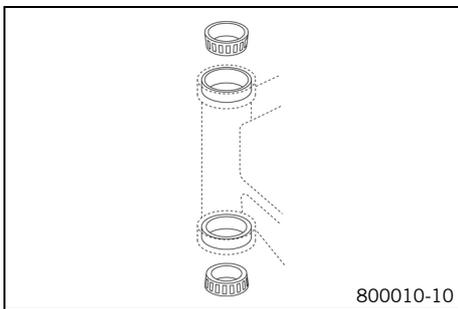
Guideline

Screw, top steering stem	M8	17 Nm (12.5 lbf ft)	Loctite® 243™
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Finishing work

- Check the play of the steering head bearing. (☛ p. 58)
- Remove the motorcycle from the lift stand. (☛ p. 50)

12.17 Greasing the steering head bearing ☛



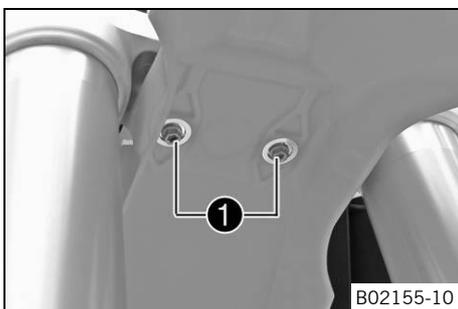
(EXC, XC-W)

- Remove the lower triple clamp. ☛ (☛ p. 54)
- Install the lower triple clamp. ☛ (☛ p. 55)

(Six Days, EXC Factory Edition)

- Remove the lower triple clamp. ☛ (☛ p. 54)
- Install the lower triple clamp. ☛ (☛ p. 57)

12.18 Removing the front fender

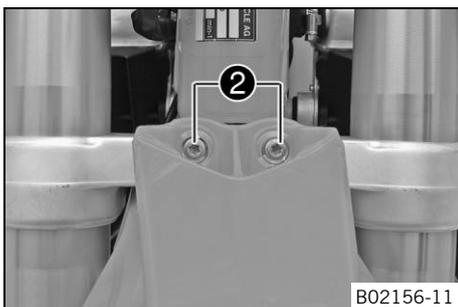


Preparatory work

- Remove the headlight mask with the headlight. (☛ p. 94)

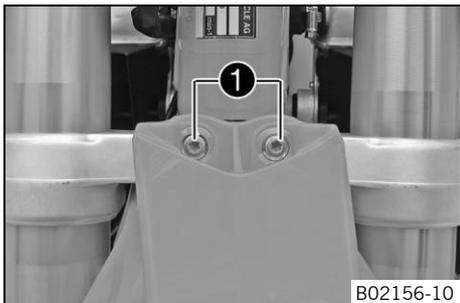
Main work

- Remove screws ❶.

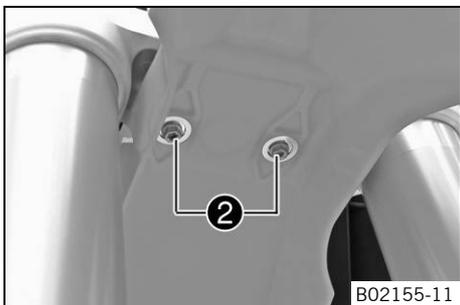


- Remove screws ❷. Remove the front fender.

12.19 Installing the front fender



B02156-10



B02155-11

Main work

- Position the front fender. Mount and tighten screws ①.

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
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- Mount and tighten screws ②.

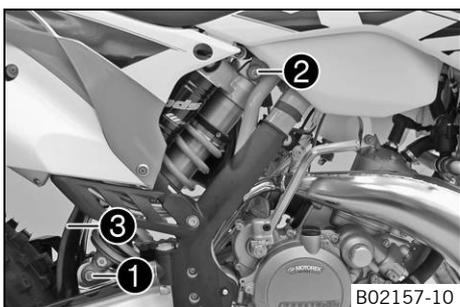
Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
---------------------------	----	--------------------

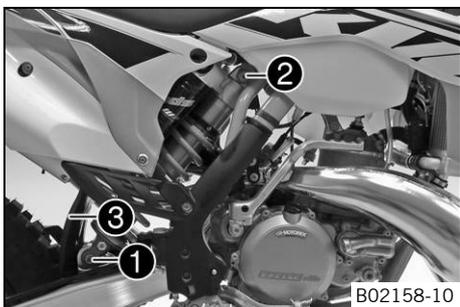
Finishing work

- Refit the headlight mask with the headlight. (☛ p. 94)
- Check the headlight setting. (☛ p. 96)

12.20 Removing the shock absorber



B02157-10



B02158-10

Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 50)

Main work

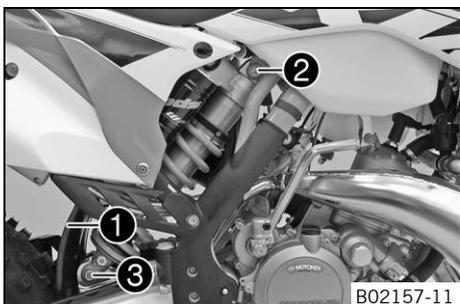
(All 125/200 models)

- Remove screw ① and lower the rear wheel with the swing arm as far as possible without blocking the rear wheel. Fix the rear wheel in this position.
- Remove screw ②, push splash protector ③ to the side, and remove the shock absorber.

(All 250/300 models)

- Remove screw ① and lower the rear wheel with the swing arm as far as possible without blocking the rear wheel. Fix the rear wheel in this position.
- Remove screw ②, push splash protector ③ to the side, and remove the shock absorber.

12.21 Installing the shock absorber



B02157-11

Main work

(All 125/200 models)

- Push splash protector ① to the side and position the shock absorber. Mount and tighten screw ②.

Guideline

Screw, top shock absorber	M12	80 Nm (59 lbf ft)	Loctite® 2701™
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- Mount and tighten screw ③.

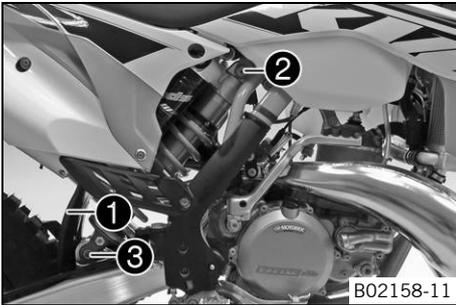
Guideline

Screw, bottom shock absorber	M12	80 Nm (59 lbf ft)	Loctite® 2701™
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Info

The heim joint for the shock absorber at the swing arm is Teflon coated. It must not be lubricated with grease or with other lubricants. Lubricants dissolve the Teflon coating, thereby drastically reducing the service life.



(All 250/300 models)

- Push splash protector **1** to the side and position the shock absorber. Mount and tighten screw **2**.

Guideline

Screw, top shock absorber	M12	80 Nm (59 lbf ft)	Loctite® 2701™
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- Mount and tighten screw **3**.

Guideline

Screw, bottom shock absorber	M12	80 Nm (59 lbf ft)	Loctite® 2701™
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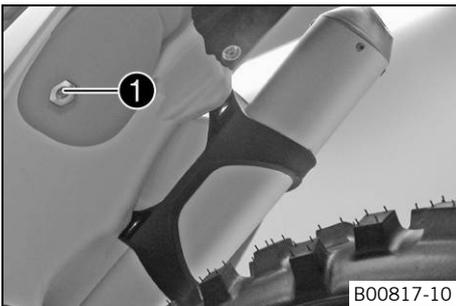
Info

The heim joint for the shock absorber at the swing arm is Teflon coated. It must not be lubricated with grease or with other lubricants. Lubricants dissolve the Teflon coating, thereby drastically reducing the service life.

Finishing work

- Remove the motorcycle from the lift stand. (☛ p. 50)

12.22 Removing the seat

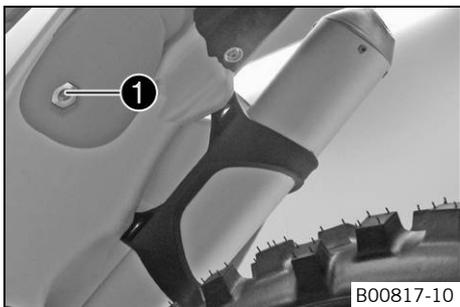


- Remove screw **1**. Lift up the seat at the rear, pull it back and then remove from above.

12.23 Mounting the seat



- Hook in the front of the seat at the collar bushing of the fuel tank, lower at the rear and simultaneously push forward.
- Make sure that the seat is correctly locked in.

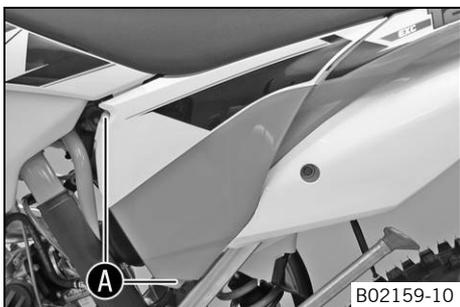


- Mount and tighten screw **1** of the seat fixation.

Guideline

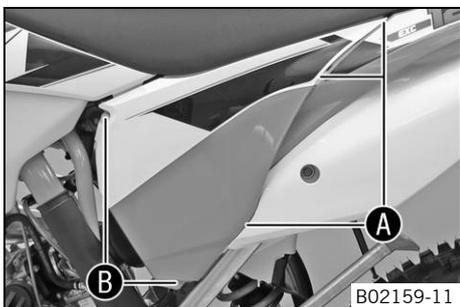
Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
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12.24 Removing the air filter box lid



- Pull off the air filter box lid in area **A** sideways and remove it toward the front.

12.25 Installing the air filter box lid



- Insert the air filter box lid into the rear area **A** and clip it into the front area **B**.

12.26 Removing the air filter

Note

Engine failure Unfiltered intake air has a negative effect on the service life of the engine.

- Never operate the vehicle without an air filter as dust and dirt will enter the engine and lead to increased wear.



Warning

Environmental hazard Hazardous substances cause environmental damage.

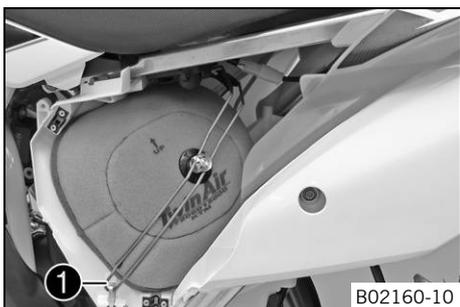
- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

Preparatory work

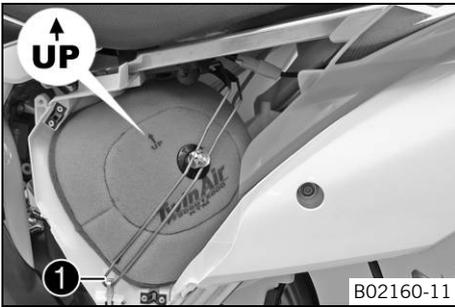
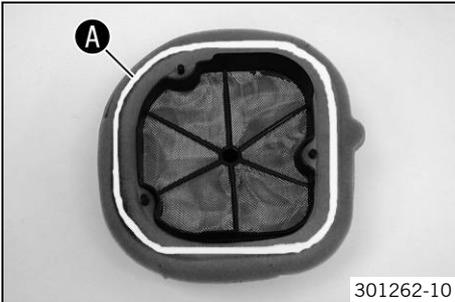
- Remove the air filter box lid. (☞ p. 63)

Main work

- Detach air filter holder **1** at the bottom and swing it to one side. Remove the air filter with the air filter support.
- Remove the air filter from the air filter support.



12.27 Installing the air filter ↩

**Main work**

- Mount the clean air filter on the air filter support.
- Grease the air filter in area **A**.

Long-life grease (☛ p. 137)

- Insert both parts together, position them and fasten them using air filter holder **1**.
- ✓ The arrow of marking **UP** faces up.

**Info**

If the air filter is not correctly mounted, dust and dirt can enter the engine and cause damage.

Finishing work

- Install the air filter box lid. (☛ p. 63)

12.28 Cleaning the air filter and air filter box ↩

**Warning**

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

**Info**

Do not clean the air filter with fuel or petroleum since these substances attack the foam.

Preparatory work

- Remove the air filter box lid. (☛ p. 63)
- Remove the air filter. ↩ (☛ p. 63)

Main work

- Wash the air filter thoroughly in special cleaning liquid and allow it to dry properly.

Air filter cleaner (☛ p. 137)

**Info**

Only squeeze the air filter to dry it; never wring it out.

- Oil the dry air filter with a high quality filter oil.

Oil for foam air filter (☛ p. 137)

- Clean the air filter box.
- Clean the intake flange and check it for damage and tightness.

Finishing work

- Install the air filter. ↩ (☛ p. 64)
- Install the air filter box lid. (☛ p. 63)



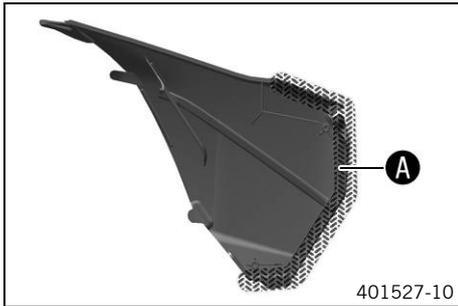
12.29 Sealing the air filter box ↩

Preparatory work

- Remove the air filter box lid. (☛ p. 63)

Main work

- Seal the air filter box in the marked area **A**.



Finishing work

- Install the air filter box lid. (☛ p. 63)

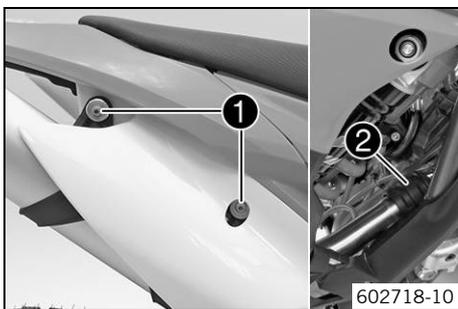
12.30 Removing the main silencer



Warning

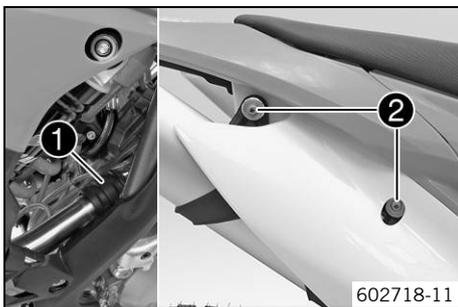
Danger of burns The exhaust system gets very hot when the vehicle is driven.

- Allow the exhaust system to cool down. Do not touch hot components.



- Remove screws **1**.
- Pull the main silencer off of the manifold at the rubber sleeve **2**.

12.31 Installing the main silencer



- Mount the main silencer with rubber sleeve **1**.
- Mount and tighten screws **2**.

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
---------------------------	----	--------------------

12.32 Changing the glass fiber yarn filling of the main silencer ↩



Warning

Danger of burns The exhaust system gets very hot when the vehicle is driven.

- Allow the exhaust system to cool down. Do not touch hot components.

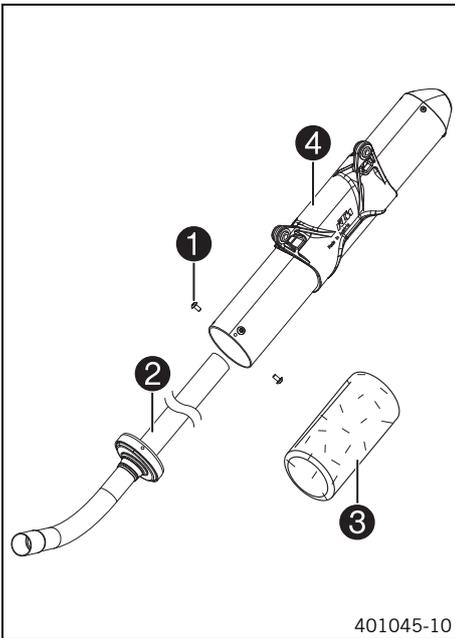


Info

Over time, the fibers of the glass fiber yarn escape and the damper "burns" out. Not only is the noise level higher, the performance characteristic changes.

Preparatory work

- Remove the main silencer. (☛ p. 65)



Main work

- Remove screws ①.
- Pull out inner tube ②.
- Remove glass fiber yarn filling ③ from the inner tube.
- Clean the parts that need to be reinstalled and check for damage.
- Mount the new glass fiber yarn filling ③ on the inner tube.
- Position outer tube ④ over the inner tube with the new glass fiber yarn filling.
- Mount and tighten screws ①.

Guideline

Screws on the main silencer	M5	7 Nm (5.2 lbf ft)
-----------------------------	----	-------------------

Finishing work

- Install the main silencer. (☛ p. 65)

12.33 Removing the fuel tank ☛



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.
- The fuel in the fuel tank expands when warm and may emerge if overfilled. Follow the instructions on refueling.



Warning

Danger of poisoning Fuel is poisonous and a health hazard.

- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that is contaminated with fuel. Store fuel properly in a suitable canister and keep away from children.

Preparatory work

- Remove the seat. (☛ p. 62)

Main work

- Turn handle ① of the fuel tap to the **OFF** position. (Figure 602702-10 ☛ p. 17)
- Pull off the fuel hose.



Info

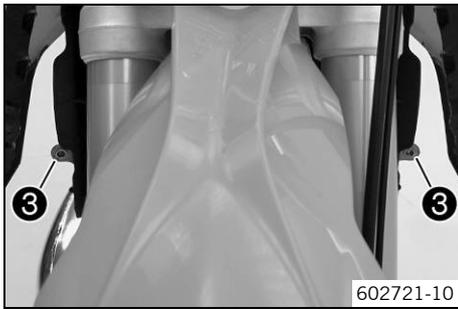
Remaining fuel may run out of the fuel hose.

- Remove screws ① with the collar sleeve.

(All EXC models)

- Hang the horn and horn bracket to one side.
- Remove screw ② with the rubber bushing.
- Remove the tube from the fuel tank vent line.





- Pull both spoilers off of the sides of the radiator bracket **3** and lift off the fuel tank.

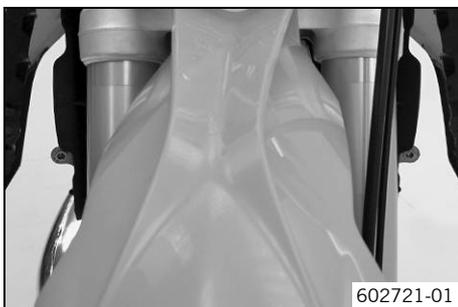
12.34 Installing the fuel tank

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.
- The fuel in the fuel tank expands when warm and may emerge if overfilled. Follow the instructions on refueling.

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

- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that is contaminated with fuel.



Main work

- Check the routing of the throttle cable. (☛ p. 72)
- Position the fuel tank and fit the two spoilers to the sides of the radiator bracket.
- Make sure that no cables are trapped or damaged.



- Mount the fuel tank vent hose.
- Mount and tighten screw **1** with the rubber bushing.

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
---------------------------	----	--------------------

(All EXC models)

- Position the horn with the horn bracket.



- Mount and tighten screws **2** with the collar sleeve.

Guideline

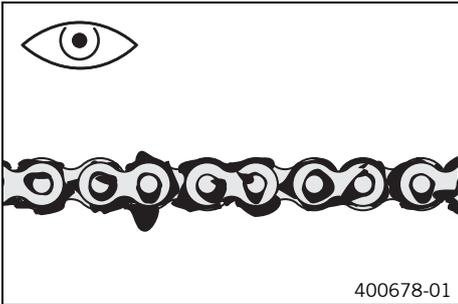
Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
---------------------------	----	--------------------

- Connect the fuel hose.

Finishing work

- Mount the seat. (☛ p. 62)

12.35 Checking the chain for dirt



- Check the chain for heavy soiling.
 - » If the chain is very dirty:
 - Clean the chain. (☛ p. 68)

12.36 Cleaning the chain

Warning
Danger of accidents Oil or grease on the tires reduces their grip.

- Remove oil and grease with a suitable cleaning material.

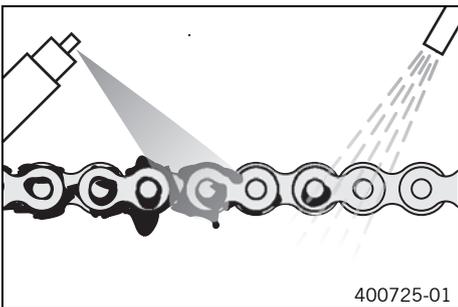
Warning
Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

- Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.

Warning
Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

Info
 The service life of the chain depends largely on its maintenance.



Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 50)

Main work

- Clean the chain regularly and then treat with chain spray.

Chain cleaner (☛ p. 137)
Off-road chain spray (☛ p. 137)

Finishing work

- Remove the motorcycle from the lift stand. (☛ p. 50)

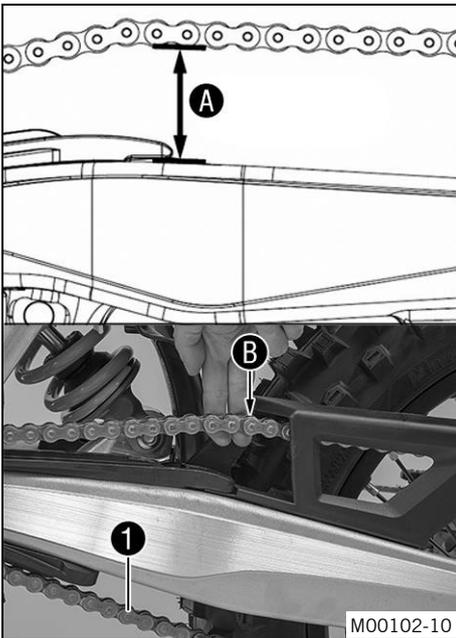
12.37 Checking the chain tension

Warning
Danger of accidents Danger caused by incorrect chain tension.

- If the chain is too taut, the components of the secondary power transmission (chain, engine sprocket, rear sprocket, bearings in the transmission and in the rear wheel) will be under additional load. In addition to premature wear, this can cause the chain or the countershaft of the transmission to break in extreme cases. If the chain is too loose, however, it may fall off the engine sprocket or rear sprocket and block the rear wheel or damage the engine. Ensure that the chain tension is correct and adjust it if necessary.

Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 50)



Main work

- Pull the chain at the end of the chain sliding piece upward to measure chain tension **A**.

Info

The bottom chain section **1** must be taut. When the chain guard is mounted, it must be possible to pull up the chain at least to the point where it makes contact with chain guard **B**. Chain wear is not always even, so you should repeat this measurement at different chain positions.

Chain tension	55... 58 mm (2.17... 2.28 in)
---------------	-------------------------------

- » If the chain tension does not meet specifications:
 - Adjust the chain tension. (☛ p. 69)

Finishing work

- Remove the motorcycle from the lift stand. (☛ p. 50)

12.38 Adjusting the chain tension

Warning
Danger of accidents Danger caused by incorrect chain tension.

- If the chain is too taut, the components of the secondary power transmission (chain, engine sprocket, rear sprocket, bearings in the transmission and in the rear wheel) will be under additional load. In addition to premature wear, this can cause the chain or the countershaft of the transmission to break in extreme cases. If the chain is too loose, however, it may fall off the engine sprocket or rear sprocket and block the rear wheel or damage the engine. Ensure that the chain tension is correct and adjust it if necessary.

Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 50)
- Check the chain tension. (☛ p. 68)

Main work

- Loosen nut **1**.
- Loosen nuts **2**.
- Adjust the chain tension by turning adjusting screws **3** left and right.

Guideline

Chain tension	55... 58 mm (2.17... 2.28 in)
Turn adjusting screws 3 on the left and right so that the markings on the left and right chain adjusters are in the same position relative to reference marks A . The rear wheel is then correctly aligned.	

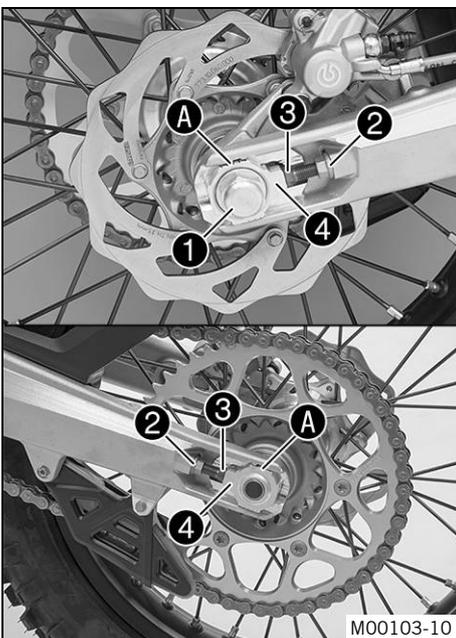
- Tighten nuts **2**.
- Make sure that chain adjusters **4** are fitted correctly on adjusting screws **3**.
- Tighten nut **1**.

Guideline

Nut, rear wheel spindle	M20x1.5	80 Nm (59 lbf ft)
-------------------------	---------	-------------------

Info

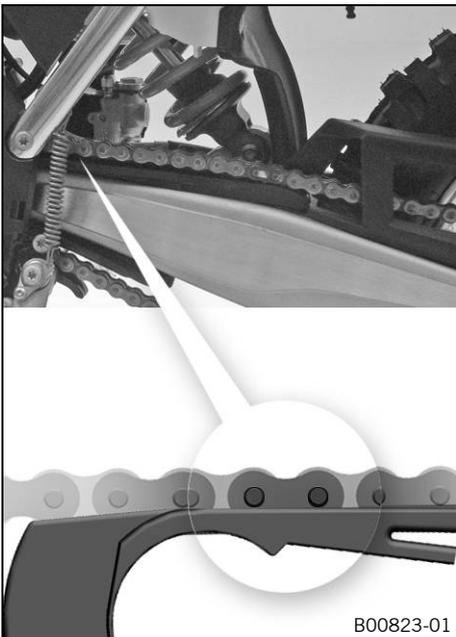
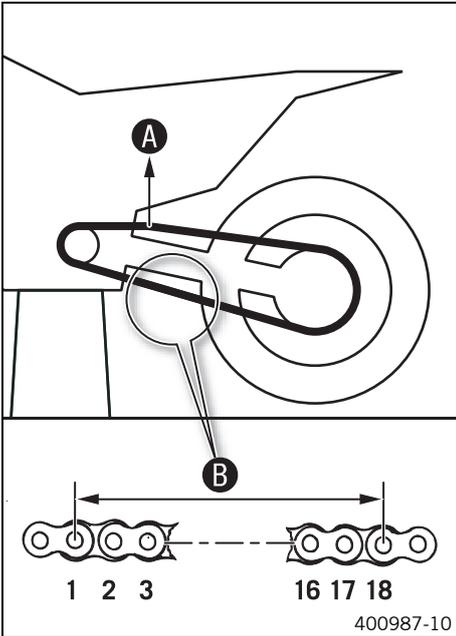
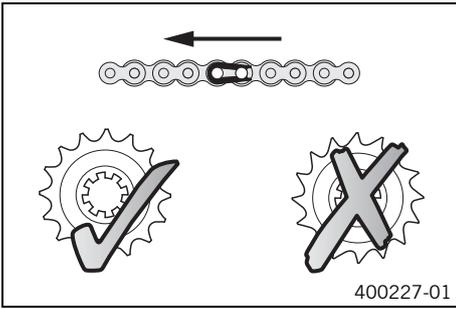
The wide adjustment range of the chain adjusters (32 mm (1.18 in)) enables different secondary ratios with the same chain length. Chain adjusters **4** can be turned by 180°.



Finishing work

- Remove the motorcycle from the lift stand. (☛ p. 50)

12.39 Checking the chain, rear sprocket, engine sprocket and chain guide



Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 50)

Main work

- Shift gear to neutral.
- Check the rear sprocket and engine sprocket for wear.
 - » If the rear sprocket and engine sprocket are worn:
 - Change the drivetrain kit. 🛠️

i Info
The engine sprocket, rear sprocket, and chain should always be changed together.

- Pull on the upper part of the chain with the specified weight **A**.

Guideline

Weight, chain wear measurement	10... 15 kg (22... 33 lb.)
--------------------------------	----------------------------

- Measure the distance **B** of 18 chain links in the lower chain section.

i Info
Chain wear is not always even; repeat this measurement at different chain positions.

Maximum distance B at the longest chain section	272 mm (10.71 in)
--	-------------------

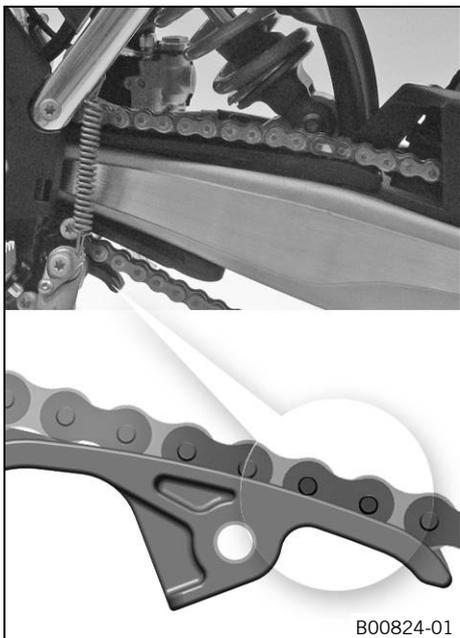
- » If the distance **B** is greater than the specified measurement:
 - Change the drivetrain kit. 🛠️

i Info
When you replace the chain, you should also change the rear sprocket and engine sprocket.
New chains wear out faster on old, worn sprockets.

- Check the chain sliding guard for wear.
 - » If the lower edge of the chain pins is in line with or below the chain sliding guard:
 - Change the chain sliding guard. 🛠️
- Check the chain sliding guard for tightness.
 - » If the chain sliding guard is loose:
 - Tighten the screws on the chain sliding guard.

Guideline

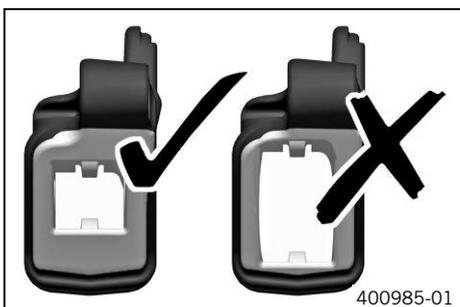
Screw, chain sliding guard	M6	6 Nm (4.4 lbf ft)	Loctite® 243™
----------------------------	----	----------------------	----------------------



- Check the chain sliding piece for wear.
 - » If the lower edge of the chain pins is in line with or below the chain sliding piece:
 - Change the chain sliding piece. 🛠️
- Check the chain sliding piece for tightness.
 - » If the chain sliding piece is loose:
 - Tighten the screw on the chain sliding piece.

Guideline

Screw, chain sliding piece	M8	15 Nm (11.1 lbf ft)
----------------------------	----	------------------------



- Check the chain guide for wear.



Info

Wear can be seen on the front of the chain guide.

- » If the light part of the chain guide is worn:
 - Change the chain guide. 🛠️



- Check the chain guide for tightness.
 - » If the chain guide is loose:
 - Tighten the screws on the chain guide.

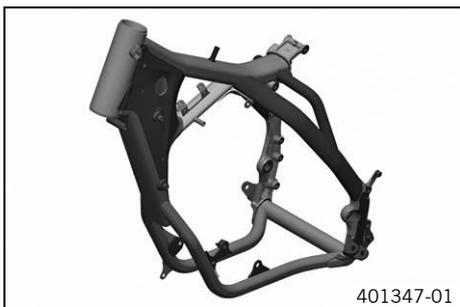
Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
---------------------------	----	-----------------------

Finishing work

- Remove the motorcycle from the lift stand. (👉 p. 50)

12.40 Checking the frame 🛠️



- Check the frame for cracking and deformation.
 - » If the frame exhibits cracking or deformation due to a mechanical impact:
 - Change the frame. 🛠️



Info

A frame that has been damaged due to a mechanical impact must be replaced. Repair of the frame is not authorized by KTM.

12.41 Checking the swingarm ↩



- Check the swingarm for damage, cracking, and deformation.
 - » If the swingarm shows signs of damage, cracking, or deformation:
 - Change the swingarm. ↩



Info

A damaged swingarm must always be changed. Repair of the swingarm is not authorized by KTM.

12.42 Checking the routing of the throttle cable

Preparatory work

- Remove the seat. (↩ p. 62)
- Remove the fuel tank. ↩ (↩ p. 66)

Main work

(All 125/200 models)

- Check the routing of the throttle cable.

The throttle cable must be routed behind the handlebar, on the right of the upper frame tube, and to the carburetor.

- » If the throttle cable is not routed as specified:
 - Correct the routing of the throttle cable.

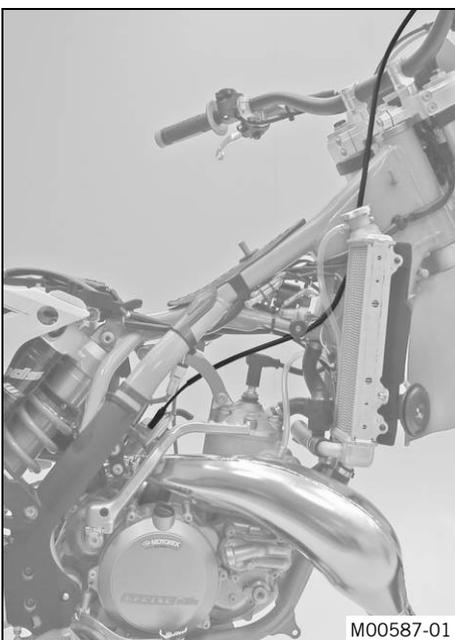


(All 250/300 models)

- Check the routing of the throttle cable.

The throttle cable must be routed behind the handlebar, on the right of the upper frame tube, and to the carburetor.

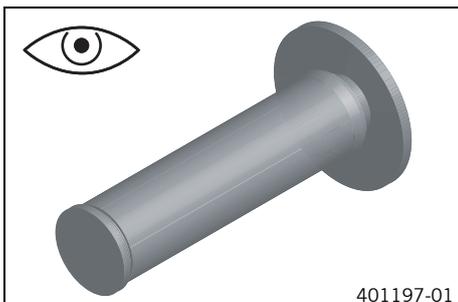
- » If the throttle cable is not routed as specified:
 - Correct the routing of the throttle cable.



Finishing work

- Install the fuel tank. ↩ (↩ p. 67)
- Mount the seat. (↩ p. 62)

12.43 Checking the rubber grip



- Check the rubber grips on the handlebar for damage and wear and to ensure they are firmly seated.
 - » If a rubber grip is damaged, worn, or loose:
 - Change and secure the rubber grip.

Rubber grip adhesive (00062030051) (☛ p. 137)

12.44 Additionally securing the rubber grip



Preparatory work

- Check the rubber grip. (☛ p. 73)

Main work

- Secure the rubber grip at two points using the securing wire.

Securing wire (54812016000)

Wire twister forceps (U6907854)

- ✓ The twisted wire ends face away from the hands and are bent toward the rubber grip.

12.45 Adjusting the basic position of the clutch lever



(All 125/200 models)

- Adjust the basic setting of the clutch lever to your hand size by turning adjusting screw ①.

i Info

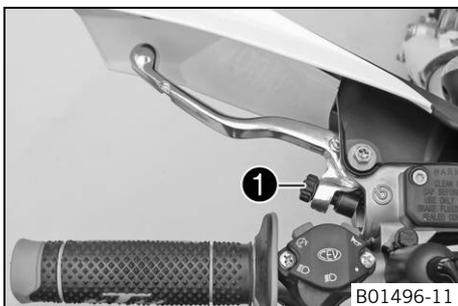
When the adjusting screw is turned counterclockwise, the clutch lever moves away from the handlebar.

When the adjusting screw is turned clockwise, the clutch lever moves closer to the handlebar.

The range of adjustment is limited.

Turn the adjusting screw by hand only, and do not apply any force.

Do not make any adjustments while riding!



(All 250/300 models)

- Adjust the basic setting of the clutch lever to your hand size by turning adjusting screw ①.

i Info

When the adjusting screw is turned counterclockwise, the clutch lever moves closer to the handlebar.

When the adjusting screw is turned clockwise, the clutch lever moves away from the handlebar.

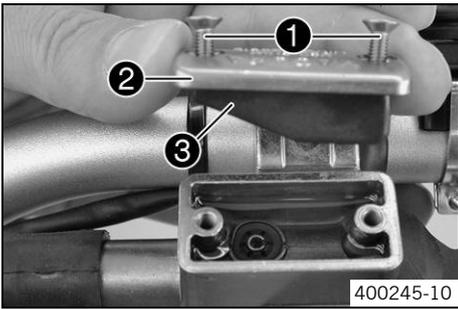
The range of adjustment is limited.

Turn the adjusting screw by hand only, and do not apply any force.

Do not make any adjustments while riding!

12.46 Checking/correcting the fluid level of the hydraulic clutch

i Info
The fluid level rises with increasing wear of the clutch lining discs.



(All 125/200 models)

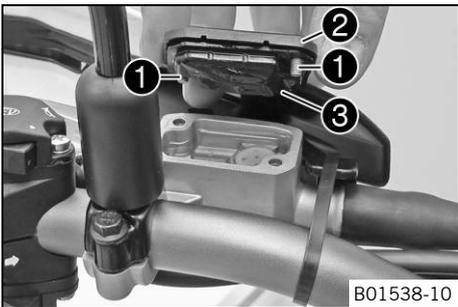
- Move the clutch fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws ①.
- Remove cover ② with membrane ③.
- Check the fluid level.

Fluid level under top edge of container	4 mm (0.16 in)
---	----------------

- » If the level of the fluid does not meet specifications:
 - Correct the fluid level of the hydraulic clutch.

Hydraulic fluid (15) (☛ p. 136)

- Position the cover with the membrane. Mount and tighten the screws.



(All 250/300 models)

- Move the clutch fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws ①.
- Remove cover ② with membrane ③.
- Check the fluid level.

Fluid level under top edge of container	4 mm (0.16 in)
---	----------------

- » If the level of the fluid does not meet specifications:
 - Correct the fluid level of the hydraulic clutch.

Brake fluid DOT 4 / DOT 5.1 (☛ p. 135)

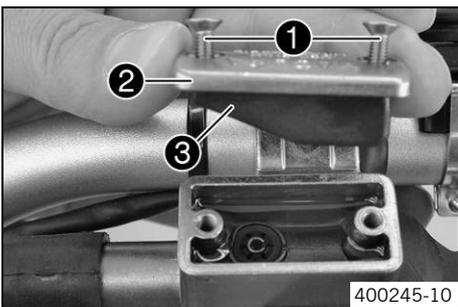
- Position the cover with the membrane. Mount and tighten the screws.

i Info
Wash off overflowed or spilled brake fluid immediately with water.

12.47 Changing the hydraulic clutch fluid

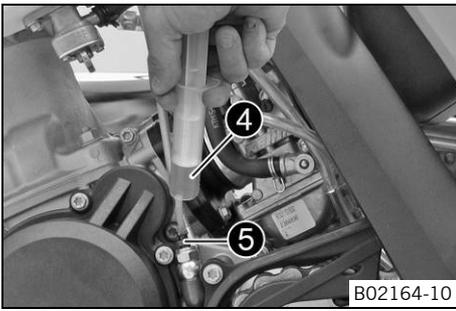
Warning
Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.



(All 125/200 models)

- Move the clutch fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws ①.
- Remove cover ② with membrane ③.

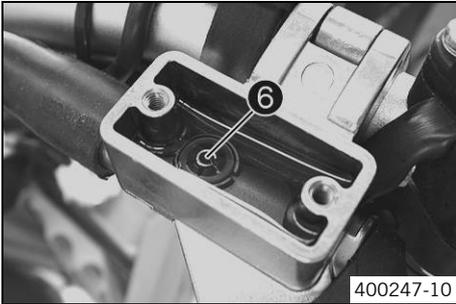


B02164-10

- Fill bleeding syringe ④ with the appropriate hydraulic fluid.

Bleed syringe (50329050000)
Hydraulic fluid (15) (☛ p. 136)

- On the slave cylinder of the clutch, remove bleeder screw ⑤ and mount bleeding syringe ④.



400247-10

- Inject the liquid into the system until it escapes from hole ⑥ of the master cylinder without bubbles.
- To prevent overflow, drain fluid occasionally from the master cylinder reservoir.
- Remove the bleeding syringe. Mount and tighten the bleeder screw.
- Correct the fluid level of the hydraulic clutch.

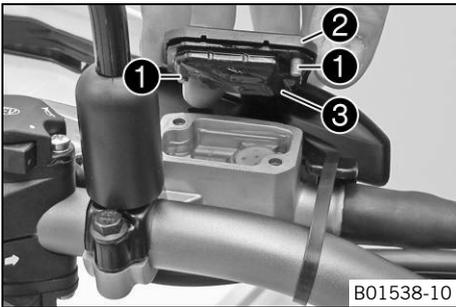
Guideline

Fluid level under top edge of container	4 mm (0.16 in)
---	----------------

- Position the cover with the membrane. Mount and tighten the screws.

(All 250/300 models)

- Move the clutch fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws ①.
- Remove cover ② with membrane ③.

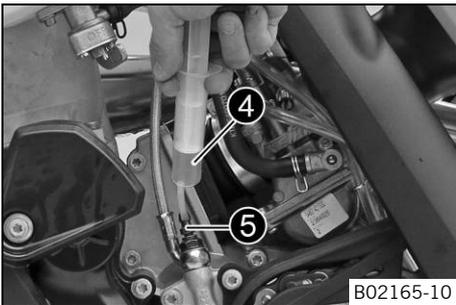


B01538-10

- Fill bleeding syringe ④ with the appropriate hydraulic fluid.

Bleed syringe (50329050000)
Brake fluid DOT 4 / DOT 5.1 (☛ p. 135)

- On the slave cylinder of the clutch, remove bleeder screw ⑤ and mount bleeding syringe ④.



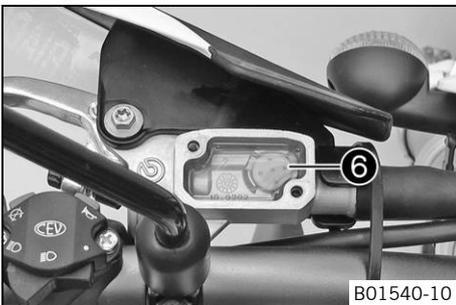
B02165-10

- Inject the liquid into the system until it escapes from hole ⑥ of the master cylinder without bubbles.
- To prevent overflow, drain fluid occasionally from the master cylinder reservoir.
- Remove the bleeding syringe. Mount and tighten the bleeder screw.
- Correct the fluid level of the hydraulic clutch.

Guideline

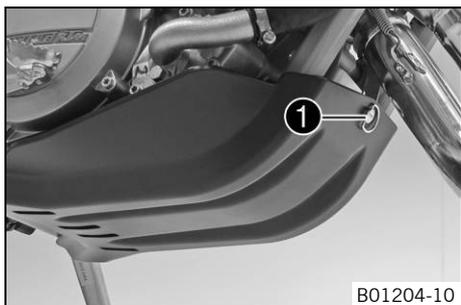
Fluid level under top edge of container	4 mm (0.16 in)
---	----------------

- Position the cover with the membrane. Mount and tighten the screws.



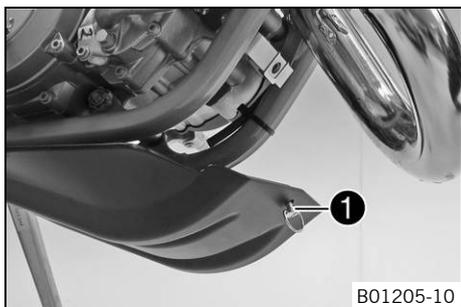
B01540-10

12.48 Removing the engine guard (Six Days, EXC Factory Edition)



- Turn quick release **1** counterclockwise until it disengages. Remove the engine guard.

12.49 Installing the engine guard (Six Days, EXC Factory Edition)

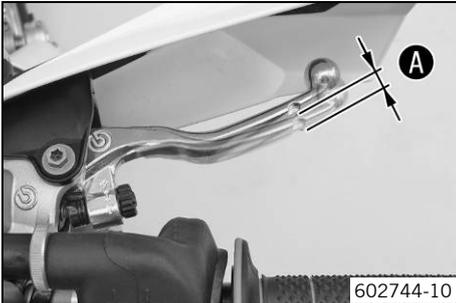


- Attach the engine guard at the back of the frame and swing it up at front.
- Turn quick release **1** all the way clockwise.

13.1 Checking the free travel of the hand brake lever

Warning
Danger of accidents Brake system failure.

- If there is no free travel on the hand brake lever, pressure builds up on the front brake circuit. The front brake can fail due to overheating. Adjust the free travel on hand brake lever according to specifications.

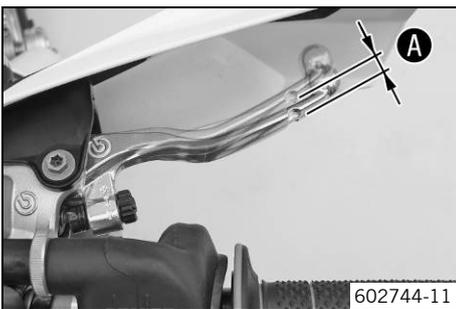


(All EXC models)

- Press the hand brake lever toward the handlebar and check free travel **A**.

Free travel of hand brake lever	≥ 3 mm (≥ 0.12 in)
---------------------------------	--------------------

- » If the free travel does not equal the specification:
 - Adjust the free travel of the hand brake lever. (☛ p. 77)



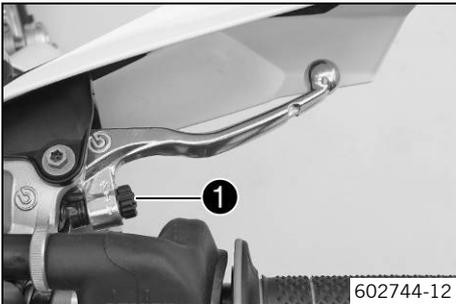
(All XC-W models)

- Press the hand brake lever forward and check free travel **A**.

Free travel of hand brake lever	≥ 3 mm (≥ 0.12 in)
---------------------------------	--------------------

- » If the free travel does not equal the specification:
 - Adjust the basic position of the hand brake lever. (☛ p. 77)

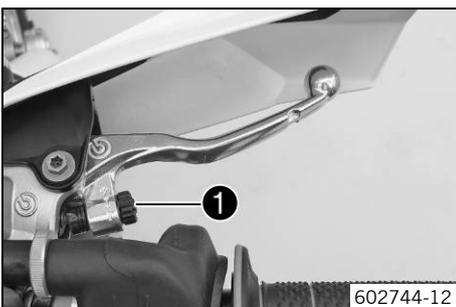
13.2 Adjusting free travel of hand brake lever (All EXC models)



- Check the free travel of the hand brake lever. (☛ p. 77)
- Adjust the free travel of the hand brake lever with the adjustment screw **1**.

i Info
 Turn the adjusting screw clockwise to reduce free travel. The pressure point moves away from the handlebar.
 Turn the adjusting screw counterclockwise to increase free travel. The pressure point moves towards the handlebar.
 The range of adjustment is limited.
 Turn the adjusting screw by hand only, and do not apply any force.
 Do not make any adjustments while riding!

13.3 Adjusting the basic position of the hand brake lever (All XC-W models)

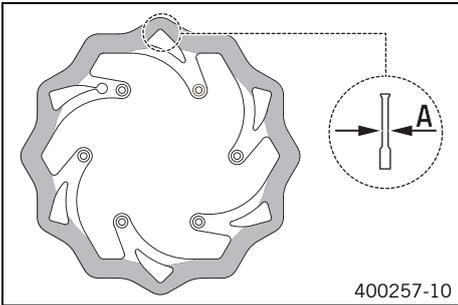


- Check the free travel of the hand brake lever. (☛ p. 77)
- Adjust the basic setting of the hand brake lever to your hand size by turning adjusting screw **1**.

i Info
 Turn the adjusting screw clockwise to increase the distance between the hand brake lever and the handlebar.
 Turn the adjusting screw counterclockwise to decrease the distance between the hand brake lever and the handlebar.
 The range of adjustment is limited.
 Turn the adjusting screw by hand only, and do not apply any force.
 Do not make any adjustments while riding!

13.4 Checking the brake discs

- Warning**
Danger of accidents Reduced braking efficiency due to worn brake disc(s).
- Change the worn brake disc(s) without delay. (Your authorized KTM workshop will be glad to help.)



- Check the thickness of the front and rear brake discs at several places on the disc to see if it conforms to measurement **A**.

Info
 Wear reduces the thickness of the brake disc around the area used by the brake linings.

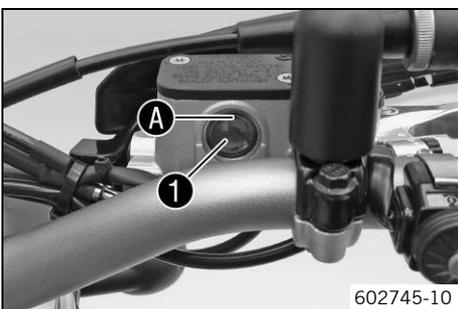
Brake discs - wear limit	
Front	2.5 mm (0.098 in)
Rear	3.5 mm (0.138 in)

- » If the brake disc thickness is less than the specified value:
 - Change the brake disc.
- Check the front and rear brake discs for damage, cracking and deformation.
 - » If the brake disc exhibits damage, cracking or deformation:
 - Change the brake disc.

13.5 Checking the front brake fluid level

- Warning**
Danger of accidents Brake system failure.
- If the brake fluid level drops below the specified marking or the specified value, this is an indication that the brake system is leaking or that the brake linings are completely worn down. Check the brake system and do not continue riding. (Your authorized KTM workshop will be glad to help.)

- Warning**
Danger of accidents Reduced braking efficiency due to old brake fluid.
- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized KTM workshop will be glad to help.)



- Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
- Check the brake fluid level in the viewer **1**.
 - » If the brake fluid has dropped below marking **A**:
 - Add front brake fluid. 🛠️ (👉 p. 78)

13.6 Adding front brake fluid 🛠️

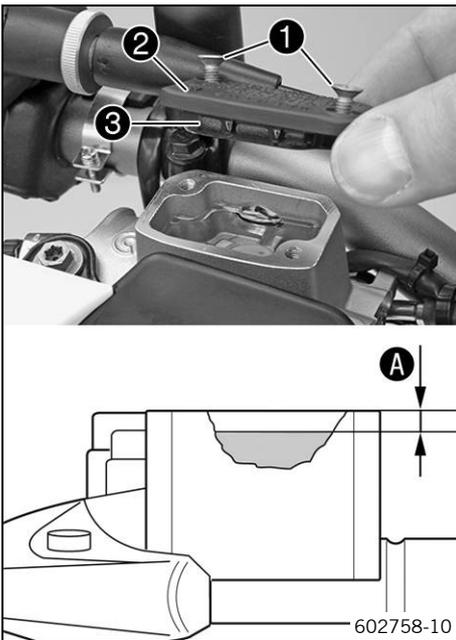
- Warning**
Danger of accidents Brake system failure.
- If the brake fluid level drops below the specified marking or the specified value, this is an indication that the brake system is leaking or that the brake linings are completely worn down. Check the brake system and do not continue riding. (Your authorized KTM workshop will be glad to help.)

- Warning**
Skin irritation Brake fluid can cause skin irritation on contact.
- Avoid contact with skin and eyes, and keep out of the reach of children.
 - Wear suitable protective clothing and goggles.
 - If brake fluid comes into contact with the eyes, flush the eyes thoroughly with water and consult a physician immediately.

- Warning**
Danger of accidents Reduced braking efficiency due to old brake fluid.
- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized KTM workshop will be glad to help.)

- Warning**
Environmental hazard Hazardous substances cause environmental damage.
- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

i Info
 Never use DOT 5 brake fluid! It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.
 Avoid contact between brake fluid and painted parts. Brake fluid attacks paint!
 Use only clean brake fluid from a sealed container!



- Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws 1.
- Remove cover 2 with membrane 3.
- Add brake fluid to level A.

Guideline

Dimension A (brake fluid level below top edge of container)	5 mm (0.2 in)
---	---------------

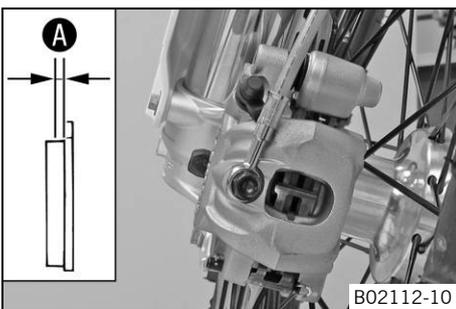
Brake fluid DOT 4 / DOT 5.1 (☞ p. 135)

- Position the cover with the membrane. Mount and tighten the screws.

i Info
 Clean up overflowed or spilt brake fluid immediately with water.

13.7 Checking the front brake linings

- Warning**
Danger of accidents Reduced braking efficiency caused by worn brake linings.
- Change worn brake linings immediately. (Your authorized KTM workshop will be glad to help.)



- Check the brake linings for minimum thickness A.

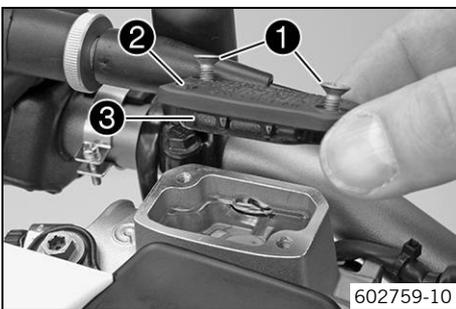
Minimum thickness A	≥ 1 mm (≥ 0.04 in)
---------------------	--------------------

- » If the minimum thickness is less than specified:
 - Change the front brake linings. ☞ (☞ p. 80)
- Check the brake linings for damage and cracking.
 - » If damage or cracking is visible:
 - Change the front brake linings. ☞ (☞ p. 80)

13.8 Changing the front brake linings ↻

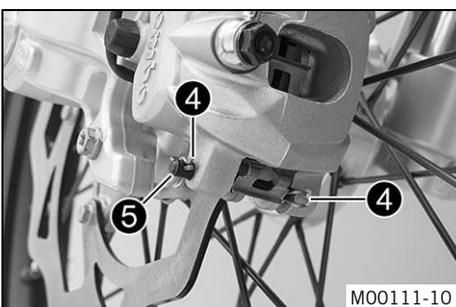
- Warning**
Danger of accident Brake system failure.
 - Maintenance work and repairs must be carried out professionally. (Your authorized KTM workshop will be glad to help.)
- Warning**
Skin irritation Brake fluid can cause skin irritation on contact.
 - Avoid contact with skin and eyes, and keep out of the reach of children.
 - Wear suitable protective clothing and goggles.
 - If brake fluid comes into contact with the eyes, flush the eyes thoroughly with water and consult a physician immediately.
- Warning**
Danger of accidents Reduced braking efficiency due to old brake fluid.
 - Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized KTM workshop will be glad to help.)
- Warning**
Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.
 - Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.
- Warning**
Danger of accidents Reduced braking efficiency due to use of non-approved brake linings.
 - Brake linings available from accessory suppliers are often not tested and approved for use on KTM vehicles. The construction and friction factor of the brake linings and therefore the brake power can differ considerably from the original KTM brake linings. If brake linings are used that differ from the originals, there is no guarantee that they comply with the original license. The vehicle no longer corresponds to the condition at delivery, and the warranty is no longer valid.
- Warning**
Environmental hazard Hazardous substances cause environmental damage.
 - Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

i Info
Never use DOT 5 brake fluid! It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.
Avoid contact between brake fluid and painted parts. Brake fluid attacks paint!
Use only clean brake fluid from a sealed container!

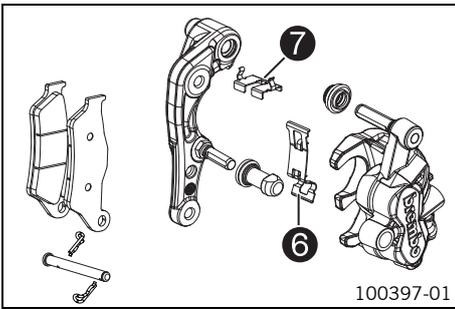


- Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws ①.
- Remove cover ② with membrane ③.
- Manually press the brake caliper toward the brake disc to push back the brake pistons. Ensure that brake fluid does not flow out of the brake fluid reservoir, extracting it by suction if it does.

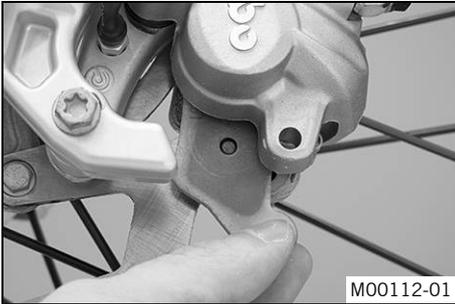
i Info
Make sure when pushing back the brake pistons that you do not press the brake caliper against the spokes.



- Remove cotter pins ④, pull out pin ⑤, and remove the brake linings.
- Clean the brake caliper and brake caliper support.



- Check that leaf spring **6** in the brake caliper and sliding plate **7** in the brake caliper support are seated correctly.



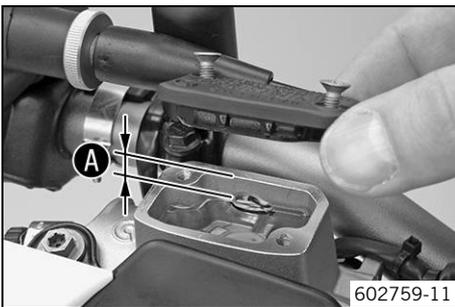
- Insert the new brake linings, insert the pin, and mount the cotter pins.



Info

Always change the full set of brake linings.

- Operate the hand brake lever several times until the brake linings are lying correctly against the brake disc and there is a pressure point.



- Correct the brake fluid quantity to level **A**.

Guideline

Dimension A (brake fluid level below top edge of container)	5 mm (0.2 in)
--	---------------

Brake fluid DOT 4 / DOT 5.1 (☞ p. 135)

- Position the cover with the membrane. Mount and tighten the screws.



Info

Wash off overflowed or spilled brake fluid immediately with water.

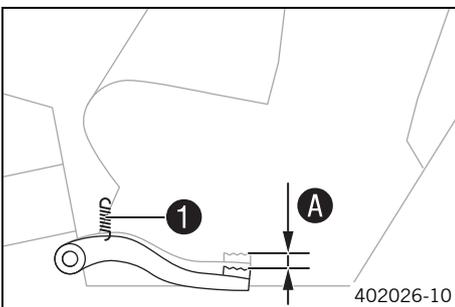
13.9 Checking the free travel of foot brake lever



Warning

Danger of accidents Brake system failure.

- If there is no free travel on the foot brake lever, pressure builds up on the rear brake circuit. The rear brake can fail due to overheating. Adjust the free travel on foot brake lever according to specifications.



- Disconnect spring **1**.
- Move the foot brake lever back and forth between the end stop and the contact to the foot brake cylinder piston and check free travel **A**.

Guideline

Free travel at foot brake lever	3... 5 mm (0.12... 0.2 in)
---------------------------------	----------------------------

- » If the free travel does not meet specifications:
 - Adjust the basic position of the foot brake lever. ☞ (☞ p. 81)

- Reconnect spring **1**.

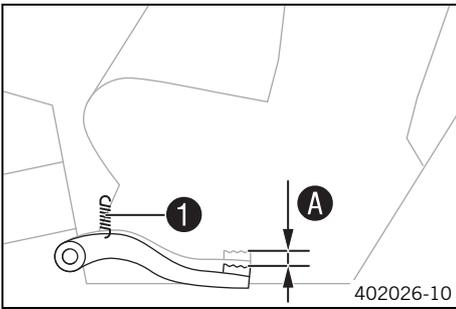
13.10 Adjusting the basic position of the foot brake lever ☞



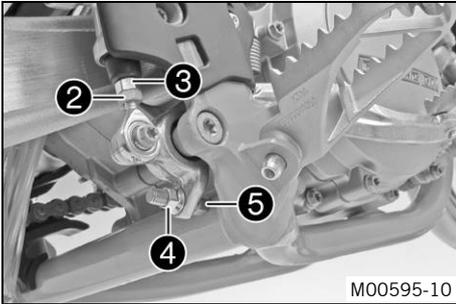
Warning

Danger of accidents Brake system failure.

- If there is no free travel on the foot brake lever, pressure builds up on the rear brake circuit. The rear brake can fail due to overheating. Adjust the free travel on foot brake lever according to specifications.



- Disconnect spring ①.



- Loosen nut ② and, with push rod ③, turn it back until you have maximum free travel.
- To adjust the basic position of the foot brake lever to individual requirements, loosen nut ④ and turn screw ⑤ accordingly.

i Info
The range of adjustment is limited.

- Turn push rod ③ accordingly until you have free travel A. If necessary, adjust the basic position of the foot brake lever.

Guideline

Free travel at foot brake lever	3... 5 mm (0.12... 0.2 in)
---------------------------------	----------------------------

- Hold screw ⑤ and tighten nut ④.

Guideline

Nut, foot brake lever stop	M8	20 Nm (14.8 lbf ft)
----------------------------	----	---------------------

- Hold push rod ③ and tighten nut ②.

Guideline

Remaining nuts, chassis	M6	10 Nm (7.4 lbf ft)
-------------------------	----	--------------------

- Reconnect spring ①.

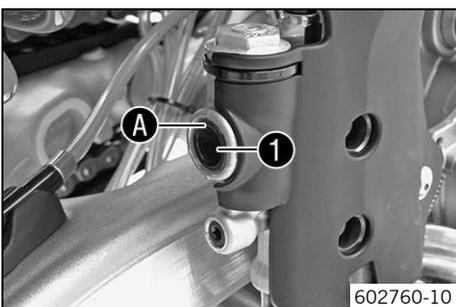
13.11 Checking the rear brake fluid level

Warning
Danger of accidents Brake system failure.

- If the brake fluid level drops below the specified marking or the specified value, this is an indication that the brake system is leaking or that the brake linings are completely worn down. Check the brake system and do not continue riding. (Your authorized KTM workshop will be glad to help.)

Warning
Danger of accidents Reduced braking efficiency due to old brake fluid.

- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized KTM workshop will be glad to help.)



- Stand the vehicle upright.
- Check the brake fluid level in the viewer ①.
 - » If the fluid has dropped below marking A in the level viewer:
 - Add brake fluid for the rear brake. ↗ (p. 83)

13.12 Adding brake fluid for the rear brake

Warning
Danger of accidents Brake system failure.

- If the brake fluid level drops below the specified marking or the specified value, this is an indication that the brake system is leaking or that the brake linings are completely worn down. Check the brake system and do not continue riding. (Your authorized KTM workshop will be glad to help.)

Warning
Skin irritation Brake fluid can cause skin irritation on contact.

- Avoid contact with skin and eyes, and keep out of the reach of children.
- Wear suitable protective clothing and goggles.
- If brake fluid comes into contact with the eyes, flush the eyes thoroughly with water and consult a physician immediately.

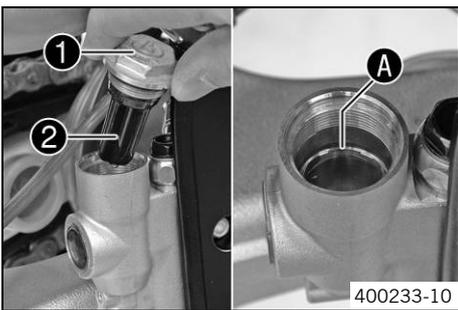
Warning
Danger of accidents Reduced braking efficiency due to old brake fluid.

- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized KTM workshop will be glad to help.)

Warning
Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

Info
 Never use DOT 5 brake fluid! It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.
 Avoid contact between brake fluid and painted parts. Brake fluid attacks paint!
 Use only clean brake fluid from a sealed container!



Preparatory work

- Check the rear brake linings. (p. 83)

Main work

- Stand the vehicle upright.
- Remove screw cap 1 with membrane 2 and the O-ring.
- Add brake fluid to level A.

Brake fluid DOT 4 / DOT 5.1 (p. 135)

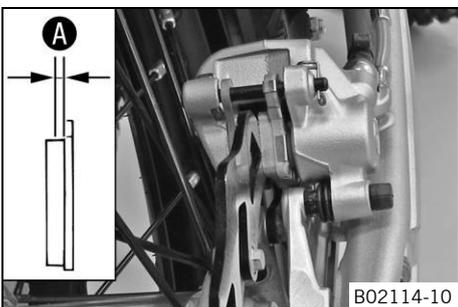
- Mount the screw cap with the membrane and the O-ring.

Info
 Clean up overflowed or spilt brake fluid immediately with water.

13.13 Checking the rear brake linings

Warning
Danger of accidents Reduced braking efficiency caused by worn brake linings.

- Change worn brake linings immediately. (Your authorized KTM workshop will be glad to help.)



- Check the brake linings for minimum thickness A.

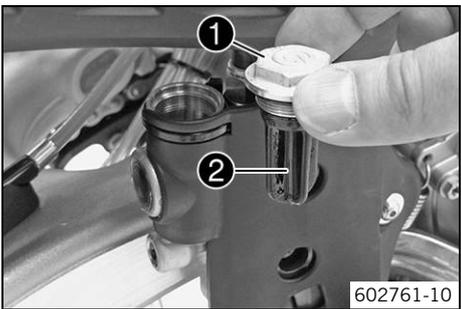
Minimum thickness A ≥ 1 mm (≥ 0.04 in)

- » If the minimum thickness is less than specified:
 - Change the brake linings of the rear brake. (p. 84)
- Check the brake linings for damage and cracking.
 - » If damage or cracking is visible:
 - Change the brake linings of the rear brake. (p. 84)

13.14 Changing the brake linings of the rear brake

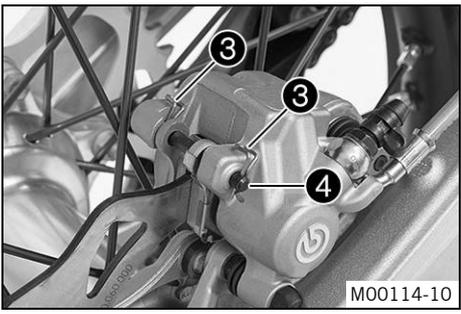
-  **Warning**
Danger of accident Brake system failure.
 - Maintenance work and repairs must be carried out professionally. (Your authorized KTM workshop will be glad to help.)
-  **Warning**
Skin irritation Brake fluid can cause skin irritation on contact.
 - Avoid contact with skin and eyes, and keep out of the reach of children.
 - Wear suitable protective clothing and goggles.
 - If brake fluid comes into contact with the eyes, flush the eyes thoroughly with water and consult a physician immediately.
-  **Warning**
Danger of accidents Reduced braking efficiency due to old brake fluid.
 - Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized KTM workshop will be glad to help.)
-  **Warning**
Danger of accidents Reduced braking efficiency due to use of non-approved brake linings.
 - Brake linings available from accessory suppliers are often not tested and approved for use on KTM vehicles. The construction and friction factor of the brake linings and therefore the brake power can differ considerably from the original KTM brake linings. If brake linings are used that differ from the originals, there is no guarantee that they comply with the original license. The vehicle no longer corresponds to the condition at delivery, and the warranty is no longer valid.
-  **Warning**
Environmental hazard Hazardous substances cause environmental damage.
 - Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

 **Info**
 Never use DOT 5 brake fluid! It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.
 Avoid contact between brake fluid and painted parts. Brake fluid attacks paint!
 Use only clean brake fluid from a sealed container!

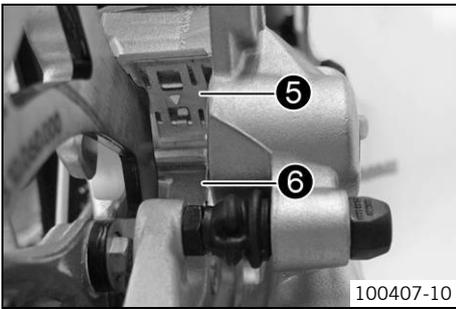


- Position the vehicle vertically.
- Remove screw cap **1** with membrane **2** and the O-ring.
- Press the brake piston back into the basic position and ensure that brake fluid does not flow out of the brake fluid reservoir, extracting it by suction if it does.

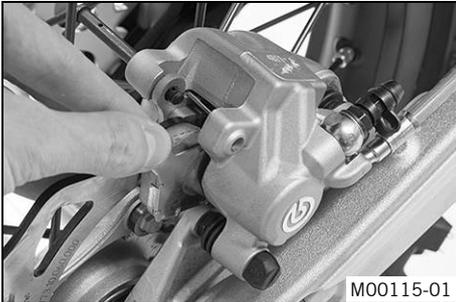
 **Info**
 Make sure when pushing back the brake piston that you do not press the brake caliper against the spokes.



- Remove cotter pins **3**, pull out pin **4**, and remove the brake linings.
- Clean the brake caliper and brake caliper support.



- Check that leaf spring **5** in the brake caliper and sliding plate **6** in the brake caliper support are seated correctly.



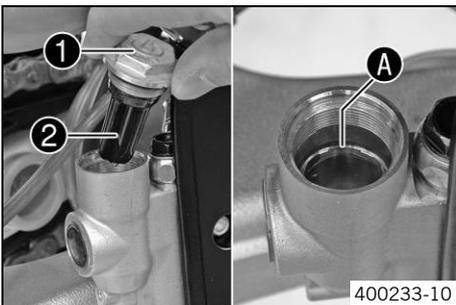
- Insert the new brake linings, insert the pin, and mount the cotter pins.



Info

Always change the brake linings in pairs.

- Operate the foot brake lever several times until the brake linings are lying against the brake disc and there is a pressure point.



- Correct the brake fluid level to marking **A**.

Brake fluid DOT 4 / DOT 5.1 (☛ p. 135)

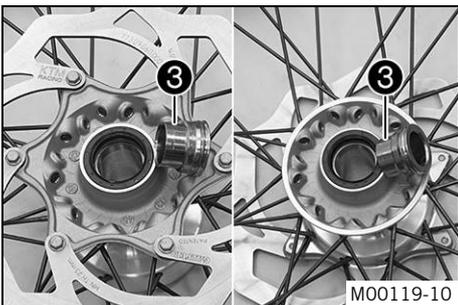
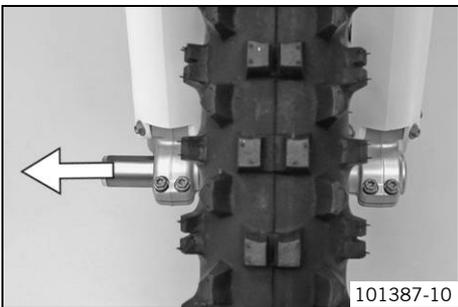
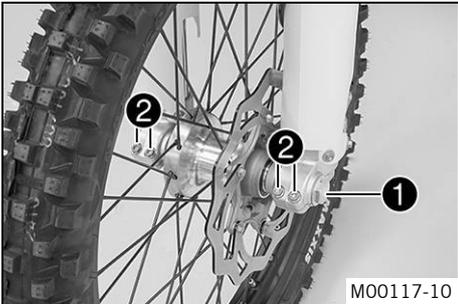
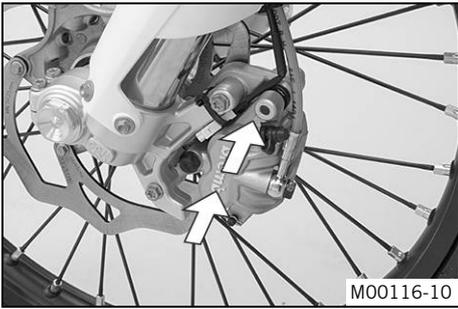
- Mount screw cap **1** with membrane **2** and the O-ring.



Info

Wash off overflowed or spilled brake fluid immediately with water.

14.1 Removing the front wheel 🛠️



Preparatory work

- Raise the motorcycle with the lift stand. (📖 p. 50)

Main work

- Press the brake caliper onto the brake disc by hand in order to push back the brake pistons.

i Info

Make sure when pushing back the brake pistons that you do not press the brake caliper against the spokes.

- Loosen screw ① by several rotations.
- Loosen screws ②.
- Press on screw ① to push the wheel spindle out of the axle clamp.
- Remove screw ①.

- Holding the front wheel, withdraw the wheel spindle. Take the front wheel out of the fork.

i Info

Do not pull the hand brake lever when the front wheel is removed. Always lay the wheel down in such a way that the brake disc is not damaged.

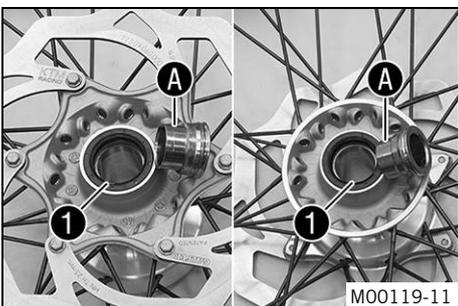
- Remove spacers ③.

14.2 Installing the front wheel 🛠️

⚠️ Warning

Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

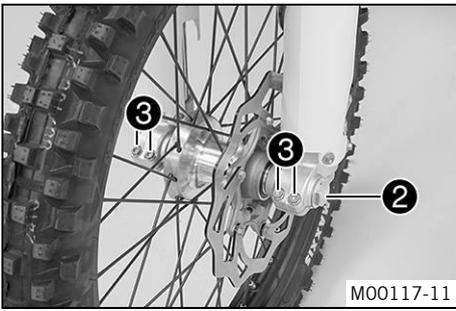
- Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.



- Check the wheel bearing for damage and wear.
 - » If the wheel bearing is damaged or worn:
 - Change the wheel bearing. 🛠️
- Clean and grease shaft seal rings ① and bearing surface A of the spacers.

Long-life grease (📖 p. 137)

- Insert the spacers.



- Lift the front wheel into the fork, position it, and insert the wheel spindle.
 ✓ The brake linings are correctly positioned.
- Mount and tighten screw ②.

Guideline

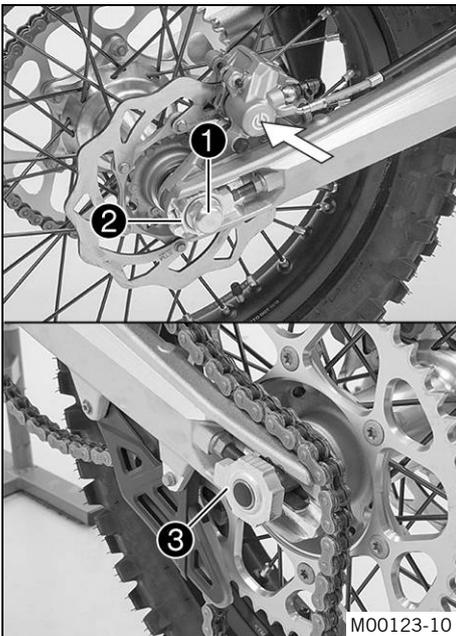
Screw, front wheel spindle	M24x1.5	45 Nm (33.2 lbf ft)
----------------------------	---------	------------------------

- Operate the hand brake lever several times until the brake linings are lying correctly against the brake disc.
- Remove the motorcycle from the lift stand. (☛ p. 50)
- Pull the front wheel brake and push down hard on the fork several times to align the fork legs.
- Tighten screws ③.

Guideline

Screw, fork stub	M8	15 Nm (11.1 lbf ft)
------------------	----	------------------------

14.3 Removing the rear wheel



Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 50)

Main work

- Press the brake caliper onto the brake disc by hand in order to push back the brake piston.

i Info
 Make sure when pushing back the brake piston that you do not press the brake caliper against the spokes.

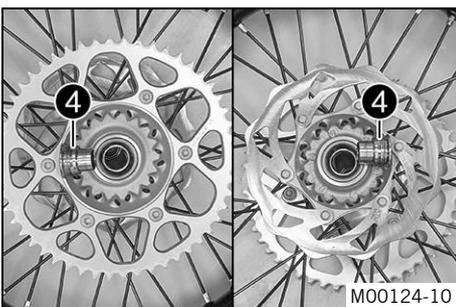
- Remove nut ①.
- Remove chain adjuster ②. Withdraw wheel spindle ③ only enough to allow the rear wheel to be pushed forward.
- Push the rear wheel forward as far as possible. Remove the chain from the rear sprocket.

i Info
 Protect the components against damage by covering them.

- Holding the rear wheel, withdraw the wheel spindle. Take the rear wheel out of the swingarm.

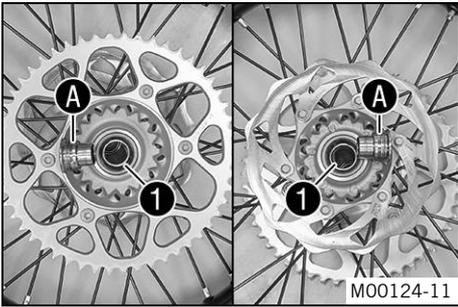
i Info
 Do not operate the foot brake when the rear wheel is removed.
 Always lay the wheel down in such a way that the brake disc is not damaged.

- Remove spacers ④.



14.4 Installing the rear wheel

Warning
Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.
 – Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.

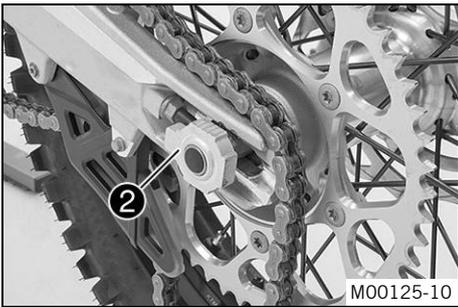


Main work

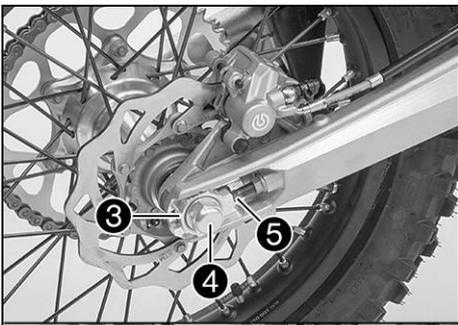
- Check the wheel bearing for damage and wear.
 - » If the wheel bearing is damaged or worn:
 - Change the wheel bearing.
- Clean and grease shaft seal rings 1 and bearing surface A of the spacers.

Long-life grease (☛ p. 137)

- Insert the spacers.



- Lift the rear wheel into the swing arm, position it, and insert wheel spindle 2.
- Apply the chain.
 - ✓ The brake linings are correctly positioned.



- Position chain adjuster 3. Mount nut 4, but do not tighten it yet.
- Make sure that chain adjusters 3 are fitted correctly on adjusting screws 5.
- Check the chain tension. (☛ p. 68)
- Tighten nut 4.

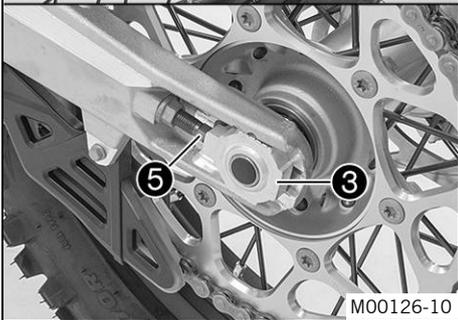
Guideline

Nut, rear wheel spindle	M20x1.5	80 Nm (59 lbf ft)
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Info

The wide adjustment range of the chain adjusters (32 mm (1.18 in)) enables different secondary ratios with the same chain length. Chain adjusters 3 can be turned by 180°.



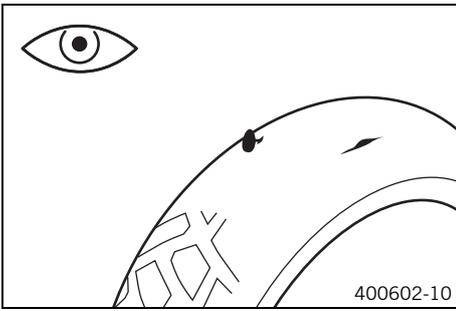
- Operate the foot brake lever several times until the brake linings are lying correctly against the brake disc and there is a pressure point.

Finishing work

- Remove the motorcycle from the lift stand. (☛ p. 50)

14.5 Checking the tire condition

Info
 Only mount tires approved and/or recommended by KTM.
 Other tires could have a negative effect on handling characteristics.
 The type, condition and air pressure of the tires all have an important impact on the handling characteristics of the motorcycle.
 Worn tires have a negative effect on handling characteristics, especially on wet surfaces.



- Check the front and rear tires for cuts, run-in objects and other damage.
 - » If the tire exhibits cuts, run-in objects or other damage:
 - Change the tire.
- Check the depth of the tread.



Info

Note local national regulations concerning the minimum tread depth.

Minimum tread depth	≥ 2 mm (≥ 0.08 in)
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- » If the tread depth is less than the minimum permissible depth:
 - Change the tire.
- Check the tire age.



Info

The tire's date of manufacture is usually part of the tire markings and is indicated by the last four digits of the **DOT** marking. The first two digits indicate the week of manufacture and the last two digits the year of manufacture.

KTM recommends that the tires are changed at the latest after 5 years, regardless of the actual state of wear.

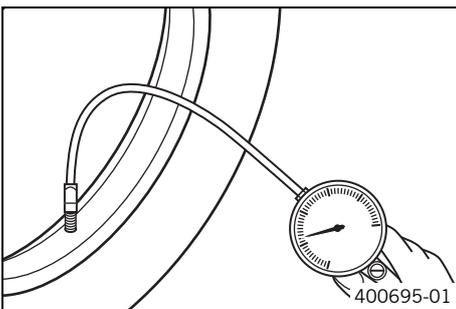
- » If the tire is older than five years:
 - Change the tire.

14.6 Checking the tire air pressure



Info

Low tire air pressure leads to abnormal wear and overheating of the tire. Correct tire air pressure ensures optimal riding comfort and maximum tire service life.



- Remove the dust cap.
- Check the tire air pressure when the tires are cold.

Tire air pressure, road (All EXC models)	
Front	1.5 bar (22 psi)
Rear	1.5 bar (22 psi)

Tire air pressure off road	
Front	1.0 bar (15 psi)
Rear	1.0 bar (15 psi)

- » If the tire pressure does not meet specifications:
 - Correct the tire pressure.
- Mount the dust cap.

14.7 Checking the spoke tension



Warning

Danger of accidents Instable handling due to incorrect spoke tension.

- Ensure that the spoke tension is correct. (Your authorized KTM workshop will be glad to help.)

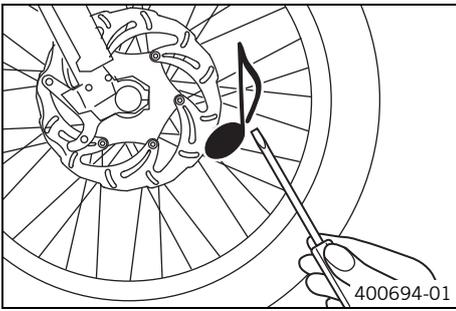


Info

A loose spoke causes wheel imbalance and rapidly leads to more loose spokes.

If the spokes are too tight, they can break due to local overload.

Check the spoke tension regularly, especially on a new motorcycle.



- Briefly strike each spoke with the tip of a screwdriver.



Info

The tone frequency depends on the length of the spoke and the spoke diameter.

If you hear different tone frequencies from different spokes of equal length and diameter, this is an indication of different spoke tensions.

You should hear a high note.

- » If the spoke tension varies:
 - Correct the spoke tension. 🛠️
- Check the spoke torque.

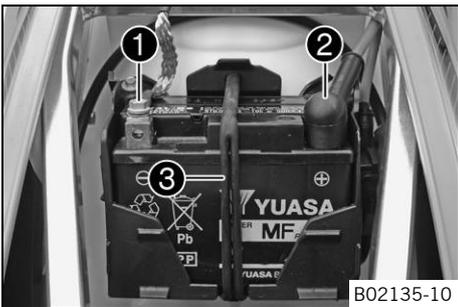
Guideline

Spoke nipple, front wheel	M4.5	6 Nm (4.4 lbf ft)
Spoke nipple, rear wheel	M4.5	6 Nm (4.4 lbf ft)

Torque wrench with various accessories in set (58429094000)

15.1 Removing the battery ↩ (All 200/250/300 models)

- Warning**
Risk of injury Battery acid and battery gases cause serious chemical burns.
- Keep batteries out of the reach of children.
 - Wear suitable protective clothing and goggles.
 - Avoid contact with battery acid and battery gases.
 - Keep sparks and open flames away from the battery. Only charge in well-ventilated rooms.
 - In the event of skin contact, rinse with large amounts of water. If battery acid gets in the eyes, rinse with water for at least 15 minutes and contact a physician.



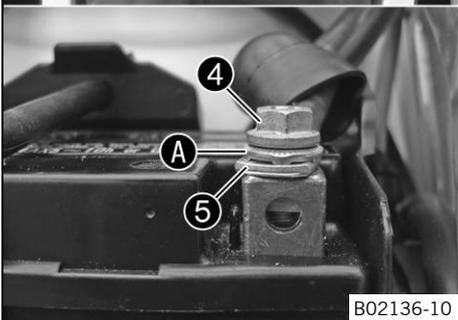
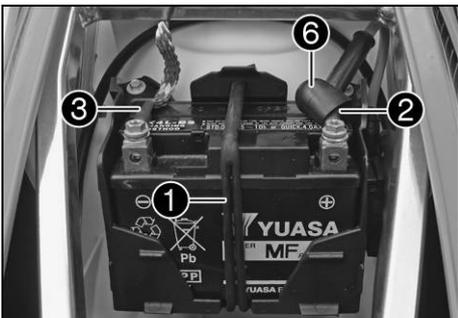
Preparatory work

- Switch off all power consumers and the engine.
- Remove the seat. (↩ p. 62)

Main work

- Disconnect negative cable ① from the battery.
- Pull back positive terminal cover ② and disconnect the positive cable from the battery.
- Detach rubber band ③ at the bottom.
- Lift the battery out.

15.2 Installing the battery ↩ (All 200/250/300 models)



Main work

- Insert the battery into the battery compartment with the terminals facing to the front.

(All 200/250/300 EU/AU/US models) Battery (YTX4L-BS) (↩ p. 121)
(300 EXC BR) Battery (YTX5L-BS) (↩ p. 121)

- Attach rubber band ①.
- Position the positive cable ② and mount and tighten the screw.

Guideline

Screw, battery terminal	M5	2.5 Nm (1.84 lbf ft)
-------------------------	----	-------------------------

Info

Contact disks **A** must be mounted between screws **4** and cable sockets **5** with the claws facing down.

- Slide positive terminal cover ⑥ over the positive terminal.
- Position the negative cable ③ and mount and tighten the screw.

Guideline

Screw, battery terminal	M5	2.5 Nm (1.84 lbf ft)
-------------------------	----	-------------------------

Finishing work

- Mount the seat. (↩ p. 62)

15.3 Recharging the battery ↘ (All 200/250/300 models)

Warning
Risk of injury Battery acid and battery gases cause serious chemical burns.

- Keep batteries out of the reach of children.
- Wear suitable protective clothing and goggles.
- Avoid contact with battery acid and battery gases.
- Keep sparks and open flames away from the battery. Only charge in well-ventilated rooms.
- In the event of skin contact, rinse with large amounts of water. If battery acid gets in the eyes, rinse with water for at least 15 minutes and contact a physician.

Warning
Environmental hazard The battery contains elements that are harmful to the environment.

- Do not dispose of batteries with the household waste. Dispose of a defective battery in an environmentally friendly manner. Give the battery to your authorized KTM dealer or dispose of it at a collection point for used batteries.

Warning
Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

i Info
 Even when there is no load on the battery, it still loses power steadily.
 The charge state and the type of charge are very important for the service life of the battery.
 Rapid recharging with a high charging current shortens the battery's service life.
 If the charging current, charging voltage and charging time are exceeded, electrolyte escapes through the safety valves. This reduces the battery capacity.
 If the battery is depleted from starting the vehicle repeatedly, the battery must be charged immediately.
 If the battery is left in a discharged state for an extended period, it will become over-discharged and sulfate, destroying the battery.
 The battery is maintenance-free, i.e., the acid level does not have to be checked.

Preparatory work

- Switch off all power consumers and the engine.
- Remove the seat. (↖ p. 62)
- Disconnect the negative cable from the battery to avoid damage to the onboard electronics.

Main work

- Connect the battery charger with the battery. Switch on the battery charger.

Battery charger (58429074000)

You can also use the battery charger to test rest potential and start potential of the battery, and to test the alternator. With this device, you cannot overcharge the battery.

i Info
 Never remove the lid ❶.
 Charge the battery with at most 10% of the capacity specified on the battery ❷.

- Switch off the charger after charging. Connect the negative cable with the battery.

Guideline

The charge current, charge voltage and charge time must not be exceeded.	
Charge the battery regularly when the motorcycle is not in use	3 months

Finishing work

- Mount the seat. (↖ p. 62)



15.4 Changing the main fuse (All 200/250/300 models)

Warning
Fire hazard The electrical system can be overloaded if the wrong fuses are used.
 – Use only fuses with the prescribed amperage. Never bypass or repair fuses.

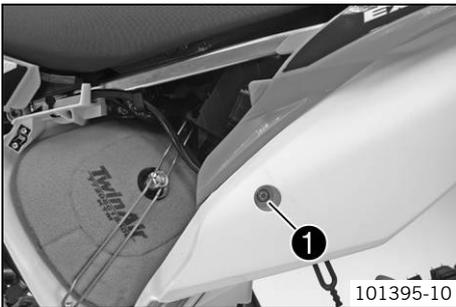
Info
 The main fuse protects all power consumers of the vehicle. It is located in the starter relay housing under the air filter box cover.

Preparatory work

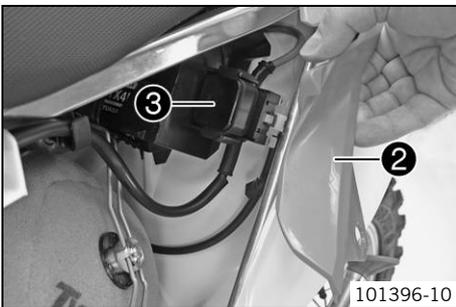
- Switch off all power consumers and the engine.
- Remove the air filter box lid. (☛ p. 63)

Main work

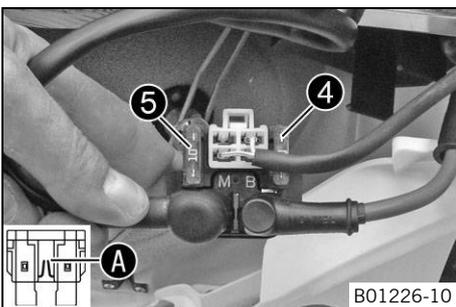
- Remove screw ❶.



- Lift rear fairing ❷ slightly and pull starter relay ❸ out of the holder.



- Remove the protection caps.
- Remove the faulty main fuse ❹.



Info
 A defective fuse is indicated by a burned-out fuse wire **A**.
 A reserve fuse **5** is located in the starter relay.

- Fit a new main fuse.

Fuse (58011109110) (☛ p. 121)

- Check the functioning of the electrical equipment.

Tip
 Insert the spare fuse so that it is available if needed.

- Fit the protection caps.
- Mount the starter relay onto the holder and lay the cable.
- Position the rear fairing. Mount and tighten the screw.

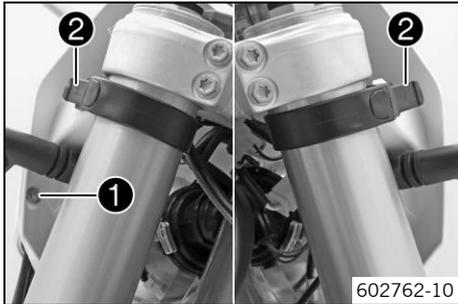
Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
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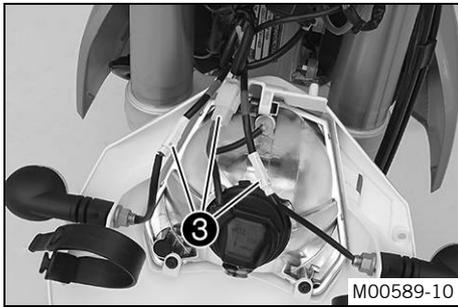
Finishing work

- Install the air filter box lid. (☛ p. 63)

15.5 Removing the headlight mask with the headlight

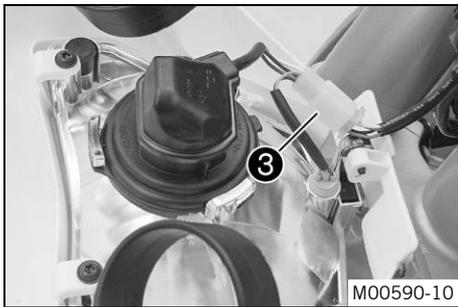


- Switch off all power consumers and switch off the engine.
- Remove screw **1** and take off the clamp.
- Release rubber straps **2**. Slide the headlight mask up and swing it forward.



(All EXC models)

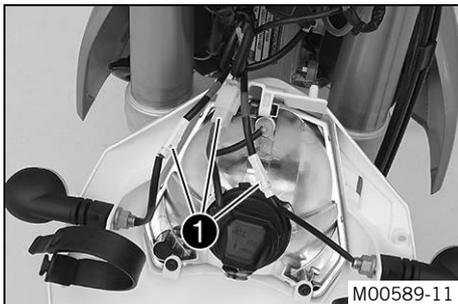
- Detach plug-in connectors **3** and take off the headlight mask with the headlight.



(All XC-W models)

- Detach plug-in connector **3** and take off the headlight mask with the headlight.

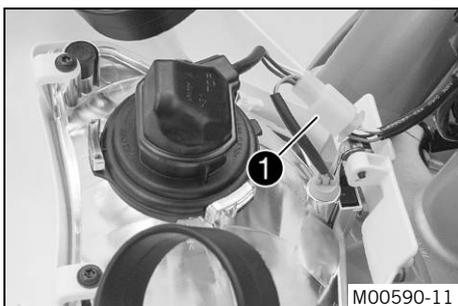
15.6 Refitting the headlight mask with the headlight



Main work

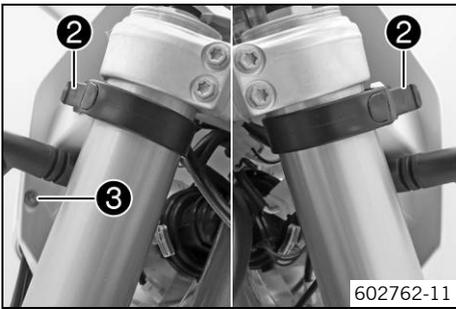
(All EXC models)

- Connect plug-in connectors **1**.



(All XC-W models)

- Connect plug-in connector **1**.



- Position the headlight mask and fix it with rubber straps ②.
 - ✓ The holding lugs engage.
- Position the brake line and wiring harness. Put the clamp on and mount and tighten screw ③.

Finishing work

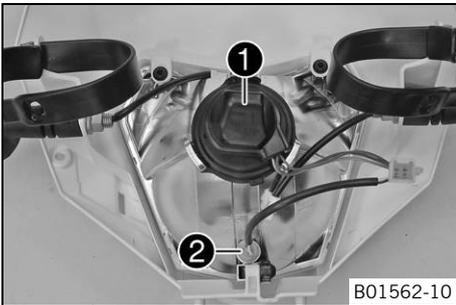
- Check the headlight setting. (☛ p. 96)

15.7 Changing the headlight bulb

Note

Damage to reflector Reduced brightness.

- Grease on the lamp will evaporate due to the heat and be deposited on the reflector. Clean the lamp and keep it free of grease before mounting.

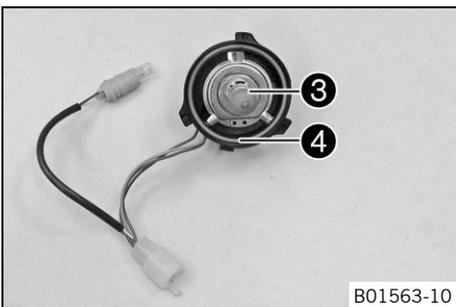


Preparatory work

- Remove the headlight mask with the headlight. (☛ p. 94)

Main work

- Turn protection cap ① together with the underlying bulb socket counterclockwise all the way and remove it.
- Pull lamp socket ② of the parking light out of the reflector.



- Pull out headlight bulb ③.
- Insert the new headlight bulb.

Headlight (HS1 / socket BX43t) (☛ p. 121)

- Insert the protection cap with the bulb socket into the reflector and turn it clockwise all the way.



Info

Ensure that the O-ring ④ is seated properly.

- Insert the lamp socket of the parking light into the reflector.

Finishing work

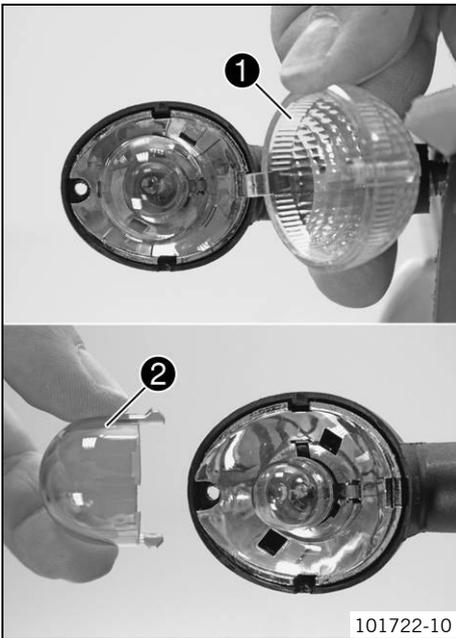
- Refit the headlight mask with the headlight. (☛ p. 94)
- Check the headlight setting. (☛ p. 96)

15.8 Changing the turn signal bulb (All EXC models)

Note

Damage to reflector Reduced brightness.

- Grease on the lamp will evaporate due to the heat and be deposited on the reflector. Clean the lamp and keep it free of grease before mounting.



Main work

- Remove the screw on the rear of the turn signal housing.
- Carefully remove turn signal glass ①.
- Lightly squeeze orange cap ② in the area of the holding lugs and take it off.
- Press the turn signal bulb carefully into the socket, turn it counterclockwise by about 30°, and take it out of the socket.



Info

Do not touch the reflector with your fingers, and keep it free from grease.

- Press the new turn signal bulb carefully into the socket and turn it clockwise until it stops.

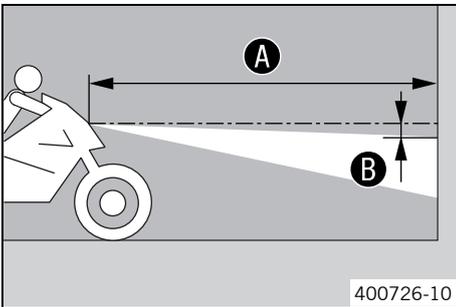
Turn signal (R10W / socket BA15s) (☛ p. 121)

- Mount the orange cap.
- Position the turn signal glass.
- Insert the screw and first turn it counterclockwise until it engages in the thread. Tighten the screw slightly.

Finishing work

- Check that the turn signal system is functioning properly.

15.9 Checking the headlight setting



- Position the vehicle upright on a horizontal surface in front of a light wall and make a mark at the height of the center of the low beam headlight.
- Make another mark a distance ② under the first mark.

Guideline

Distance ②	5 cm (2 in)
------------	-------------

- Position the vehicle vertically a distance ① away from the wall.

Guideline

Distance ①	5 m (16 ft)
------------	-------------

- The rider now sits down on the motorcycle.
- Switch on the low beam.
- Check the headlight setting.

The boundary between light and dark must be exactly on the lower mark for a motorcycle with driver.

- » If the light-dark border does not meet specifications:
 - Adjust the headlight range. (☛ p. 96)

15.10 Adjusting the headlight range



Preparatory work

- Check the headlight setting. (☛ p. 96)

Main work

- Loosen screw ①.
- Adjust the headlight range by swiveling the headlight.

Guideline

The boundary between light and dark must be exactly on the lower mark for a motorcycle with driver (instructions on how to apply the mark: Checking the headlight setting).

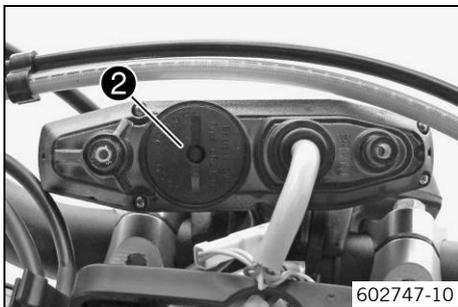
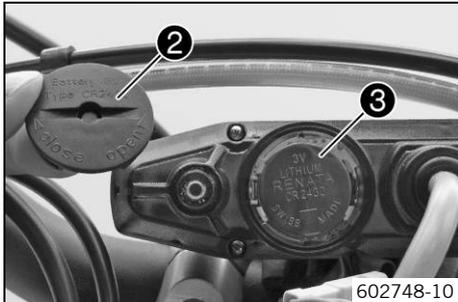
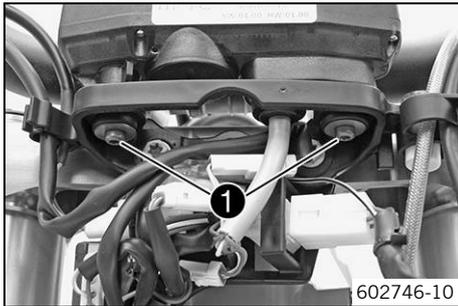


Info

The headlight range may need to be corrected if luggage is carried on the vehicle.

- Tighten screw ①.

15.11 Changing the speedometer battery



Preparatory work

- Remove the headlight mask with the headlight. (☛ p. 94)

Main work

- Remove screws ①.
- Pull the speedometer upward out of the holder.

- Using a coin, turn protection cap ② all the way counterclockwise and remove it.
- Remove speedometer battery ③.
- Insert the new battery with the label facing upward.

Speedometer battery (CR 2430) (☛ p. 121)

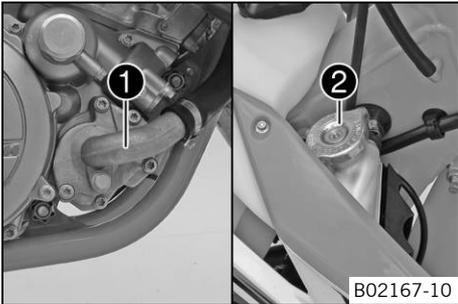
- Check the O-ring of the protection cap for correct seating.

- Position protection cap ② and turn all the way clockwise using a coin.
- Press any button on the speedometer.
 - ✓ The speedometer is activated.
- Position the speedometer in the holder.
- Mount and tighten the screws with washers.

Finishing work

- Refit the headlight mask with the headlight. (☛ p. 94)
- Check the headlight setting. (☛ p. 96)
- Set kilometers or miles. (☛ p. 21)
- Set the speedometer functions. (☛ p. 22)
- Set the clock. (☛ p. 22)

16.1 Cooling system

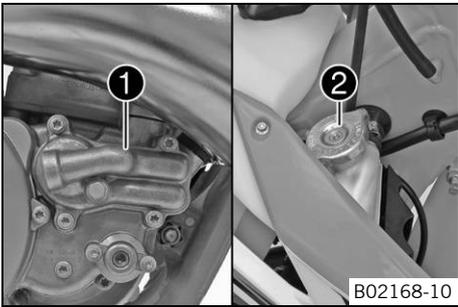


(All 125/200 models)

Water pump **1** in the engine circulates the coolant. The pressure resulting from the warming of the cooling system is regulated by a valve in radiator cap **2**. This ensures that operating the vehicle at the specified coolant temperature will not result in a risk of malfunctions.

120 °C (248 °F)

Cooling is effected by the air stream. The lower the speed, the less the cooling effect. Dirty cooling fins also reduce the cooling effect.



(All 250/300 models)

Water pump **1** in the engine circulates the coolant. The pressure resulting from the warming of the cooling system is regulated by a valve in radiator cap **2**. This ensures that operating the vehicle at the specified coolant temperature will not result in a risk of malfunctions.

120 °C (248 °F)

Cooling is effected by the air stream. The lower the speed, the less the cooling effect. Dirty cooling fins also reduce the cooling effect.

16.2 Checking the antifreeze and coolant level

Warning
Danger of scalding During motorcycle operation, the coolant gets very hot and is under pressure.

- Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.

Warning
Danger of poisoning Coolant is poisonous and a health hazard.

- Coolant must not come into contact with the skin, eyes, or clothing. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If coolant is swallowed, contact a physician immediately. Change clothing that is contaminated with coolant. Keep coolant out of reach of children.

Condition

The engine is cold.

- Stand the motorcycle upright on a horizontal surface.
- Remove the radiator cap.
- Check the coolant antifreeze.

-25... -45 °C (-13... -49 °F)

- » If the antifreeze in the coolant does not match the specified value:
 - Correct the coolant antifreeze.

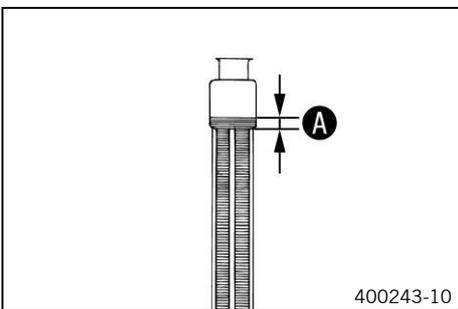
- Check the coolant level in the radiator.

Coolant level A above the radiator fins	10 mm (0.39 in)
--	-----------------

- » If the coolant level does not match the specified value:
 - Correct the coolant level.

Coolant (☛ p. 135)

- Mount the radiator cap.



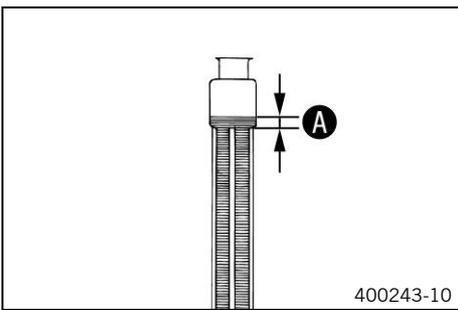
16.3 Checking the coolant level

Warning
Danger of scalding During motorcycle operation, the coolant gets very hot and is under pressure.

- Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.

Warning
Danger of poisoning Coolant is poisonous and a health hazard.

- Coolant must not come into contact with the skin, eyes, or clothing. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If coolant is swallowed, contact a physician immediately. Change clothing that is contaminated with coolant. Keep coolant out of reach of children.



Condition

The engine is cold.

- Stand the motorcycle upright on a horizontal surface.
- Remove the radiator cap.
- Check the coolant level in the radiator.

Coolant level A above the radiator fins	10 mm (0.39 in)
--	-----------------

- » If the coolant level does not match the specified value:
 - Correct the coolant level.

Coolant (☞ p. 135)

- Mount the radiator cap.

16.4 Draining the coolant ☞

Warning
Danger of scalding During motorcycle operation, the coolant gets very hot and is under pressure.

- Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.

Warning
Danger of poisoning Coolant is poisonous and a health hazard.

- Coolant must not come into contact with the skin, eyes, or clothing. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If coolant is swallowed, contact a physician immediately. Change clothing that is contaminated with coolant. Keep coolant out of reach of children.

Condition

The engine is cold.

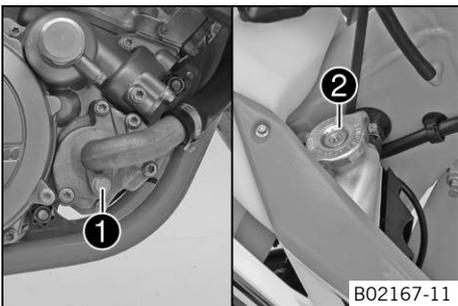
- Position the motorcycle upright.
- Place a suitable container under the water pump cover.

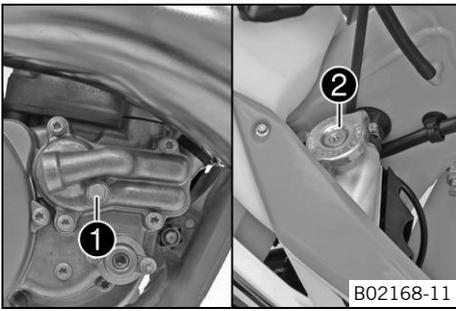
(All 125/200 models)

- Remove screw **1**. Take off radiator cap **2**.
- Completely drain the coolant.
- Mount and tighten screw **1** with a new seal ring.

Guideline

Drain plug, water pump cover	M10x1	15 Nm (11.1 lbf ft)
------------------------------	-------	------------------------





(All 250/300 models)

- Remove screw ①. Take off radiator cap ②.
- Completely drain the coolant.
- Mount and tighten screw ① with a new seal ring.

Guideline

Drain plug, water pump cover	M10x1	15 Nm (11.1 lbf ft)
------------------------------	-------	------------------------

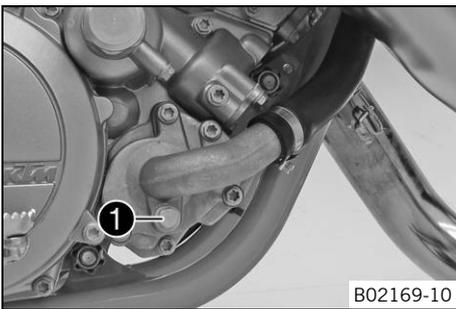
16.5 Refilling with coolant



Warning

Danger of poisoning Coolant is poisonous and a health hazard.

- Coolant must not come into contact with the skin, eyes, or clothing. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If coolant is swallowed, contact a physician immediately. Change clothing that is contaminated with coolant. Keep coolant out of reach of children.



(All 125/200 models)

- Make sure that screw ① is tightened.
- Position the motorcycle upright.
- Fill the radiator completely with coolant.

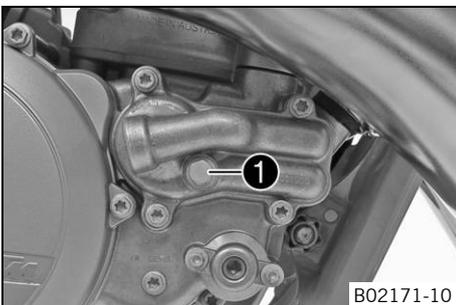
Coolant	1.2 l (1.3 qt.)	Coolant (☛ p. 135)
---------	-----------------	--------------------



- Loosen screw ② until coolant escapes without bubbles.
- Mount and tighten screw ②.

Guideline

Bleeder screw, cylinder head	M6	10 Nm (7.4 lbf ft)
------------------------------	----	-----------------------



(All 250/300 models)

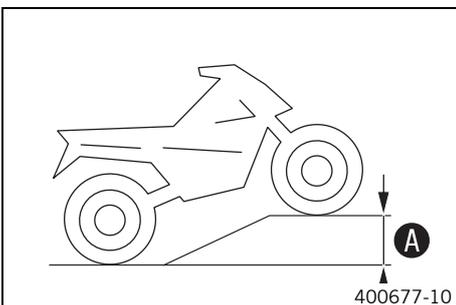
- Make sure that screw ① is tightened.
- Position the motorcycle upright.
- Fill the radiator completely with coolant.

Coolant	1.2 l (1.3 qt.)	Coolant (☛ p. 135)
---------	-----------------	--------------------

- Position the vehicle as shown and secure it against rolling away. A height difference of ① must be reached.

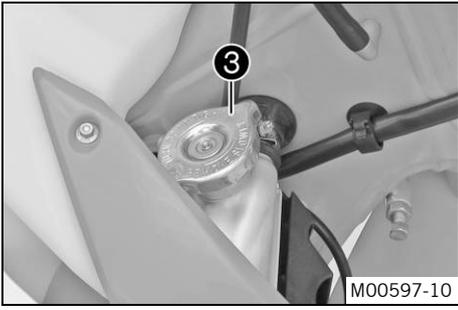
Guideline

Height difference ①	75 cm (29.5 in)
---------------------	-----------------



i Info

To ensure that all of the air can escape from the cooling system, the front of the vehicle must be jacked up. A poorly bled cooling system is less effective at cooling and may result in overheating of the engine.

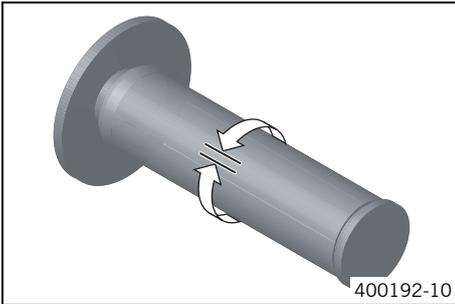


- Place the vehicle back on a level surface.
- Fill the radiator completely with coolant.
- Mount radiator cap ③.
- Run the engine until it is warm.

Finishing work

- Check the coolant level. (👉 p. 99)

17.1 Checking the play in the throttle cable



- Check the throttle grip for smooth operation.
- Move the handlebar to the straight-ahead position. Move the throttle grip backwards and forwards to ascertain the play in the throttle cable.

Play in throttle cable	3... 5 mm (0.12... 0.2 in)
------------------------	----------------------------

- » If the throttle cable play does not meet specifications:
 - Adjust the play in the throttle cable. (☛ p. 102)



Danger

Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and/or death.

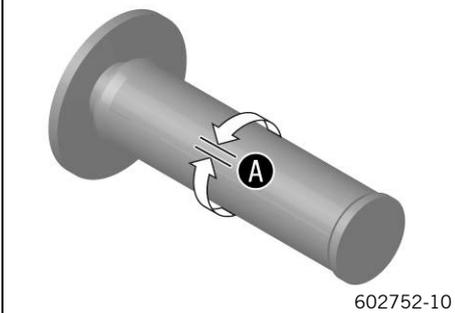
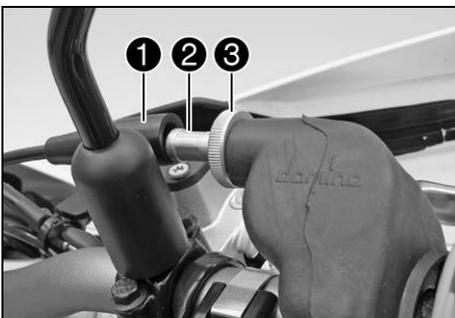
- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.

- Start the engine and let it run idle. Move the handlebar to and fro over the entire steering range.

The idle speed must not change.

- » If the idle speed changes:
 - Adjust the play in the throttle cable. (☛ p. 102)

17.2 Adjusting the play in the throttle cable ☛



Main work

- Move the handlebar to the straight-ahead position.
- Push back sleeve ①.
- Ensure that the throttle cable sleeve is pushed all the way into barrel adjuster ②.
- Loosen nut ③.
- Turn adjusting screw ② in such a way there is throttle cable play A in the throttle grip.

Guideline

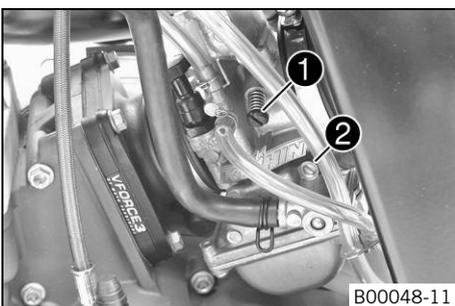
Play in throttle cable	3... 5 mm (0.12... 0.2 in)
------------------------	----------------------------

- Tighten nut ③.
- Slide on sleeve ①.

Finishing work

- Check the throttle grip for smooth operation.

17.3 Carburetor - idle



The idle setting of the carburetor has a big influence on the starting behavior, stable idling and the response to throttle opening. That means that an engine with a correctly set idle speed is easier to start than if the idle is set wrongly.



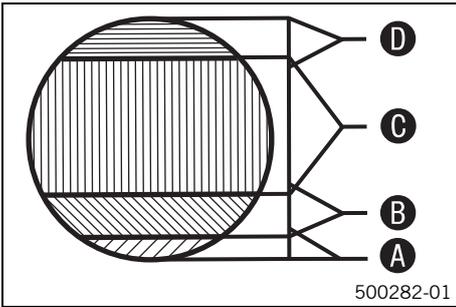
Info

The carburetor and its components are subject to greater wear due to engine vibrations. Wear can lead to malfunctions.

The factory setting for the carburetor is set for the following values.

Altitude above sea level	500 m (1,640 ft)
Ambient temperature	20 °C (68 °F)

Super unleaded (95 octane) mixed with 2-stroke engine oil (1:60) (☛ p. 136)



The idle speed is adjusted with adjusting screw ①.
 The idle mixture is adjusted with the idle air adjusting screw ②.

Idle air range A

Operation with the throttle slide closed. This range is influenced by adjusting screw ① and the idle air adjusting screw ②.

Transition range B

Behavior of the engine when the throttle slide is being opened. This range is influenced by the idling jet and by the form of the throttle slide.

If the engine sputters and smokes heavily when it starts despite a good idle and part-load setting, and if it abruptly reaches full power at a high rpm, the carburetor setting is too rich, or the float level is too high or the float needle valve is leaky.

Part-load range C

Operation with the throttle slide partially open. This range is influenced by the jet needle (form and position). The idle setting influences the engine tuning in the lower range, and the main jet influences the engine tuning in the upper range.

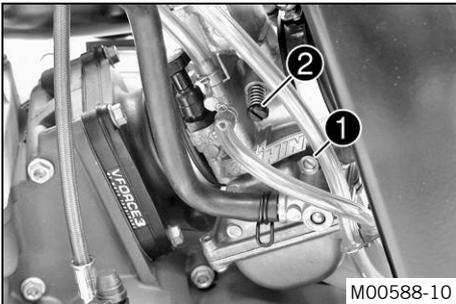
If, when accelerating with the throttle slide partially opened, the engine only stutters while running, the jet needle needs to be lowered by one level. If the engine knocks, especially when it reaches the full performance engine speed while accelerating, the jet needle needs to be raised. If the behavior described above occurs while idling or just above idling, the idling system needs to be regulated to a leaner setting if the engine is stuttering and to a richer setting if knocking.

Full-load range D

Operation with the throttle slide open (full throttle). This range is influenced by the main jet and jet needle.

If the insulator of a new spark plug is very light or white after a brief ride at full throttle, or if the engine knocks, a larger main jet needs to be used. If the insulator is dark brown or sooty, a smaller main jet needs to be used.

17.4 Carburetor - adjusting the idle speed



- Screw idle air adjusting screw ① all the way in.
- Turn the idle air adjusting screw to the specified basic setting.

Guideline

Idle air adjusting screw (All 125 models)	
Open	2.75 turns
Idle air adjusting screw (All XC-W models, 300 EXC BR)	
Open	2.0 turns
Idle air adjusting screw (200 EXC EU)	
Open	1.5 turns
Idle air adjusting screw (200 EXC AU)	
Open	1.0 turn
Idle air adjusting screw (250/300 EXC AU)	
Open	3.5 turns
Idle air adjusting screw (250 EXC EU, 250 EXC Six Days EU, 250 EXC Factory Edition EU)	
Open	1.5 turns
Idle air adjusting screw (300 EXC EU, 300 EXC Six Days EU, 300 EXC Factory Edition EU)	
Open	1.75 turns

- Run the engine until warm.

Guideline

Warm-up time	≥ 5 min
--------------	---------



Danger

Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and/or death.

- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.

- Adjust the idle speed with adjusting screw ②.

Guideline

Choke function deactivated – The choke lever is pushed in all the way. (☞ p. 18)	
Idle speed	1,400... 1,500 rpm

- Turn idle air adjusting screw ① slowly in a clockwise direction until the idle speed begins to fall.
- Note the position and turn the idle air adjusting screw slowly counterclockwise until the idle speed falls again.
- Adjust to the point between these two positions with the highest idle speed.

i Info
 If there is a large engine speed rise, reduce the idle speed to a normal level and repeat the above steps.
 If the procedure described here does not lead to satisfactory results, the cause may be a wrongly dimensioned idling jet.
 If you can turn the idle air adjusting screw to the end without any change of engine speed, you need to install a smaller idling jet.
 After changing the idling jet, repeat the adjusting steps from the beginning.
 Following extreme air temperature or altitude changes, adjust the idle speed again.

17.5 Emptying the carburetor float chamber ☞

! 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.
- The fuel in the fuel tank expands when warm and may emerge if overfilled. Follow the instructions on refueling.

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

- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that is contaminated with fuel. Store fuel properly in a suitable canister and keep away from children.

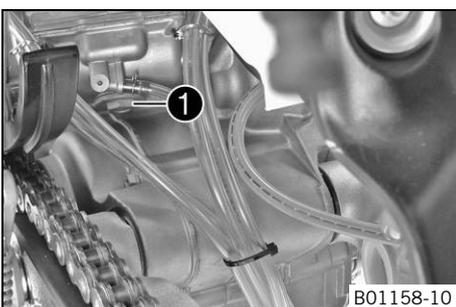
🌿 Warning
Environmental hazard Improper handling of fuel is a danger to the environment.

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

i Info
 Carry out this work with a cold engine.
 Water in the float chamber results in malfunctioning.

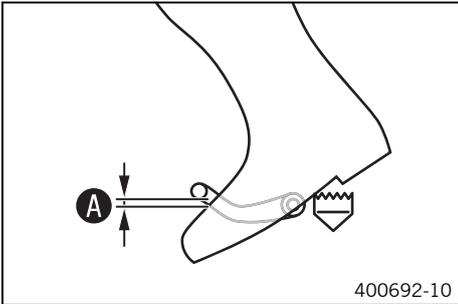
Preparatory work
 - Turn handle ① of the fuel tap to the **OFF** position. (Figure 602702-10☞ p. 17)
 ✓ Fuel no longer flows from the fuel tank to the carburetor.

Main work
 - Place a cloth beneath the carburetor to soak up emerging fuel.
 - Remove plug ①.
 - Completely drain the fuel.
 - Mount and tighten the plug.



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17.6 Checking the basic position of the shift lever

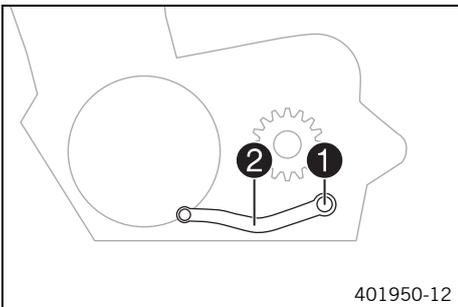


- Sit on the vehicle in the riding position and determine the distance **A** between the upper edge of your boot and the shift lever.

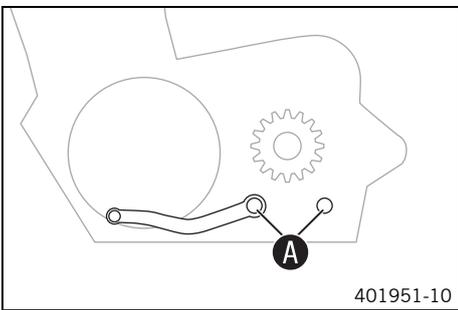
Distance between shift lever and upper edge of boot	10... 20 mm (0.39... 0.79 in)
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- » If the distance does not meet specifications:
 - Adjust the basic position of the shift lever. (p. 105)

17.7 Adjusting the basic position of the shift lever



- Remove screw **1** and take off shift lever **2**.



- Clean gear teeth **A** of the shift lever and shift shaft.
- Mount the shift lever on the shift shaft in the required position and engage the gearing.

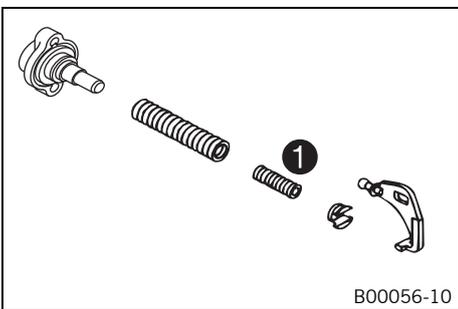
Info
 The range of adjustment is limited.
 The shift lever must not come into contact with any other vehicle components during the shift procedure.

- Mount and tighten the screw.

Guideline

Screw, shift lever	M6	14 Nm (10.3 lbf ft)	Loctite® 243™
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17.8 Engine characteristic - auxiliary spring (All 250/300 models)



The auxiliary spring is located on the right side of the engine below the water pump cover.

Possible states

- Auxiliary spring with yellow marking – Auxiliary spring mounted at the factory with medium tuning (standard) for good rideability.
- Auxiliary spring with green marking – Auxiliary spring for softer performance contained in the separate enclosure.
- Auxiliary spring with red marking – Auxiliary spring for more aggressive performance contained in the separate enclosure.

The engine characteristic can be influenced by different spring strengths of the auxiliary spring **1**.

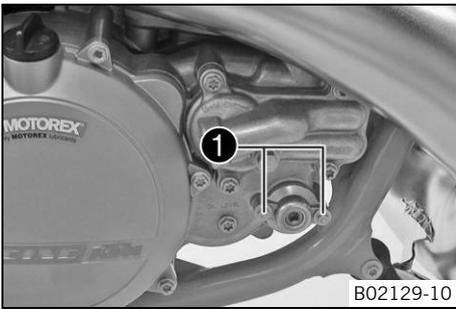
17.9 Engine characteristic - setting the auxiliary spring (All 250/300 models)

Warning
Danger of burns Some vehicle components become very hot when the vehicle is operated.

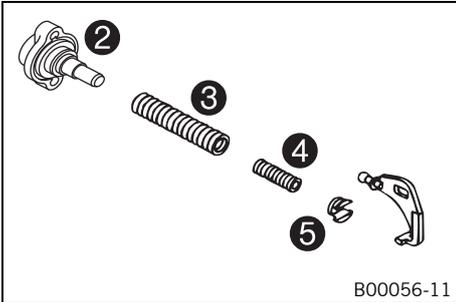
- Do not touch hot components such as exhaust system, radiator, engine, shock absorber, and the brake system. Allow these components to cool down before starting work on them.

Preparatory work

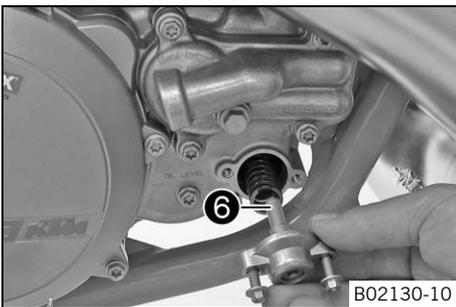
- Tilt the motorcycle approx. 45° to the left and secure it to prevent it from falling.



B02129-10



B00056-11



B02130-10

Main work

- Remove screws ①.
- Take cap ②, adjusting spring ③, auxiliary spring ④, and spring insert ⑤ out of the clutch cover.
- Pull both springs off of the spring insert.

- Mount the required auxiliary spring ④ and adjusting spring ③ and slide them into the clutch cover together.

Auxiliary spring with yellow marking (54637072300)
Auxiliary spring with green marking (54837072100)
Auxiliary spring with red marking (54837072000)

✓ The recess in spring insert ⑤ engages in the angle lever.

i Info
Screw ⑥ must not be turned as this would worsen the engine characteristic.

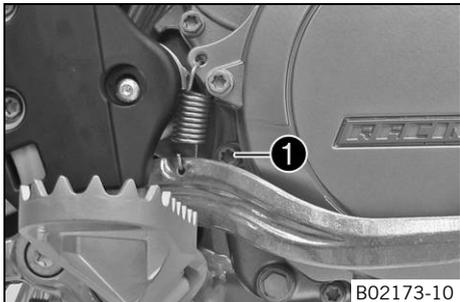
- Check the O-ring in the cap.
- Position the cap.
- Mount and tighten the screws.

Guideline

Screw, exhaust control cover	M5	6 Nm (4.4 lbf ft)
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18.1 Checking the gear oil level

i Info
The gear oil level must be checked while the engine is cold.



Preparatory work

- Stand the motorcycle upright on a horizontal surface.

Main work

(All 125/200 models)

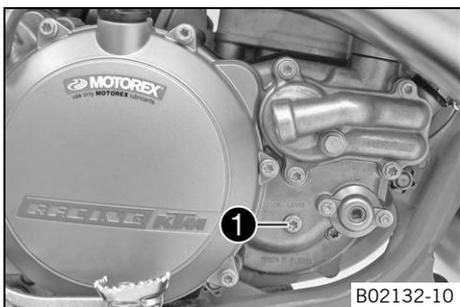
- Remove screw ① from the opening used to check the gear oil level.
- Check the gear oil level.

A small quantity of gear oil should flow out of the opening.

- » If gear oil does not flow out:
 - Add gear oil. 🛠️ (p. 109)
- Mount and tighten the screw in the opening used to check the gear oil level.

Guideline

Screw, gear oil level check	M6	10 Nm (7.4 lbf ft)
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(All 250/300 models)

- Remove screw ① from the opening used to check the gear oil level.
- Check the gear oil level.

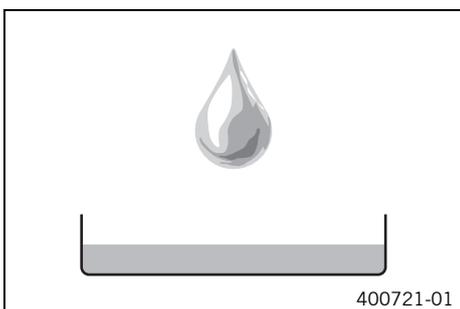
A small quantity of gear oil should flow out of the opening.

- » If gear oil does not flow out:
 - Add gear oil. 🛠️ (p. 109)
- Mount and tighten the screw in the opening used to check the gear oil level.

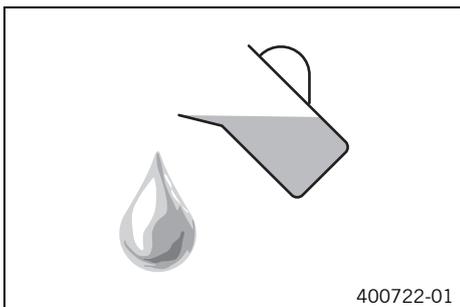
Guideline

Screw, gear oil level check	M6	10 Nm (7.4 lbf ft)
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18.2 Changing the gear oil 🛠️



- Drain the gear oil. 🛠️ (p. 108)



- Refill with gear oil. 🛠️ (p. 108)

18.3 Draining the gear oil

- Warning**
Danger of scalding Engine oil and gear oil get very hot when the motorcycle is ridden.
- Wear appropriate protective clothing and safety gloves. In case of burns, rinse immediately with lukewarm water.
- Warning**
Environmental hazard Hazardous substances cause environmental damage.
- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

i Info
 Only drain the gear oil while the engine is warm.

Preparatory work

- Park the motorcycle on a level surface.
- Place a suitable container under the engine.

Main work

(All 125/200 models)

- Remove the gear oil drain plug with magnet **1**.
- Remove gear oil drain plug **2**.
- Completely drain the gear oil.
- Clean the gear oil drain plug thoroughly.
- Clean the sealing area on the engine.
- Mount the gear oil drain plug with magnet **1** and the seal ring and tighten.

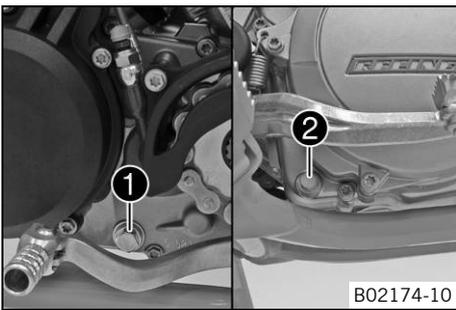
Guideline

Gear oil drain plug with magnet	M12x1.5	20 Nm (14.8 lbf ft)
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- Mount gear oil drain plug **2** with the seal ring and tighten.

Guideline

Gear oil drain plug	M10x1	15 Nm (11.1 lbf ft)
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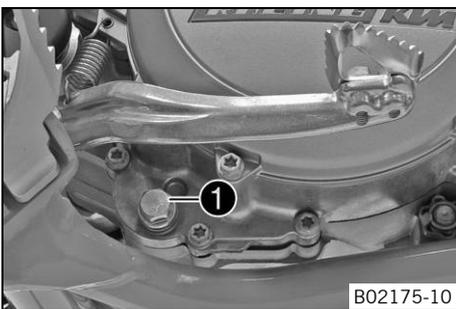


(All 250/300 models)

- Remove the gear oil drain plug with magnet **1**.
- Completely drain the gear oil.
- Clean the gear oil drain plug with the magnet thoroughly.
- Clean the sealing area on the engine.
- Mount the gear oil drain plug with magnet **1** and the seal ring and tighten.

Guideline

Gear oil drain plug with magnet	M12x1.5	20 Nm (14.8 lbf ft)
---------------------------------	---------	------------------------



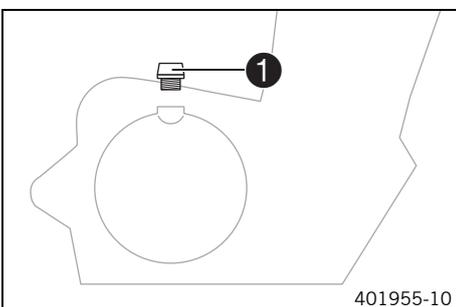
18.4 Refilling with gear oil

i Info
 Too little gear oil or poor-quality oil results in premature wear of the transmission.

Main work

- Remove filler plug **1** and fill up with gear oil.

Gear oil (All 125/200 models)	0.70 l (0.74 qt.)	Engine oil (15W/50) ( p. 135)
Gear oil (All 250/300 models)	0.80 l (0.85 qt.)	Engine oil (15W/50) ( p. 135)



- Mount and tighten the oil filler plug.



Danger

Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and/or death.

- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.

- Start the engine and check that it is oil-tight.

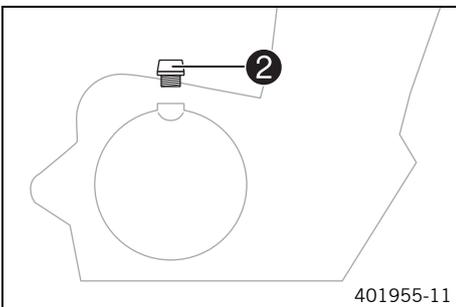
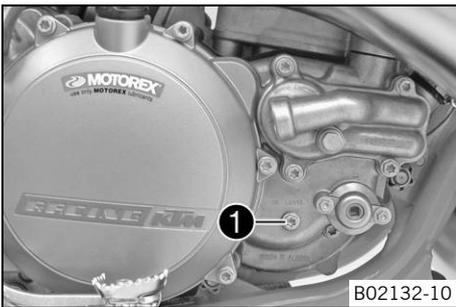
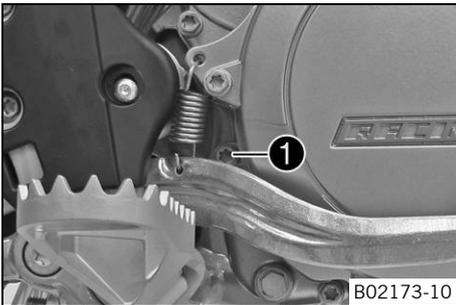
Finishing work

- Check the gear oil level. (☛ p. 107)

18.5 Adding gear oil 🛠️

i Info

Too little gear oil or poor-quality gear oil results in premature wear of the transmission. The gear oil level must be checked when the engine is cold.



Preparatory work

- Park the motorcycle on a level surface.

Main work

(All 125/200 models)

- Remove screw ① from the opening used to check the gear oil level.

(All 250/300 models)

- Remove screw ① from the opening used to check the gear oil level.

- Remove filler plug ②.
- Add gear oil until it emerges from the opening used to check the gear oil level.

Engine oil (15W/50) (☛ p. 135)

- Mount and tighten the gear oil level check screw.

Guideline

(All 125/200 models)

Screw, gear oil level check	M6	10 Nm (7.4 lbf ft)
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(All 250/300 models)

Screw, gear oil level check	M6	10 Nm (7.4 lbf ft)
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- Mount and tighten filler plug ②.



Danger

Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and/or death.

- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.

- Start the engine and check that it is oil-tight.

Finishing work

- Check the gear oil level. (☞ p. 107)

19.1 Cleaning the motorcycle

Note

Material damage Damage and destruction of components by high-pressure cleaning equipment.

- When cleaning the vehicle with a pressure cleaner, do not point the water jet directly onto electrical components, connectors, cables, bearings, etc. Maintain a minimum distance of 60 cm between the nozzle of the pressure cleaner and the component. Excessive pressure can cause malfunctions or destroy these parts.

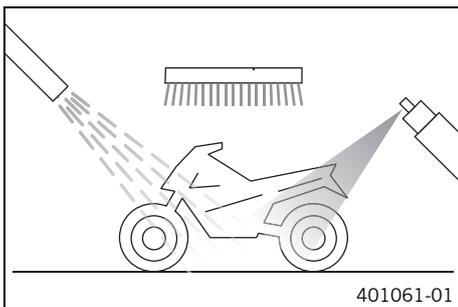
Warning

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

Info

If you clean the motorcycle regularly, its value and appearance will be maintained over a long period. Avoid direct sunlight on the motorcycle during cleaning.



- Close off the exhaust system to prevent water from entering.
- Remove coarse dirt particles by spraying gently with water.
- Spray very dirty areas with a normal motorcycle cleaner and then clean with a soft brush.

Motorcycle cleaner (☛ p. 137)

Info

Use warm water containing normal motorcycle cleaner and a soft sponge. Never apply motorcycle cleaner to the dry vehicle; always rinse with water first.

- After rinsing the motorcycle with a gentle water spray, allow it to dry thoroughly.
- Empty the carburetor float chamber. ☛ (☛ p. 104)
- Remove the plug from the exhaust system.

Warning

Danger of accidents Reduced braking efficiency due to a wet or dirty brake system.

- Clean or dry a dirty or wet brake system by riding and braking gently.

- After cleaning, take a short ride until the engine reaches operating temperature.

Info

The heat produced causes water at inaccessible locations in the engine and brake system to evaporate.

- After the motorcycle has cooled off, lubricate all moving parts and bearings.
- Clean the chain. (☛ p. 68)
- Treat bare metal parts (except for brake discs and exhaust system) with anti-corrosion materials.

Preserving materials for paints, metal and rubber (☛ p. 137)

- Treat all plastic parts and powder-coated parts with a mild cleaning and care product.

Special cleaner for glossy and matte paint finishes, metal and plastic surfaces (☛ p. 137)

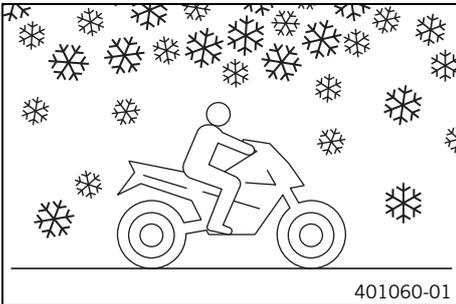
(All EXC models)

- Oil the steering lock.

Universal oil spray (☛ p. 138)

19.2 Checks and maintenance steps for winter operation

- i Info**
If the motorcycle is used in the winter, salt can be expected on the roads. Precautions need to be taken against road salt corrosion.
If the vehicle was operated in road salt, clean it with cold water after riding. Warm water would enhance the corrosive effects of salt.



- Clean the motorcycle. (☛ p. 111)
- Clean the brakes.

- i Info**
After **EVERY** trip on salted roads, thoroughly wash the brake calipers and brake linings with cold water and dry carefully. This should be done after the parts are cooled down and while they are installed.
After riding on salted roads, thoroughly wash the motorcycle with cold water and dry it well.

- Treat the engine, swingarm and all other bright and zinc-plated parts (except for the brake discs) with a wax-based corrosion inhibitor.

- i Info**
Corrosion inhibitor is not permitted to come in contact with the brake discs as this would greatly reduce the braking force.

- Clean the chain. (☛ p. 68)

20.1 Storage



Warning

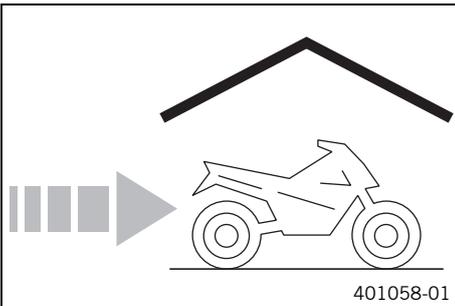
Danger of poisoning Fuel is poisonous and a health hazard.

- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that is contaminated with fuel. Store fuel properly in a suitable canister and keep away from children.



Info

If you want to put the motorcycle into storage for a longer period, take the following actions. Before storing the motorcycle, check all parts for function and wear. If service, repairs or replacements are necessary, you should do this during the storage period (less workshop overload). In this way, you can avoid long workshop waiting times at the start of the new season.



- Clean the motorcycle. (☞ p. 111)
- Change the gear oil. ☞ (☞ p. 107)
- Check the antifreeze and coolant level. (☞ p. 98)
- When refueling for the last time before taking the motorcycle out of service, add fuel additive.

Fuel additive (☞ p. 137)

- Refuel. (☞ p. 38)
- Empty the carburetor float chamber. ☞ (☞ p. 104)
- Check the tire air pressure. (☞ p. 89)

(All 200/250/300 models)

- Remove the battery. ☞ (☞ p. 91)
- Recharge the battery. ☞ (☞ p. 92)

Guideline

Storage temperature of battery without direct sunlight	0... 35 °C (32... 95 °F)
--	--------------------------

- Store the vehicle in a dry location that is not subject to large fluctuations in temperature.



Info

KTM recommends raising the motorcycle.

- Raise the motorcycle with the lift stand. (☞ p. 50)
- Cover the vehicle with a tarp or cover that is permeable to air.

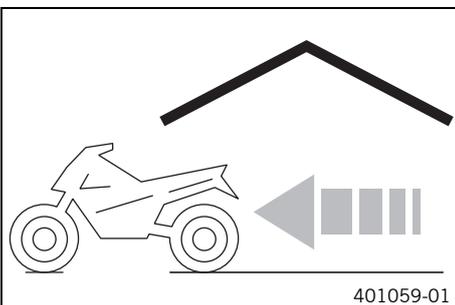


Info

Do not use non-porous materials since they prevent humidity from escaping, thus causing corrosion.

Avoid running the engine for a short time only. Because the engine will not warm up sufficiently, the water vapor produced during combustion will condense, causing engine parts and the exhaust system to rust.

20.2 Preparing for use after storage



- Remove the motorcycle from the lift stand. (☞ p. 50)

(All 200/250/300 models)

- Install the battery. ☞ (☞ p. 91)
- Perform checks and maintenance work when preparing the vehicle for use. (☞ p. 35)
- Make a test ride.

Faults	Possible cause	Action
The engine cannot be cranked (electric starter) (All 200/250/300 models)	Operating error	– Carry out the start procedure. (☞ p. 35)
	Battery discharged	– Recharge the battery. ☞ (☞ p. 92) – Check the charging voltage. ☞ – Check the closed current. ☞ – Check the alternator. ☞
	Main fuse is blown	– Change the main fuse. (☞ p. 93)
	Starter relay faulty	– Check the starter relay. ☞
	Starter motor faulty	– Check the starter motor. ☞
Engine turns but does not start	Operating error	– Carry out the start procedure. (☞ p. 35)
	Motorcycle was out of use for a long time and there is old fuel in the float chamber	– Empty the carburetor float chamber. ☞ (☞ p. 104)
	Fuel feed interrupted	– Check the fuel tank breather. – Clean the fuel tap. – Check/set the carburetor components.
	Spark plug oily or wet	– Clean and dry the spark plug, or change it if necessary.
	Electrode distance (plug gap) of spark plug too wide	– Adjust the plug gap. Guideline (All 125/200 models) Spark plug electrode gap 0.60 mm (0.0236 in) (All 250/300 models) Spark plug electrode gap 0.60 mm (0.0236 in)
	Fault in ignition system	– Check the ignition system. ☞
	Kill switch cable in wiring harness frayed, kill switch defective	– Check the kill switch. ☞
	The connector or ignition coil is loose or oxidized	– Clean the connector and treat it with contact spray.
Engine has no idle	Water in carburetor or jets blocked	– Check/set the carburetor components.
	Idling jet blocked	– Check/set the carburetor components.
	Adjusting screws on carburetor distorted	– Carburetor - adjust the idle speed. ☞ (☞ p. 103)
	Spark plug defective	– Change the spark plug.
Engine does not speed up	Ignition system defective	– Check the ignition coil. ☞ – Check the spark plug connector. ☞
	Carburetor running over because float needle dirty or worn	– Check/set the carburetor components.
	Loose carburetor jets	– Check/set the carburetor components.
Engine has too little power	Fault in ignition system	– Check the ignition system. ☞
	Fuel feed interrupted	– Check the fuel tank breather. – Clean the fuel tap. – Check/set the carburetor components.
	Air filter very dirty	– Clean the air filter and air filter box. ☞ (☞ p. 64)
	Exhaust system leaky, deformed or too little glass fiber yarn filling in main silencer	– Check exhaust system for damage. – Change the glass fiber yarn filling of the main silencer. ☞ (☞ p. 65)
	Fault in ignition system	– Check the ignition system. ☞
Engine stalls or is popping into the carburetor	Diaphragm or reed valve housing damaged	– Check the diaphragm and reed valve housing.
	Lack of fuel	– Turn handle ❶ of the fuel tap to the ON position. (Figure 602702-10☞ p. 17) – Refuel. (☞ p. 38)

Faults	Possible cause	Action
Engine stalls or is popping into the carburetor	Engine takes in bad air	– Check the intake flange and carburetor for tightness.
	The connector or ignition coil is loose or oxidized	– Clean the connector and treat it with contact spray.
Engine overheats	Too little coolant in cooling system	– Check the cooling system for leakage. – Check the coolant level. (☛ p. 99)
	Too little air stream	– Switch off engine when stationary.
	Radiator fins very dirty	– Clean the radiator fins.
	Foam formation in cooling system	– Drain the coolant. ☛ (☛ p. 99) – Refill with coolant. ☛ (☛ p. 100)
	Damaged cylinder head or cylinder head gasket	– Check the cylinder head and cylinder head gasket.
	Bent radiator hose	– Change the radiator hose. ☛
	Incorrect ignition point due to loose stator	(All 125 models) – Adjust the ignition. ☛
White smoke emission (steam in exhaust gas)	Damaged cylinder head or cylinder head gasket – Check the cylinder head and cylinder head gasket.	
Gear oil exits at the vent hose	Too much gear oil added – Check the gear oil level. (☛ p. 107)	
Water in the gear oil	Damaged shaft seal ring or water pump – Check the shaft seal ring and water pump.	

22.1 Engine**22.1.1 All 125 models**

Design	1-cylinder 2-stroke engine, water-cooled, with reed intake and exhaust control
Displacement	124.8 cm ³ (7.616 cu in)
Stroke	54.5 mm (2.146 in)
Bore	54 mm (2.13 in)
Crankshaft bearing	1 grooved ball bearing/1 roller bearing
Conrod bearing	Needle bearing
Piston pin bearing	Needle bearing
Pistons	Aluminum cast
Piston rings	2 half keystone rings
X (upper edge of piston to upper edge of cylinder)	0... 0.10 mm (0... 0.0039 in)
Z (height of control flap)	43.7 mm (1.72 in)
Primary transmission	23:73
Clutch	Multidisc clutch in oil bath/hydraulically activated
Gearbox	6-gear, claw shifted
Transmission ratio	
1st gear	12:33
2nd gear	15:31
3rd gear	17:28
4th gear	19:26
5th gear	21:25
6th gear	20:20
Ignition	Contactless controlled fully electronic ignition with digital ignition adjustment, type Kokusan
Ignition point (BTDC)	1.4 mm (0.055 in)
Spark plug	NGK BR9 ECMVX
Spark plug electrode gap	0.60 mm (0.0236 in)
Starting aid	Kick starter

22.1.2 All 200 models

Design	1-cylinder 2-stroke engine, water-cooled, with reed intake and exhaust control
Displacement	193 cm ³ (11.78 cu in)
Stroke	60 mm (2.36 in)
Bore	64 mm (2.52 in)
Crankshaft bearing	1 grooved ball bearing/1 roller bearing
Conrod bearing	Needle bearing
Piston pin bearing	Needle bearing
Pistons	Aluminum cast
Piston rings	2 half keystone rings
X (upper edge of piston to upper edge of cylinder)	0... 0.10 mm (0... 0.0039 in)
Z (height of control flap)	47 mm (1.85 in)
Primary transmission	23:73
Clutch	Multidisc clutch in oil bath/hydraulically activated
Gearbox	6-gear, claw shifted
Transmission ratio	
1st gear	12:33
2nd gear	15:31
3rd gear	17:28
4th gear	19:26

5th gear	17:19
6th gear	22:20
Ignition	Contactless controlled fully electronic ignition with digital ignition adjustment, type Kokusan
Ignition point (BTDC)	1.6 mm (0.063 in)
Spark plug	NGK BR 8 EG
Spark plug electrode gap	0.60 mm (0.0236 in)
Starting aid	Kick starter and electric starter

22.1.3 All 250 models

Design	1-cylinder 2-stroke engine, water-cooled, with reed intake and exhaust control
Displacement	249 cm ³ (15.19 cu in)
Stroke	72 mm (2.83 in)
Bore	66.4 mm (2.614 in)
Exhaust valve - Beginning of adjustment	5,700 rpm
Exhaust valve - end of adjustment with red auxiliary spring	7,300 rpm
Exhaust valve - end of adjustment with yellow auxiliary spring	8,000 rpm
Exhaust valve - end of adjustment with green auxiliary spring	8,500 rpm
Crankshaft bearing	1 grooved ball bearing/1 roller bearing
Conrod bearing	Needle bearing
Piston pin bearing	Needle bearing
Pistons	Aluminum cast
Piston rings	2 half keystone rings
X (upper edge of piston to upper edge of cylinder)	0... 0.10 mm (0... 0.0039 in)
Z (height of control flap)	48 mm (1.89 in)
Primary transmission	26:72
Clutch	Multidisc clutch in oil bath/hydraulically activated
Gearbox	6-gear, claw shifted
Transmission ratio	
1st gear	14:32
2nd gear	16:26
3rd gear	20:25
4th gear	22:23
5th gear	25:22
6th gear	26:20
Ignition	Contactless controlled fully electronic ignition with digital ignition adjustment, type Kokusan
Ignition point (BTDC)	1.9 mm (0.075 in)
Spark plug	NGK BR 7 ES
Spark plug electrode gap	0.60 mm (0.0236 in)
Starting aid	Kick starter and electric starter

22.1.4 All 300 models

Design	1-cylinder 2-stroke engine, water-cooled, with reed intake and exhaust control
Displacement	293 cm ³ (17.88 cu in)
Stroke	72 mm (2.83 in)
Bore	72 mm (2.83 in)
Exhaust valve - Beginning of adjustment	5,600 rpm
Exhaust valve - end of adjustment with red auxiliary spring	7,200 rpm
Exhaust valve - end of adjustment with yellow auxiliary spring	7,900 rpm
Exhaust valve - end of adjustment with green auxiliary spring	8,400 rpm

Crankshaft bearing	1 grooved ball bearing/1 roller bearing
Conrod bearing	Needle bearing
Piston pin bearing	Needle bearing
Pistons	Aluminum cast
Piston rings	2 half keystone rings
X (upper edge of piston to upper edge of cylinder)	0... 0.10 mm (0... 0.0039 in)
Z (height of control flap)	48.5 mm (1.909 in)
Primary transmission	26:72
Clutch	Multidisc clutch in oil bath/hydraulically activated
Gearbox	6-gear, claw shifted
Transmission ratio	
1st gear	14:32
2nd gear	16:26
3rd gear	20:25
4th gear	22:23
5th gear	25:22
6th gear	26:20
Ignition	Contactless controlled fully electronic ignition with digital ignition adjustment, type Kokusan
Ignition point (BTDC)	1.9 mm (0.075 in)
Spark plug	NGK BR 7 ES
Spark plug electrode gap	0.60 mm (0.0236 in)
Starting aid	Kick starter and electric starter

22.2 Engine tightening torques

22.2.1 All 125/200 models

Screw, membrane core plate (All 125 models)	EJOT DELTA PT® 30x12	1 Nm (0.7 lbf ft)	–
Screw, membrane holder (All 125 models)	EJOT DELTA PT® 35x25	1 Nm (0.7 lbf ft)	–
Screw, outer clamping plate (All 125 models)	EJOT DELTA PT® 30x6	1 Nm (0.7 lbf ft)	–
Screw, membrane (All 200 models)	M4	2 Nm (1.5 lbf ft)	Loctite® 243™
Locking screw for bearing	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Screw, alternator cover	M5	5 Nm (3.7 lbf ft)	–
Screw, centrifugal timer	M5	8 Nm (5.9 lbf ft)	Loctite® 243™
Screw, crankshaft position sensor	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Screw, exhaust control cover	M5	5 Nm (3.7 lbf ft)	–
Screw, exhaust flange	M5	6 Nm (4.4 lbf ft)	–
Screw, ignition system/stator (All 125 models)	M5	6 Nm (4.4 lbf ft)	Loctite® 222™
Screw, lock washer, axle for control flap	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Screw, locking lever	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Screw, water pump wheel	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Adjustment cable, exhaust control	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Bleeder screw, cylinder head	M6	10 Nm (7.4 lbf ft)	–
Screw, alternator cover	M6	8 Nm (5.9 lbf ft)	–
Screw, clutch cover	M6	10 Nm (7.4 lbf ft)	–
Screw, clutch slave cylinder	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, clutch spring	M6	10 Nm (7.4 lbf ft)	–
Screw, engine case	M6	10 Nm (7.4 lbf ft)	–
Screw, exhaust control	M6	10 Nm (7.4 lbf ft)	–

Screw, gear oil level check	M6	10 Nm (7.4 lbf ft)	–
Screw, ignition system/stator (All 200 models)	M6	8 Nm (5.9 lbf ft)	Loctite® 243™
Screw, intake flange/reed valve housing	M6	10 Nm (7.4 lbf ft)	–
Screw, kick starter stop plate	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, shift lever	M6	14 Nm (10.3 lbf ft)	Loctite® 243™
Screw, shifting gate	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, starter motor (All 200 models)	M6	8 Nm (5.9 lbf ft)	–
Screw, water pump cover	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, cylinder head	M7	18 Nm (13.3 lbf ft)	–
Axle for control flap, exhaust control	M8	Step 1 3 Nm (2.2 lbf ft) Step 2 (loosen, counter- clockwise) 1/4 turn	–
Nut, cylinder base	M8	30 Nm (22.1 lbf ft)	–
Screw, kick starter	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
Screw, shift drum locating	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
Stud, cylinder base	M8	35 Nm (25.8 lbf ft)	–
Drain plug, water pump cover	M10x1	15 Nm (11.1 lbf ft)	–
Gear oil drain plug	M10x1	15 Nm (11.1 lbf ft)	–
Nut, rotor	M12x1	60 Nm (44.3 lbf ft)	–
Gear oil drain plug with magnet	M12x1.5	20 Nm (14.8 lbf ft)	–
Spark plug	M14x1.25	25 Nm (18.4 lbf ft)	–
Nut, primary gear	M16LHx1.5	130 Nm (95.9 lbf ft)	Loctite® 243™
Nut, inner clutch hub	M18x1.5	130 Nm (95.9 lbf ft)	Loctite® 243™
Cap nut, exhaust control	M26x1	35 Nm (25.8 lbf ft)	–

22.2.2 All 250/300 models

Screw, clamping plate	EJOT DELTA PT® 30x6	1 Nm (0.7 lbf ft)	–
Screw, membrane core plate	EJOT DELTA PT® 30x12	1 Nm (0.7 lbf ft)	–
Screw, membrane holder	EJOT DELTA PT® 35x25	1 Nm (0.7 lbf ft)	–
Screw, angle lever, exhaust control	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Screw, clutch spring retainer	M5	6 Nm (4.4 lbf ft)	–
Screw, crankshaft position sensor	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Screw, exhaust control cap	M5	5 Nm (3.7 lbf ft)	–
Screw, exhaust control cover	M5	6 Nm (4.4 lbf ft)	–
Screw, locking lever	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Screw, retaining bracket of exhaust control	M5	7 Nm (5.2 lbf ft)	Loctite® 2701™
Screw, water pump wheel	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Screw, alternator cover	M6	8 Nm (5.9 lbf ft)	–
Screw, bearing retainer	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, clutch cover	M6	10 Nm (7.4 lbf ft)	–
Screw, control flap, exhaust control	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, engine case	M6	10 Nm (7.4 lbf ft)	–
Screw, exhaust flange	M6	8 Nm (5.9 lbf ft)	–
Screw, gear oil level check	M6	10 Nm (7.4 lbf ft)	–
Screw, intake flange/reed valve housing	M6	10 Nm (7.4 lbf ft)	–
Screw, intermediate wheel bolt	M6	8 Nm (5.9 lbf ft)	Loctite® 648™
Screw, kick starter spring	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, kick starter stop plate	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, shift drum locating	M6	10 Nm (7.4 lbf ft)	Loctite® 243™

Screw, shift lever	M6	14 Nm (10.3 lbf ft)	Loctite® 243™
Screw, slave cylinder of the clutch	M6	10 Nm (7.4 lbf ft)	–
Screw, starter motor	M6	8 Nm (5.9 lbf ft)	–
Screw, stator	M6	8 Nm (5.9 lbf ft)	Loctite® 243™
Screw, water pump cover	M6	10 Nm (7.4 lbf ft)	–
Screw, cylinder head	M8	27 Nm (19.9 lbf ft)	–
Screw, kick starter	M8	25 Nm (18.4 lbf ft)	Loctite® 2701™
Nut, cylinder base	M10	35 Nm (25.8 lbf ft)	–
Drain plug, water pump cover	M10x1	15 Nm (11.1 lbf ft)	–
Nut, rotor	M12x1	60 Nm (44.3 lbf ft)	–
Gear oil drain plug with magnet	M12x1.5	20 Nm (14.8 lbf ft)	–
Spark plug	M14x1.25	25 Nm (18.4 lbf ft)	–
Nut, inner clutch hub	M18x1.5	120 Nm (88.5 lbf ft)	Loctite® 648™
Nut, primary gear	M18LHx1.5	150 Nm (110.6 lbf ft)	Loctite® 648™

22.3 Capacities

22.3.1 Gear oil

Gear oil (All 125/200 models)	0.70 l (0.74 qt.)	Engine oil (15W/50) (☛ p. 135)
Gear oil (All 250/300 models)	0.80 l (0.85 qt.)	Engine oil (15W/50) (☛ p. 135)

22.3.2 Coolant

Coolant	1.2 l (1.3 qt.)	Coolant (☛ p. 135)
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22.3.3 Fuel

Total fuel tank capacity, approx. (EXC EU, EXC Six Days, EXC Factory Edition, 300 EXC BR)	9.5 l (2.51 US gal)	Super unleaded (95 octane) mixed with 2-stroke engine oil (1:60) (☛ p. 136)
Total fuel tank capacity, approx. (EXC AU, XC-W, XC-W Six Days)	10 l (2.6 US gal)	Super unleaded (95 octane) mixed with 2-stroke engine oil (1:60) (☛ p. 136)
Fuel reserve, approx. (EXC EU, EXC Six Days, EXC Factory Edition)	2 l (2 qt.)	
Fuel reserve, approx. (EXC AU, XC-W, XC-W Six Days)	2.5 l (2.6 qt.)	

22.4 Chassis

Frame	Central tube frame made of chrome molybdenum steel tubing
Fork (EXC, XC-W, EXC Factory Edition)	WP Suspension Up Side Down 4860 MXMA PA
Fork (Six Days)	WP Suspension Up Side Down 4860 4CS
Suspension travel	
Front	300 mm (11.81 in)
Suspension travel	
Rear	335 mm (13.19 in)
Fork offset (All 125/200 models)	22 mm (0.87 in)
Fork offset (All 250/300 models)	20 mm (0.79 in)
Shock absorber	WP Suspension PDS 5018 DCC
Brake system	Disc brakes, brake calipers on floating bearings
Brake discs - diameter	
Front	260 mm (10.24 in)
Rear	220 mm (8.66 in)
Brake discs - wear limit	

Front	2.5 mm (0.098 in)
Rear	3.5 mm (0.138 in)
Tire air pressure, road (All EXC models)	
Front	1.5 bar (22 psi)
Rear	1.5 bar (22 psi)
Tire air pressure off road	
Front	1.0 bar (15 psi)
Rear	1.0 bar (15 psi)
Secondary ratio (All 125 models)	14:50 (13:50)
Secondary ratio (200 EXC EU, 200 EXC AU)	14:45
Secondary ratio (200 XC-W US)	14:48
Secondary ratio (All 250/300 EXC EU/AU models)	14:50 (13:50)
Secondary ratio (All 250/300 XC-W models)	13:50
Secondary ratio (300 EXC BR)	13:52
Chain	5/8 x 1/4"
Rear sprockets available	38, 40, 42, 45, 48, 49, 50, 51, 52
Steering head angle	63.5°
Wheelbase (All 125/200 models)	1,471±10 mm (57.91±0.39 in)
Wheelbase (All 250/300 models)	1,482±10 mm (58.35±0.39 in)
Seat height unloaded	960 mm (37.8 in)
Ground clearance unloaded	355 mm (13.98 in)
Homologated weight without fuel, approx. (All 125 models)	95 kg (209 lb.)
Homologated weight without fuel, approx. (200 EXC EU, 200 EXC AU)	101.5 kg (223.8 lb.)
Homologated weight without fuel, approx. (All 250/300 EXC EU/AU models, 300 EXC BR)	104 kg (229 lb.)
Weight without fuel, approx. (200 XC-W US)	99.5 kg (219.4 lb.)
Weight without fuel, approx. (250 XC-W US)	101.9 kg (224.6 lb.)
Weight without fuel, approx. (300 XC-W Six Days US, 300 XC-W US)	102.1 kg (225.1 lb.)
Maximum permissible front axle load	145 kg (320 lb.)
Maximum permissible rear axle load	190 kg (419 lb.)
Maximum permissible overall weight	335 kg (739 lb.)

22.5 Electrical system

Battery (All 200/250/300 EU/AU/US models)	YTX4L-BS	Battery voltage: 12 V Nominal capacity: 3 Ah maintenance-free
Battery (300 EXC BR)	YTX5L-BS	Battery voltage: 12 V Nominal capacity: 4 Ah maintenance-free
Speedometer battery	CR 2430	Battery voltage: 3 V
Fuse (All 200/250/300 models)	58011109110	10 A
Headlight	HS1 / socket BX43t	12 V 35/35 W
Parking light	W5W / socket W2.1x9.5d	12 V 5 W
Indicator lamps	W2.3W / socket W1x4.6d	12 V 2.3 W
Turn signal (All EXC models)	R10W / socket BA15s	12 V 10 W
Brake/tail light	LED	
License plate lamp	W5W / socket W2.1x9.5d	12 V 5 W

22.6 Tires

Validity	Front tires	Rear tires
(125 EXC EU)	80/100 - 21 M/C 51M TT MAXXIS MAXX CROSS SI PRO	120/90 - 18 M/C 65R TT MAXXIS MAXX ENDURO
(125 EXC Six Days EU, 125 EXC Factory Edition EU)	90/90 - 21 M/C 54M TT Metzeler 6 DAYS EXTREME	120/90 - 18 M/C 65M TT Metzeler 6 DAYS EXTREME
(200/250/300 EXC EU/AU)	80/100 - 21 M/C 51M TT MAXXIS MAXX CROSS SI PRO	140/80 - 18 M/C 70R TT MAXXIS MAXX ENDURO
(250/300 Six Days EU, 250/300 EXC Factory Edition, 300 EXC BR)	90/90 - 21 M/C 54M TT Metzeler 6 DAYS EXTREME	140/80 - 18 M/C 70M TT Metzeler 6 DAYS EXTREME
(All XC-W models)	90/90 - 21 54M TT Dunlop GEOMAX AT 81 F	110/100 - 18 64M TT Dunlop GEOMAX AT 81

Additional information is available in the Service section under:
<http://www.ktm.com>

22.7 Fork

22.7.1 125 EXC EU, all 200 models, 125 EXC Factory Edition EU

Fork part number	14.18.7L.61	
Fork	WP Suspension Up Side Down 4860 MXMA PA	
Compression damping		
Comfort	22 clicks	
Standard	20 clicks	
Sport	18 clicks	
Rebound damping		
Comfort	20 clicks	
Standard	18 clicks	
Sport	16 clicks	
Spring preload - Preload Adjuster		
Comfort	1 turn	
Standard	2 turns	
Sport	2 turns	
Spring length with preload spacer(s)		
Weight of rider: 65... 75 kg (143... 165 lb.)	513 mm (20.2 in)	
Weight of rider: 75... 85 kg (165... 187 lb.)	513 mm (20.2 in)	
Weight of rider: 85... 95 kg (187... 209 lb.)	513 mm (20.2 in)	
Spring rate		
Weight of rider: 65... 75 kg (143... 165 lb.)	3.8 N/mm (21.7 lb/in)	
Weight of rider: 75... 85 kg (165... 187 lb.)	4.0 N/mm (22.8 lb/in)	
Weight of rider: 85... 95 kg (187... 209 lb.)	4.2 N/mm (24 lb/in)	
Fork length	940 mm (37.01 in)	
Air chamber length	110 \pm $\frac{10}{100}$ mm (4.33 \pm $\frac{0.39}{100}$ in)	
Fork oil per fork leg	620 ml (20.96 fl. oz.)	Fork oil (SAE 4) (48601166S1) (☛ p. 135)

22.7.2 250/300 EXC EU/AU, XC-W US, 250/300 EXC Factory Edition, 300 EXC BR

Fork part number	14.18.7L.63	
Fork	WP Suspension Up Side Down 4860 MXMA PA	
Compression damping		
Comfort	22 clicks	
Standard	20 clicks	
Sport	18 clicks	
Rebound damping		

Comfort	20 clicks	
Standard	18 clicks	
Sport	16 clicks	
Spring preload - Preload Adjuster		
Comfort	1 turn	
Standard	2 turns	
Sport	2 turns	
Spring length with preload spacer(s)		
Weight of rider: 65... 75 kg (143... 165 lb.)	513 mm (20.2 in)	
Weight of rider: 75... 85 kg (165... 187 lb.)	513 mm (20.2 in)	
Weight of rider: 85... 95 kg (187... 209 lb.)	513 mm (20.2 in)	
Spring rate		
Weight of rider: 65... 75 kg (143... 165 lb.)	4.0 N/mm (22.8 lb/in)	
Weight of rider: 75... 85 kg (165... 187 lb.)	4.2 N/mm (24 lb/in)	
Weight of rider: 85... 95 kg (187... 209 lb.)	4.4 N/mm (25.1 lb/in)	
Fork length	940 mm (37.01 in)	
Air chamber length	110 \pm $\frac{10}{100}$ mm (4.33 \pm $\frac{0.39}{100}$ in)	
Fork oil per fork leg	625 ml (21.13 fl. oz.)	Fork oil (SAE 4) (48601166S1) (☛ p. 135)

22.7.3 125 EXC Six Days EU

Fork part number	24.18.7N.61	
Fork	WP Suspension Up Side Down 4860 4CS	
Compression damping		
Comfort	15 clicks	
Standard	13 clicks	
Sport	11 clicks	
Rebound damping		
Comfort	15 clicks	
Standard	13 clicks	
Sport	11 clicks	
Spring length with preload spacer(s)	470 mm (18.5 in)	
Spring rate		
Weight of rider: 65... 75 kg (143... 165 lb.)	3.6 N/mm (20.6 lb/in)	
Weight of rider: 75... 85 kg (165... 187 lb.)	3.8 N/mm (21.7 lb/in)	
Weight of rider: 85... 95 kg (187... 209 lb.)	4.0 N/mm (22.8 lb/in)	
Fork length	932 mm (36.69 in)	
Air chamber length	100 mm (3.94 in)	
Oil capacity per fork leg	635 ml (21.47 fl. oz.)	Fork oil (SAE 4) (48601166S1) (☛ p. 135)

22.7.4 250/300 Six Days

Fork part number	24.18.7N.63	
Fork	WP Suspension Up Side Down 4860 4CS	
Compression damping		
Comfort	15 clicks	
Standard	13 clicks	
Sport	11 clicks	
Rebound damping		
Comfort	15 clicks	
Standard	13 clicks	
Sport	11 clicks	
Spring length with preload spacer(s)	470 mm (18.5 in)	

Spring rate		
Weight of rider: 65... 75 kg (143... 165 lb.)		3.8 N/mm (21.7 lb/in)
Weight of rider: 75... 85 kg (165... 187 lb.)		4.0 N/mm (22.8 lb/in)
Weight of rider: 85... 95 kg (187... 209 lb.)		4.2 N/mm (24 lb/in)
Fork length		932 mm (36.69 in)
Air chamber length		100 mm (3.94 in)
Oil capacity per fork leg	635 ml (21.47 fl. oz.)	Fork oil (SAE 4) (48601166S1) (☛ p. 135)

22.8 Shock absorber

22.8.1 All 125/200 models

Shock absorber part number	12.18.70.61	
Shock absorber	WP Suspension PDS 5018 DCC	
Compression damping, low-speed		
Comfort	25 clicks	
Standard	20 clicks	
Sport	15 clicks	
Compression damping, high-speed		
Comfort	2 turns	
Standard	1.5 turns	
Sport	1.25 turns	
Rebound damping		
Comfort	28 clicks	
Standard	24 clicks	
Sport	22 clicks	
Spring preload		
Comfort	10 mm (0.39 in)	
Standard	10 mm (0.39 in)	
Sport	10 mm (0.39 in)	
Spring rate		
Weight of rider: 65... 75 kg (143... 165 lb.)	63 N/mm (360 lb/in)	
Weight of rider: 75... 85 kg (165... 187 lb.)	66 N/mm (377 lb/in)	
Weight of rider: 85... 95 kg (187... 209 lb.)	69 N/mm (394 lb/in)	
Spring length	250 mm (9.84 in)	
Gas pressure	10 bar (145 psi)	
Static sag	29... 32 mm (1.14... 1.26 in)	
Riding sag	100... 110 mm (3.94... 4.33 in)	
Fitted length	417 mm (16.42 in)	
Shock absorber fluid (☛ p. 136)	SAE 2.5	

22.8.2 All 250/300 models

Shock absorber part number	12.18.7N.63	
Shock absorber	WP Suspension PDS 5018 DCC	
Compression damping, low-speed		
Comfort	25 clicks	
Standard	20 clicks	
Sport	15 clicks	
Compression damping, high-speed		
Comfort	2 turns	
Standard	1.5 turns	
Sport	1.25 turns	
Rebound damping		

Comfort	28 clicks
Standard	24 clicks
Sport	22 clicks
Spring preload	
Comfort	7 mm (0.28 in)
Standard	7 mm (0.28 in)
Sport	7 mm (0.28 in)
Spring rate	
Weight of rider: 65... 75 kg (143... 165 lb.)	66 N/mm (377 lb/in)
Weight of rider: 75... 85 kg (165... 187 lb.)	69 N/mm (394 lb/in)
Weight of rider: 85... 95 kg (187... 209 lb.)	72 N/mm (411 lb/in)
Spring length	250 mm (9.84 in)
Gas pressure	10 bar (145 psi)
Static sag	33... 35 mm (1.3... 1.38 in)
Riding sag	105... 115 mm (4.13... 4.53 in)
Fitted length	417 mm (16.42 in)
Shock absorber fluid (☛ p. 136)	SAE 2.5

22.9 Chassis tightening torques

Spoke nipple, front wheel	M4.5	6 Nm (4.4 lbf ft)	–
Spoke nipple, rear wheel	M4.5	6 Nm (4.4 lbf ft)	–
Remaining nuts, chassis	M5	5 Nm (3.7 lbf ft)	–
Remaining screws, chassis	M5	5 Nm (3.7 lbf ft)	–
Screw, battery terminal (All 200/250/300 models)	M5	2.5 Nm (1.84 lbf ft)	–
Screw, shock absorber adjusting ring	M5	5 Nm (3.7 lbf ft)	–
Screws on the main silencer	M5	7 Nm (5.2 lbf ft)	–
Nut, cable on starter motor (All 200/250/300 models)	M6	4 Nm (3 lbf ft)	–
Remaining nuts, chassis	M6	10 Nm (7.4 lbf ft)	–
Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)	–
Screw, ball joint of push rod on foot brake cylinder	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, chain sliding guard	M6	6 Nm (4.4 lbf ft)	Loctite® 243™
Screw, front brake disc	M6	14 Nm (10.3 lbf ft)	Loctite® 243™
Screw, rear brake disc	M6	14 Nm (10.3 lbf ft)	Loctite® 243™
Screw, throttle grip	M6	5 Nm (3.7 lbf ft)	–
Nut, foot brake lever stop	M8	20 Nm (14.8 lbf ft)	–
Nut, rear sprocket screw	M8	35 Nm (25.8 lbf ft)	Loctite® 2701™
Nut, rim lock	M8	12 Nm (8.9 lbf ft)	–
Remaining nuts, chassis	M8	25 Nm (18.4 lbf ft)	–
Remaining screws, chassis	M8	25 Nm (18.4 lbf ft)	–
Screw, bottom triple clamp (EXC, XC-W)	M8	15 Nm (11.1 lbf ft)	–
Screw, bottom triple clamp (Six Days, EXC Factory Edition)	M8	15 Nm (11.1 lbf ft)	–
Screw, chain sliding piece	M8	15 Nm (11.1 lbf ft)	–
Screw, engine brace	M8	33 Nm (24.3 lbf ft)	Loctite® 2701™
Screw, fork stub	M8	15 Nm (11.1 lbf ft)	–
Screw, front brake caliper	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)	–
Screw, side stand attachment	M8	45 Nm (33.2 lbf ft)	Loctite® 2701™
Screw, subframe	M8	35 Nm (25.8 lbf ft)	Loctite® 2701™

Screw, top steering stem (EXC, XC-W)	M8	20 Nm (14.8 lbf ft)	–
Screw, top steering stem (Six Days, EXC Factory Edition)	M8	17 Nm (12.5 lbf ft)	Loctite® 243™
Screw, top triple clamp (EXC, XC-W)	M8	20 Nm (14.8 lbf ft)	–
Screw, top triple clamp (Six Days, EXC Factory Edition)	M8	17 Nm (12.5 lbf ft)	–
Engine bracket screw	M10	60 Nm (44.3 lbf ft)	–
Remaining nuts, chassis	M10	45 Nm (33.2 lbf ft)	–
Remaining screws, chassis	M10	45 Nm (33.2 lbf ft)	–
Screw, handlebar support	M10	40 Nm (29.5 lbf ft)	Loctite® 243™
Screw, bottom shock absorber	M12	80 Nm (59 lbf ft)	Loctite® 2701™
Screw, top shock absorber	M12	80 Nm (59 lbf ft)	Loctite® 2701™
Nut, seat fixing	M12x1	20 Nm (14.8 lbf ft)	–
Nut, swingarm pivot	M16x1.5	100 Nm (73.8 lbf ft)	–
Nut, rear wheel spindle	M20x1.5	80 Nm (59 lbf ft)	–
Screw, top steering head	M20x1.5	12 Nm (8.9 lbf ft)	–
Screw-in nozzles, cooling system	M20x1.5	12 Nm (8.9 lbf ft)	Loctite® 243™
Screw, front wheel spindle	M24x1.5	45 Nm (33.2 lbf ft)	–

22.10 Carburetor**22.10.1 All 125 models**

Carburetor type	KEIHIN PWK 36S AG
Carburetor identification number	FK125
Needle position	4th position from top
Jet needle	N84I (N1EF / N1EG)
Main jet	100 (172/175)
Idling jet	38x38 (42/45)
Starting jet	50 (85)
Idle air adjusting screw	
Open	2.75 turns
Throttle slide	7 with cut-out
Slide stop	-

22.10.2 Carburetor tuning (All 125 models) ↗

 **Danger**
Loss of approval for road use and insurance coverage The motorcycle is authorized for public road traffic in the homologous (reduced) version only.

- In the derestricted version, the motorcycle must be used only on closed off property remote from public road traffic.

KEIHIN PWK 36S AG							
M/FT ASL ↓	TEMP →	-20°C ... -7°C	-6°C ... 5°C	6°C ... 15°C	16°C ... 24°C	25°C ... 36°C	37°C ... 49°C
		-2°F ... 20°F	19°F ... 41°F	42°F ... 60°F	61°F ... 78°F	79°F ... 98°F	99°F ... 120°F
3.000 m 10,000 ft ↑ 2.301 m 7,501 ft	ASO IJ NDL POS MJ	1,5 42 N1E G 3 175	2 42 N1E G 3 172	2 42 N1E H 3 170	2 42 N1E H 2 170	2 40 N1E H 2 168	
2.300 m 7,500 ft ↑ 1.501 m 5,001 ft	ASO IJ NDL POS MJ	1,5 45 N1E G 3 175	1,5 42 N1E G 3 175	2 42 N1E G 3 172	2 42 N1E H 3 170	2 42 N1E H 2 170	2 40 N1E H 2 168
1.500 m 5,000 ft ↑ 751 m 2,501 ft	ASO IJ NDL POS MJ	1,5 45 N1E F 3 178	1,5 45 N1E G 3 175	1,5 42 N1E G 3 175	2 42 N1E G 3 172	2 42 N1E H 3 170	2 42 N1E H 2 170
750 m 2,500 ft ↑ 301 m 1,001 ft	ASO IJ NDL POS MJ	1,5 45 N1E F 4 178	1,5 45 N1E F 3 178	1,5 45 N1E G 3 175	1,5 42 N1E G 3 175	2 42 N1E G 3 172	2 42 N1E H 3 170
300 m 1,000 ft ↑ 0 m 0 ft	ASO IJ NDL POS MJ	1,5 48 N1E F 4 180	1,5 45 N1E F 4 178	1,5 45 N1E F 3 178	1,5 45 N1E G 3 175	1,5 42 N1E G 3 175	2 42 N1E G 3 172

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M/FT ASL	Sea level
TEMP	Temperature
ASO	Idle air adjusting screw open
IJ	Idling jet
NDL	Needle
POS	Needle position from above
MJ	Main jet

Does not apply to sand surfaces!

22.10.3 200 EXC EU

Carburetor type	KEIHIN PWK 36S AG
Carburetor identification number	FK027
Needle position	3rd position from top
Jet needle	NPRH (N1EH / N1EI / N1EJ)
Main jet	100 (162/165)
Idling jet	35x35 (40)
Starting jet	50 (85)
Idle air adjusting screw	
Open	1.5 turns
Throttle slide	7 with cut-out
Slide stop	Present

22.10.4 200 EXC AU

Carburetor type	KEIHIN PWK 36S AG
Carburetor identification number	FK012
Needle position	2nd position from top
Jet needle	R1475J (N1EH / N1EI / N1EJ)
Main jet	162 (165)
Idling jet	35 (40)
Starting jet	85
Idle air adjusting screw	
Open	1.0 turn
Throttle slide	7 with cut-out
Slide stop	Present

22.10.5 200 XC-W US

Carburetor type	KEIHIN PWK 36S AG
Carburetor identification number	BZ5
Needle position	2nd position from top
Jet needle	N1EI (N1EH / N1EJ)
Main jet	165 (162)
Idling jet	40
Starting jet	85
Idle air adjusting screw	
Open	2.0 turns
Throttle slide	7 with cut-out
Slide stop	-

22.10.6 Carburetor tuning (All 200 models) ↗

 **Danger**
Loss of approval for road use and insurance coverage The motorcycle is authorized for public road traffic in the homologous (reduced) version only.

- In the derestricted version, the motorcycle must be used only on closed off property remote from public road traffic.

KEIHIN PWK 36S AG							
M/FT ASL ↓	TEMP →	-20°C ... -7°C	-6°C ... 5°C	6°C ... 15°C	16°C ... 24°C	25°C ... 36°C	37°C ... 49°C
		-2°F ... 20°F	19°F ... 41°F	42°F ... 60°F	61°F ... 78°F	79°F ... 98°F	99°F ... 120°F
3.000 m 10,000 ft ↑ 2.301 m 7,501 ft	ASO IJ NDL POS MJ	2 40 N1E I 2 165	2,5 40 N1E I 2 162	2,5 38 N1E I 2 160	2,5 38 N1E J 2 158	2,5 38 N1E J 1 158	
2.300 m 7,500 ft ↑ 1.501 m 5,001 ft	ASO IJ NDL POS MJ	1,5 40 N1E I 2 168	2 40 N1E I 2 165	2,5 40 N1E I 2 162	2,5 38 N1E I 2 160	2,5 38 N1E J 2 158	2,5 38 N1E J 1 158
1.500 m 5,000 ft ↑ 751 m 2,501 ft	ASO IJ NDL POS MJ	1,5 40 N1E I 3 168	1,5 40 N1E I 2 168	2 40 N1E I 2 165	2,5 40 N1E I 2 162	2,5 38 N1E I 2 160	2,5 38 N1E J 2 158
750 m 2,500 ft ↑ 301 m 1,001 ft	ASO IJ NDL POS MJ	1,5 40 N1E H 3 170	1,5 40 N1E I 3 168	1,5 40 N1E I 2 168	2 40 N1E I 2 165	2,5 40 N1E I 2 162	2,5 38 N1E I 2 160
300 m 1,000 ft ↑ 0 m 0 ft	ASO IJ NDL POS MJ	1,5 42 N1E H 3 172	1,5 40 N1E H 3 170	1,5 40 N1E I 3 168	1,5 40 N1E I 2 168	2 40 N1E I 2 165	2,5 40 N1E I 2 162

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M/FT ASL	Sea level
TEMP	Temperature
ASO	Idle air adjusting screw open
IJ	Idling jet
NDL	Needle
POS	Needle position from above
MJ	Main jet

Does not apply to sand surfaces!

22.10.7 250 EXC EU, 250 EXC Six Days EU, 250 EXC Factory Edition EU

Carburetor type	KEIHIN PWK 36S AG
Carburetor identification number	FK028
Needle position	2nd position from top
Jet needle	N84K (N2ZW / N2ZH / N2ZJ)
Main jet	110 (172/175)
Idling jet	38x38 (38/40)
Starting jet	50 (85)
Idle air adjusting screw	
Open	1.5 turns
Throttle slide	7 with cut-out
Slide stop	Present

22.10.8 250 EXC AU

Carburetor type	KEIHIN PWK 36S AG
Carburetor identification number	3600
Needle position	1. Position from top
Jet needle	N3CJ (N8RG / N8RH / N2ZH / N2ZJ / N2ZW)
Main jet	160 (170/172/175)
Idling jet	35 (38/40)
Starting jet	85
Idle air adjusting screw	
Open	3.5 turns
Throttle slide	7 with cut-out
Slide stop	Present

22.10.9 250 XC-W US

Carburetor type	KEIHIN PWK 36S AG
Carburetor identification number	BZ6
Needle position	3rd position from top
Jet needle	N2ZW (N2ZH / N2ZJ)
Main jet	175 (172)
Idling jet	38 (40)
Starting jet	85
Idle air adjusting screw	
Open	2.0 turns
Throttle slide	7 with cut-out
Slide stop	-

22.10.10 Carburetor tuning (All 250 models) ↗

Danger
 **Loss of approval for road use and insurance coverage** The motorcycle is authorized for public road traffic in the homologous (reduced) version only.

- In the derestricted version, the motorcycle must be used only on closed off property remote from public road traffic.

KEIHIN PWK 36S AG							
M/FT ASL ↓	TEMP →	-20°C ... -7°C	-6°C ... 5°C	6°C ... 15°C	16°C ... 24°C	25°C ... 36°C	37°C ... 49°C
		-2°F ... 20°F	19°F ... 41°F	42°F ... 60°F	61°F ... 78°F	79°F ... 98°F	99°F ... 120°F
3.000 m 10,000 ft ↑ 2.301 m 7,501 ft	ASO IJ NDL POS MJ	2 38 N2Z W 3 175	2 38 N2Z W 3 175	2 38 N2Z J 3 172	2 38 N2Z J 2 172	2 35 N2Z J 2 170	
2.300 m 7,500 ft ↑ 1.501 m 5,001 ft	ASO IJ NDL POS MJ	2 38 N2Z H 3 175	2 38 N2Z W 3 175	2 38 N2Z W 3 175	2 38 N2Z J 3 172	2 38 N2Z J 2 172	2 35 N2Z J 2 170
1.500 m 5,000 ft ↑ 751 m 2,501 ft	ASO IJ NDL POS MJ	2 38 N2Z G 3 175	2 38 N2Z H 3 175	2 38 N2Z W 3 175	2 38 N2Z W 3 175	2 38 N2Z J 3 172	2 38 N2Z J 2 172
750 m 2,500 ft ↑ 301 m 1,001 ft	ASO IJ NDL POS MJ	2 40 N2Z G 3 178	2 38 N2Z G 3 175	2 38 N2Z H 3 175	2 38 N2Z W 3 175	2 38 N2Z W 3 175	2 38 N2Z J 3 172
300 m 1,000 ft ↑ 0 m 0 ft	ASO IJ NDL POS MJ	2 40 N2Z G 4 178	2 40 N2Z G 3 178	2 38 N2Z G 3 175	2 38 N2Z H 3 175	2 38 N2Z W 3 175	2 38 N2Z W 3 175

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M/FT ASL	Sea level
TEMP	Temperature
ASO	Idle air adjusting screw open
IJ	Idling jet
NDL	Needle
POS	Needle position from above
MJ	Main jet

Does not apply to sand surfaces!

22.10.11 300 EXC EU, 300 EXC Six Days EU, 300 EXC Factory Edition EU

Carburetor type	KEIHIN PWK 36S AG
Carburetor identification number	FK029
Needle position	2nd position from top
Jet needle	N84K (N8RG / N8RH)
Main jet	115 (170/172/175)
Idling jet	38X38 (35)
Starting jet	50 (85)
Idle air adjusting screw	
Open	1.75 turns
Throttle slide	7 with cut-out
Slide stop	Present

22.10.12 300 EXC AU

Carburetor type	KEIHIN PWK 36S AG
Carburetor identification number	3600
Needle position	1. Position from top
Jet needle	N3CJ (N8RG / N8RH / N2ZH / N2ZJ / N2ZW)
Main jet	160 (170/172/175)
Idling jet	35 (38/40)
Starting jet	85
Idle air adjusting screw	
Open	3.5 turns
Throttle slide	7 with cut-out
Slide stop	Present

22.10.13 300 XC-W Six Days US, 300 XC-W US, 300 EXC BR

Carburetor type	KEIHIN PWK 36S AG
Carburetor identification number	BZ7
Needle position	3rd position from top
Jet needle	N8RG (N8RH)
Main jet	172 (170/175)
Idling jet	35
Starting jet	85
Idle air adjusting screw	
Open	2.0 turns
Throttle slide	7 with cut-out
Slide stop	-

22.10.14 Carburetor tuning (All 300 models) ↗

-  **Danger**
Loss of approval for road use and insurance coverage The motorcycle is authorized for public road traffic in the homologous (reduced) version only.
- In the derestricted version, the motorcycle must be used only on closed off property remote from public road traffic.

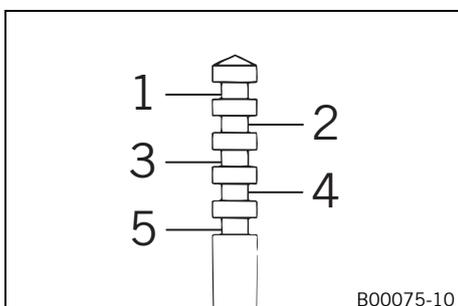
KEIHIN PWK 36S AG							
M/FT ASL ↓	TEMP →	-20°C ... -7°C	-6°C ... 5°C	6°C ... 15°C	16°C ... 24°C	25°C ... 36°C	37°C ... 49°C
		-2°F ... 20°F	19°F ... 41°F	42°F ... 60°F	61°F ... 78°F	79°F ... 98°F	99°F ... 120°F
3.000 m 10,000 ft ↑ 2.301 m 7,501 ft	ASO IJ NDL POS MJ	2 35 N8R G 3 172	2 35 N8R H 3 172	2 35 N8R H 2 172	2 35 N8R W 2 170	3 35 N8R W 2 168	
2.300 m 7,500 ft ↑ 1.501 m 5,001 ft	ASO IJ NDL POS MJ	2 35 N8R G 3 175	2 35 N8R G 3 172	2 35 N8R H 3 172	2 35 N8R H 2 172	2 35 N8R W 2 170	3 35 N8R W 2 168
1.500 m 5,000 ft ↑ 751 m 2,501 ft	ASO IJ NDL POS MJ	2 38 N8R G 3 178	2 35 N8R G 3 175	2 35 N8R G 3 172	2 35 N8R H 3 172	2 35 N8R H 2 172	2 35 N8R W 2 170
750 m 2,500 ft ↑ 301 m 1,001 ft	ASO IJ NDL POS MJ	2 38 N8R G 4 178	2 38 N8R G 3 178	2 35 N8R G 3 175	2 35 N8R G 3 172	2 35 N8R H 3 172	2 35 N8R H 2 172
300 m 1,000 ft ↑ 0 m 0 ft	ASO IJ NDL POS MJ	2 38 N8R F 4 180	2 38 N8R G 4 178	2 38 N8R G 3 178	2 35 N8R G 3 175	2 35 N8R G 3 172	2 35 N8R H 3 172

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M/FT ASL	Sea level
TEMP	Temperature
ASO	Idle air adjusting screw open
IJ	Idling jet
NDL	Needle
POS	Needle position from above
MJ	Main jet

Does not apply to sand surfaces!

22.10.15 General carburetor tuning 🛠️



1... 5	Needle position from above
--------	----------------------------

The five needle positions are shown here.
The carburetor tuning depends on the defined ambient and operating conditions.

Brake fluid DOT 4 / DOT 5.1

Standard/classification

- DOT

Guideline

- Use only brake fluid that complies with the specified standard (see specifications on the container) and that exhibits the corresponding properties.

Recommended supplier

Castrol

- **RESPONSE BRAKE FLUID SUPER DOT 4**

Motorex®

- **Brake Fluid DOT 5.1**

Coolant

Guideline

- Only use high quality coolant with corrosion inhibitor for aluminum motors (even in countries with high temperatures). Using inferior antifreeze can result in corrosion and foaming.

Mixture ratio

Antifreeze protection: -25... -45 °C (-13... -49 °F)	anti-corrosion/antifreeze distilled water
--	---

Recommended supplier

Motorex®

- **COOLANT M3.0**

Engine oil (15W/50)

Standard/classification

- JASO T903 MA (☛ p. 139)
- SAE (☛ p. 139) (15W/50)

Guideline

- Use only engine oils that comply with the specified standards (see specifications on the container) and that possess the corresponding properties.

Recommended supplier

Motorex®

- **Top Speed 4T**

Engine oil, 2-stroke

Standard/classification

- JASO FD (☛ p. 139)

Guideline

- Only use high grade 2-stroke engine oil of a reputable brand.

Fully synthetic

Recommended supplier

Motorex®

- **Cross Power 2T**

Fork oil (SAE 4) (48601166S1)

Standard/classification

- SAE (☛ p. 139) (SAE 4)

Guideline

- Use only oils that comply with the specified standards (see specifications on the container) and that exhibit the corresponding properties.

Hydraulic fluid (15)

Standard/classification

- ISO VG (15)

Guideline

- Use only hydraulic oil that complies with the specified standard (see specifications on the container) and that possesses the corresponding properties.

Recommended supplier

Motorex®

- Hydraulic Fluid 75

Shock absorber fluid (SAE 2.5) (50180751S1)

Standard/classification

- SAE (☛ p. 139) (SAE 2.5)

Guideline

- Use only oils that comply with the specified standards (see specifications on the container) and that exhibit the corresponding properties.

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

Standard/classification

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

Guideline

- Only use unleaded super fuel that matches or is equivalent to the specified fuel grade.
- Fuel with an ethanol content of up to 10 % (E10 fuel) is safe to use.



Info

Do **not** use fuel containing methanol (e. g. M15, M85, M100) or more than 10 % ethanol (e. g. E15, E25, E85, E100).

Super unleaded (95 octane) mixed with 2-stroke engine oil (1:60)

Standard/classification

- DIN EN 228
- JASO FD (☛ p. 139) (1:60)

Mixture ratio

1:60	Engine oil, 2-stroke (☛ p. 135) Super unleaded (ROZ 95/RON 95/PON 91) (☛ p. 136)
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Recommended supplier

Motorex®

- Cross Power 2T

Air filter cleaner

Recommended supplier

Motorex®

- Racing Bio Dirt Remover

Chain cleaner

Recommended supplier

Motorex®

- Chain Clean

Fuel additive

Recommended supplier

Motorex®

- Fuel Stabilizer

High viscosity grease

Recommended supplier

SKF®

- LGHB 2

Long-life grease

Recommended supplier

Motorex®

- Bike Grease 2000

Motorcycle cleaner

Recommended supplier

Motorex®

- Moto Clean

Off-road chain spray

Recommended supplier

Motorex®

- Chainlube Offroad

Oil for foam air filter

Recommended supplier

Motorex®

- Racing Bio Liquid Power

Preserving materials for paints, metal and rubber

Recommended supplier

Motorex®

- Moto Protect

Rubber grip adhesive (00062030051)

Recommended supplier

KTM Motorrad AG

- GRIP GLUE

Special cleaner for glossy and matte paint finishes, metal and plastic surfaces

Recommended supplier

Motorex®

- Quick Cleaner

Universal oil spray

Recommended supplier

Motorex®

– Joker 440 Synthetic

JASO T903 MA

Different technical development directions required a new specification for 4-stroke motorcycles – the JASO T903 MA Standard. Earlier, engine oils from the automobile industry were used for 4-stroke motorcycles because there was no separate motorcycle specification. Whereas long service intervals are demanded for automobile engines, high performance at high engine speeds are in the foreground for motorcycle engines. In most motorcycles, the gearbox and the clutch are lubricated with the same oil as the engine. The JASO MA Standard meets these special requirements.

SAE

The SAE viscosity classes were defined by the Society of Automotive Engineers and are used for classifying oils according to their viscosity. The viscosity describes only one property of oil and says nothing about quality.

JASO FD

JASO FD 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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