

1290 Super Adventure

Art. no. 3213392en



KTM

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 properly.

We hope you enjoy your new vehicle!

Please enter the serial numbers of your vehicle below.

| | |
|--------------------------|----------------|
| Chassis number (☛ p. 22) | Dealer's stamp |
| Engine number (☛ p. 23) | |
| Key number (☛ p. 23) | |

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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3213392en

10/2015

DEAR KTM CUSTOMER

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KTM Sportmotorcycle GmbH
5230 Mattighofen, Austria

This document is valid for the following models:

1290 Super Adventure EU (F9903PA)

1290 Super Adventure FR (F9923PA)

1290 Super Adventure AU (F9960PA)

1290 Super Adventure JP (F9986PA)

1290 Super Adventure CN (F9987PA)

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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).



Indicates information with more details or tips.



Indicates the result of a testing step.

1 MEANS OF REPRESENTATION

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. |
| <u>Underlined terms</u> | Refer to technical details of the vehicle or indicate technical terms that are explained in the glossary. |

2.1 Use definition - intended use

KTM sport motorcycles are designed and constructed to meet the normal demands of regular road and light offroad operation (dirt roads), but not for use on race courses.



Info

The motorcycle is only authorized for operation on public roads in the homologated version.

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 some of the work. These are not included with the vehicle and can be ordered under the number in parentheses. Ex: valve spring mounter (59029019000)

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.

Where thread lockers are used on screw connections (e.g., **Loctite**®), follow the instructions for use from the manufacturer.

Parts that you want to reuse following repairs and servicing should be cleaned and checked for damage and wear. Change damaged or worn parts.

Following repairs or servicing, the vehicle must be checked for roadworthiness.

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 Warranty

The work specified in the service schedule may only be performed in an authorized KTM workshop and must be recorded in both the Service & Warranty Booklet and in **KTM Dealer.net**, otherwise any warranty coverage will become void. No warranty claims can be considered for damage resulting from manipulations and/or alterations to the vehicle.

Additional information on the manufacturer or implied 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 are properly carried out as described in the owner's manual. Poor adjustment and tuning of the engine and suspension can lead to damage and breakage of components.

Using the motorcycle in extreme operating conditions, e.g. on very muddy and wet roads or in a dusty and dry environment, can lead to above-average wear of components, such as the drive train, brakes or air filter. For this reasons, it may be necessary to service or replace worn parts before the interval listed in the service schedule is reached.

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

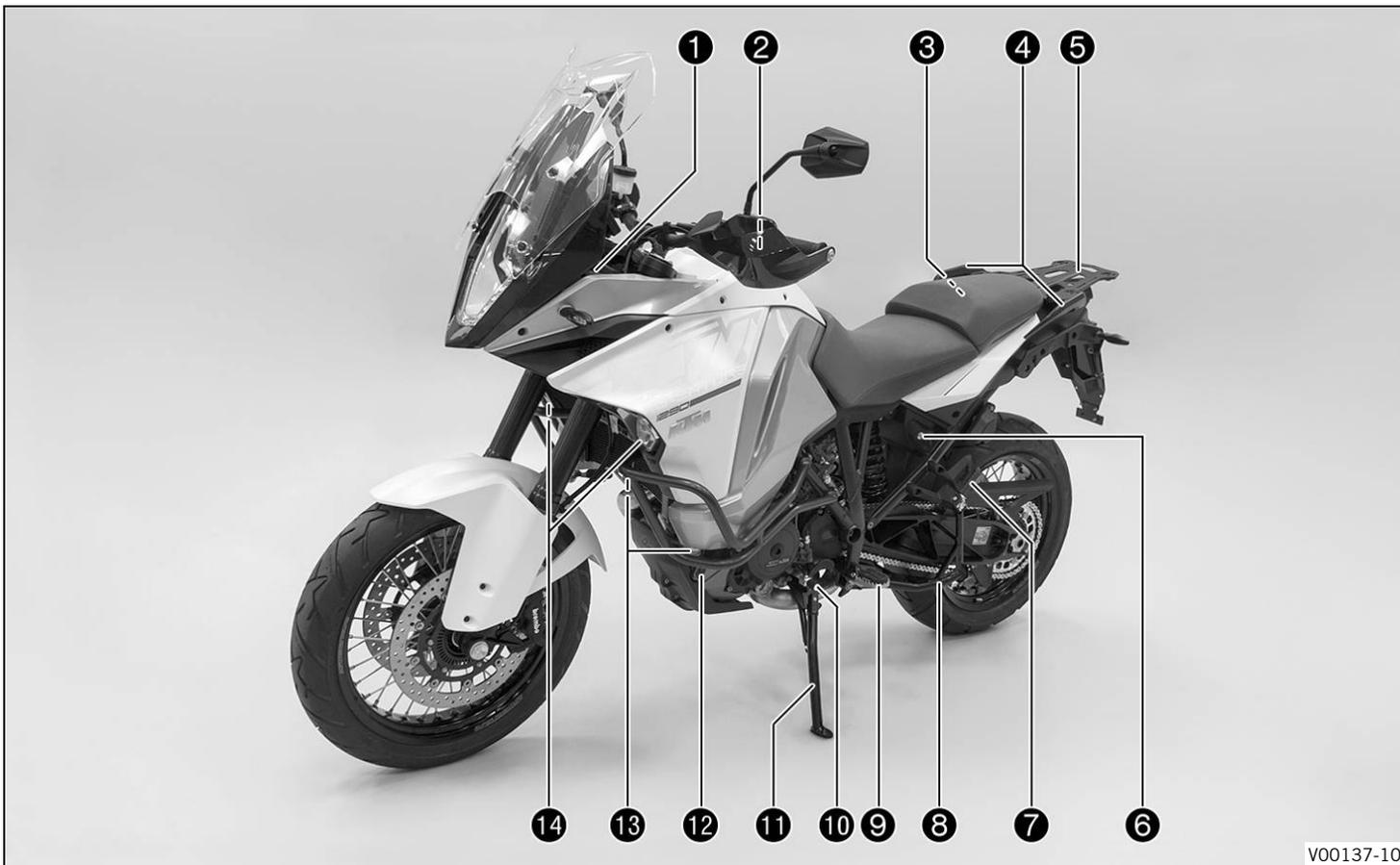
Your authorized KTM dealer will be happy to answer any questions you may have on your vehicle and KTM.

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

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

4 VIEW OF VEHICLE

4.1 View of vehicle, front left side (example)



4 VIEW OF VEHICLE

| | |
|----|---|
| 1 | Socket for electrical accessories (☛ p. 37) |
| 2 | Clutch lever (☛ p. 25) |
| 3 | Tool set (☛ p. 42) |
| 4 | Grab handles (☛ p. 42) |
| 5 | Luggage rack plate (☛ p. 43) |
| 6 | Seat lock (☛ p. 41) |
| 7 | Passenger footrest (☛ p. 44) |
| 8 | Center stand (☛ p. 46) |
| 9 | Rider footrests (☛ p. 75) |
| 10 | Shift lever (☛ p. 44) |
| 11 | Side stand (☛ p. 46) |
| 12 | Engine oil level viewer |
| 13 | Fuel cocks (☛ p. 40) |
| 14 | Cornering headlight (☛ p. 173) |

4 VIEW OF VEHICLE

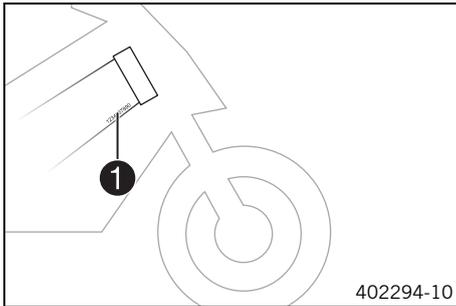
4.2 View of vehicle, rear right side (example)



4 VIEW OF VEHICLE

| | |
|----|---|
| 1 | Combination switch, left side (☛ p. 26) |
| 2 | Filler cap |
| 3 | Combination switch, right (☛ p. 29) |
| 4 | Throttle grip (☛ p. 26) |
| 5 | Hand brake lever (☛ p. 25) |
| 6 | Windshield locking lever |
| 7 | Storage compartment |
| 8 | Cooling system compensating tank |
| 9 | Foot brake lever (☛ p. 45) |
| 10 | Passenger seat heating switch (☛ p. 43) |

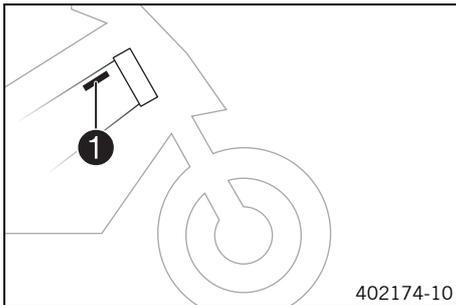
5.1 Chassis number



The chassis number **1** is stamped on the bottom right of the frame behind the steering head.

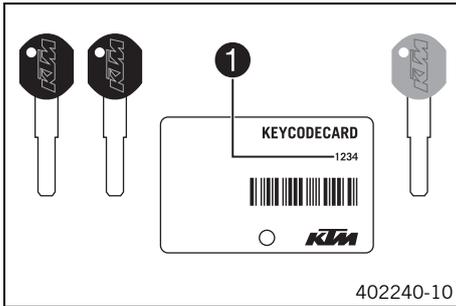
The chassis number is also shown on the type label.

5.2 Type label



The type label **1** is on the top right of the frame behind the steering head.

5.3 Key number



The key number **Code number 1** can be found on the **KEYCODECARD**.

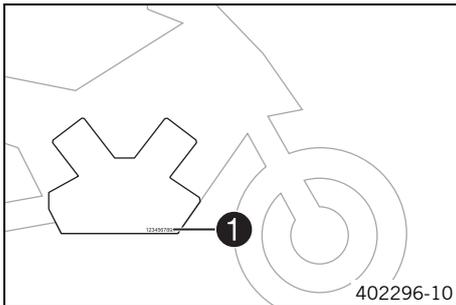


Info

You need the key number to order a spare key. Keep the **KEYCODECARD** in a safe place.

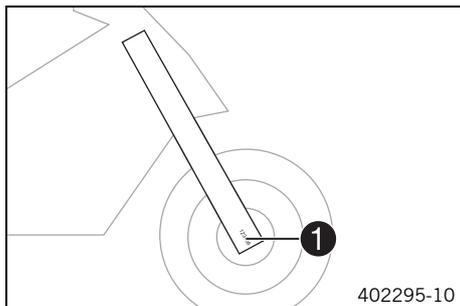
Use the orange programming key to activate and deactivate the black ignition key. Keep the orange programming key in a safe place: it must only be used for learning and programming functions.

5.4 Engine number



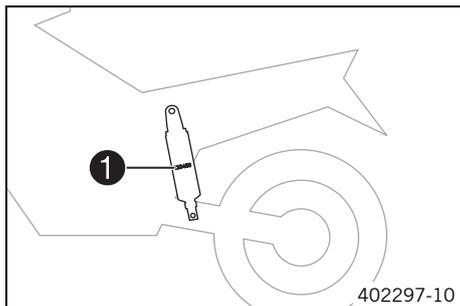
The engine number **1** is stamped on the right side of the engine.

5.5 Fork part number



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

5.6 Shock absorber article number



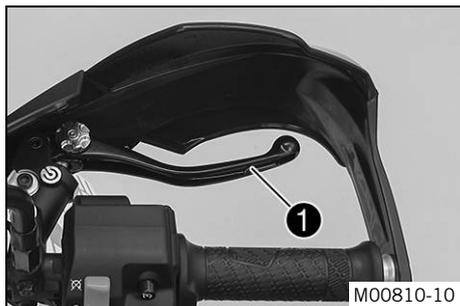
The shock absorber article number **1** is marked on a sticker on the shock absorber case under the spring.

6.1 Clutch lever



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

6.2 Hand brake lever



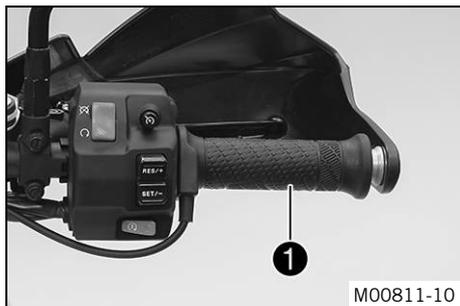
The hand brake lever ❶ is fitted on the right side of the handlebar. The hand brake lever is used to activate both the front brake and rear brake at the same time.



Info

When the ABS mode "**offroad**" is switched on, only the front brake is activated. When ABS is switched off, only the front brake is activated.

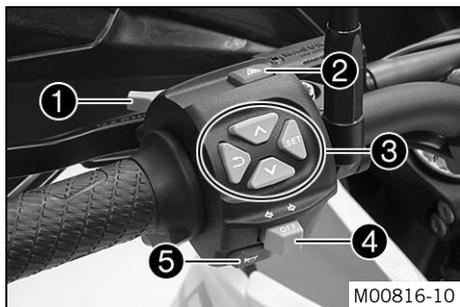
6.3 Throttle grip



The throttle grip **1** is fitted on the right side of the handlebar.

6.4 Switches on the left side of the handlebar

6.4.1 Combination switch, left side

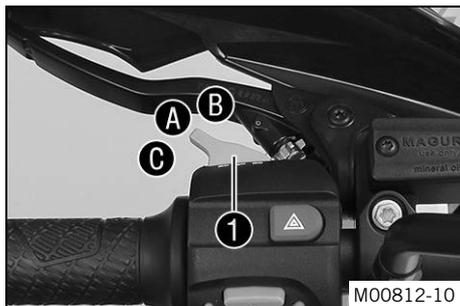


The left combination switch is fitted on the left side of the handlebar.

Overview of the left combination switch

- | | |
|---|---|
| 1 | Light switch (☛ p. 27) |
| 2 | Hazard warning flasher switch (☛ p. 27) |
| 3 | Menu switch (☛ p. 28) |
| 4 | Turn signal switch (☛ p. 28) |
| 5 | Horn button (☛ p. 29) |

6.4.2 Light switch

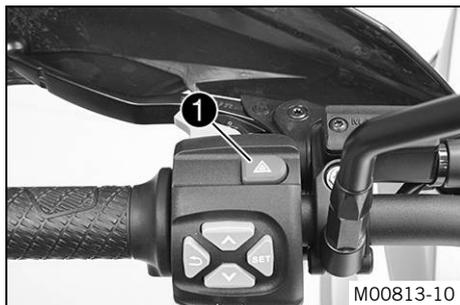


The light switch ① is fitted on the combination switch on the left.

Possible states

| | |
|--|---|
| | Low beam on – Light switch in position ①. In this position, the low beam and tail light are switched on. |
| | High beam on – Push the light switch to position ②. In this position, the high beam and the tail light are switched on. |
| | Headlight flasher. – Push the light switch into position ③. |

6.4.3 Hazard warning flasher switch



The hazard warning flasher switch ① is fitted on the combination switch on the left. The hazard warning flasher is used to indicate emergency situations.

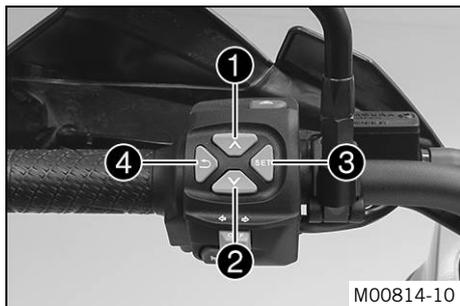
Info

The hazard warning flasher can be activated or deactivated while the ignition is switched on or up to 60 seconds after the ignition is switched off. Only keep the hazard warning flasher activated as long as necessary as it depletes the battery.

Possible states

| | |
|--|---|
| | Hazard warning flasher on – All four turn signals and the green turn signal indicator lights in the combination instrument flash. |
|--|---|

6.4.4 Menu switch



The menu switch is fitted in the middle of the left combination switch.
The menu buttons are used to control the matrix display on the combination instrument.

Button ① is the **UP** button.

Button ② is the **DOWN** button.

Button ③ is the **SET** button.

Button ④ is the **BACK** button.

6.4.5 Turn signal switch



The turn signal switch ① is fitted on the combination switch on the left.

Possible states

| | |
|---|--|
| OFF | Turn signal off – Push the turn signal switch toward the switch housing. |
|  | Left turn signal, on – Turn signal switch pressed to the left. The turn signal switch returns automatically to the central position after use. |
|  | Right turn signal, on – Turn signal switch pressed to the right. The turn signal switch returns automatically to the central position after use. |

To switch off the turn signal, press the turn signal switch towards the switch case.



Info

An automatic turn signal switch-off function (**ATIR**) is fitted as a standard software feature.

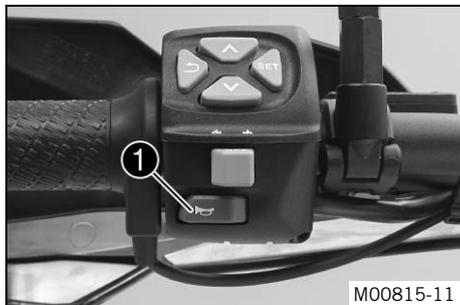
The **ATIR** function uses a time and distance counter.

If the turn signal has been on for at least 10 seconds and 150 meters of riding distance, the turn signal is switched off.

If the vehicle is stationary, both counters are stopped.

If the turn signal switch is reactivated, both counters are reset.

6.4.6 Horn button



The horn button ① is fitted on the combination switch on the left.

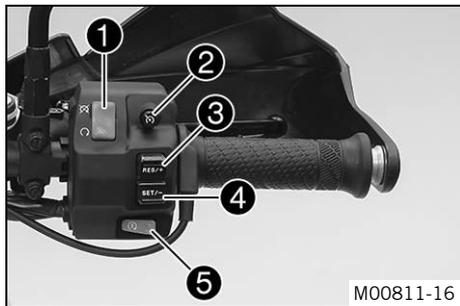
Possible states

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

6.5 Switches on the right side of the handlebar

6.5.1 Combination switch, right

The right combination switch is fitted on the right side of the handlebar.

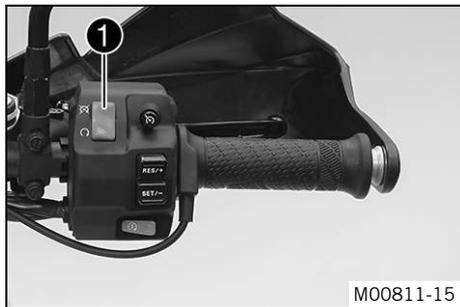


M00811-16

Overview of the right combination switch

- | | |
|---|---|
| 1 | Emergency OFF switch (☛ p. 30) |
| 2 | Switch for the cruise control system (☛ p. 31) |
| 3 | Upper button of the cruise control system (☛ p. 32) |
| 4 | Lower button of the cruise control system (☛ p. 33) |
| 5 | Electric starter button (☛ p. 34) |

6.5.2 Emergency OFF switch



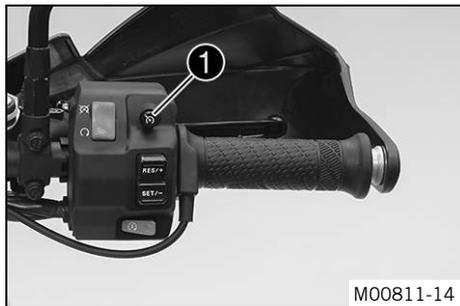
M00811-15

The emergency OFF switch **1** is fitted on the right side of the combination switch.

Possible states

| | |
|--|--|
| | Emergency OFF switch off – In this position, the ignition circuit is interrupted, a running engine stops, and a non-running engine cannot be started. A message appears on the matrix display. |
| | Emergency OFF switch on – This position is required for operation; the ignition circuit is closed. |

6.5.3 Switch for the cruise control system



The switch **1** for the cruise control system is fitted on the right side of the combination switch.

Possible states

- Cruise control system switch  in the home position. – In this position, the cruise control system function is switched off.
- Cruise control system switch  in the pressed position. – In this position, the cruise control system function is switched on. The cruise control system indicator lamp  lights up in the combination instrument.



Info

After activation of the cruise control system function, the throttle grip can be turned back to the home position. The selected speed will be maintained.

To turn off the cruise control system function press the cruise control system switch  again.

In addition, the cruise control system function is immediately deactivated when one of the following events occurs:

- Operating the hand brake lever
- Operating the foot brake lever
- Operating the clutch lever
- Shifting gears
- Turning the throttle grip beyond the home position
- Control of the motorcycle traction control (**MTC**)
- Also functions with deactivated motorcycle traction control (**MTC**) – if the front wheel speed does not agree with the engine speed (slip at the rear wheel of lifting front wheel)

- A fault occurring, which impairs the cruise control system function



Warning

Danger of accidents The cruise control system function is not suitable for all driving situations.

The selected target speed will not be reached, if the engine power is not sufficient for a gradient.

The selected target speed will be exceeded if the engine braking effect is not sufficient on a decline.

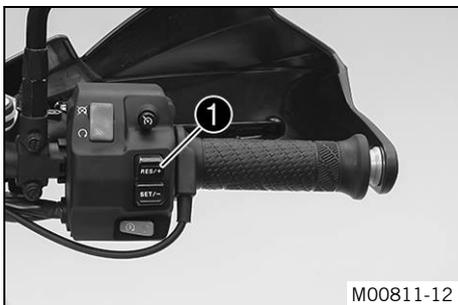
- Do not use the cruise control systems function on winding roads.
- Do not use the cruise control systems on slippery road surfaces (e.g. rain, ice or snow) or unpaved surfaces (e.g. sand, stones or gravel).
- Do not use the cruise control systems function if the traffic does not permit a constant speed.

The cruise control system function cannot be activated during rapid acceleration.

The cruise control system function can only be activated in 4th, 5th and 6th gear.

The control range is from 40 to 200 km/h or from 25 to 125 mph.

6.5.4 Upper button of the cruise control system



M00811-12

The upper button **1** of the cruise control system is fitted on the right side of the combination switch.

Possible states

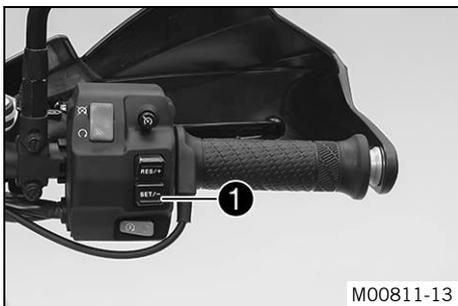
- Upper button of the cruise control system  in the home position.
- Upper button of the cruise control system  is pressed. – The last saved speed is reached and maintained. Each time the button is touched again, the target speed is increased by 1 km/h or 1 mph.
- Upper button of the cruise control system  is held in the pressed position. – The target speed increases in increments of 5 km/h or 5 mph.



Info

The target speed is shown on the segment display of the combination instrument. After activation of the cruise control system function the throttle grip can be turned back to the home position.

6.5.5 Lower button of the cruise control system



The lower button ❶ of the cruise control system is fitted on the right side of the combination switch.

Possible states

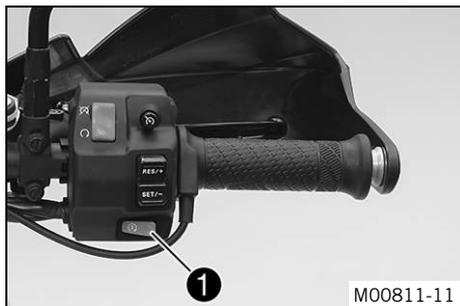
- Lower button of the cruise control system  in the home position.
- Lower button of the cruise control system  is pressed. – The cruise control system function is activated and the current speed is maintained. Every time the button is touched the target speed is decreased by 1 km/h or 1 mph.
- Lower button of the cruise control system  is held in the pressed position. – The target speed decreases in increments of 5 km/h or 5 mph.



Info

The target speed is shown on the segment display of the combination instrument. After activation of the cruise control system function the throttle grip can be turned back to the home position.

6.5.6 Electric starter button



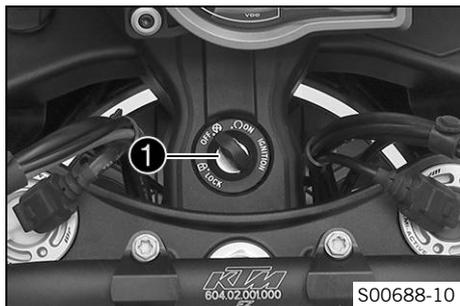
M00811-11

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

Possible states

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

6.6 Ignition/steering lock



S00688-10

The ignition/steering lock ❶ is located in front of the upper triple clamp.



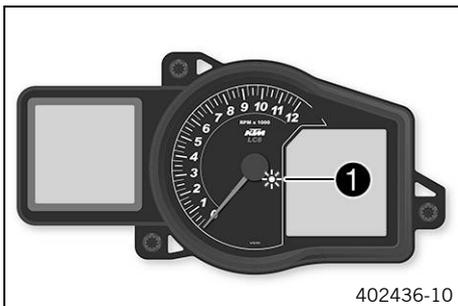
Info

The ignition may only be switched on using a black ignition key. With the orange programming key, you can activate or deactivate the black ignition key.

Possible states

| | |
|--|---|
| | <p>Ignition off OFF – In this position, the ignition circuit is interrupted, a running engine stops, and a non-running engine will not start. The black ignition key can be removed.</p> |
| | <p>Ignition on ON – In this position, the ignition circuit is closed and the engine can be started.</p> |
| | <p>Steering locked – In this position, the ignition circuit is interrupted and the steering locked. The black ignition key can be removed.</p> |

6.7 immobilizer



The electronic immobilizer secures the vehicle against unauthorized use. The immobilizer is activated automatically and the engine electronics are locked when the ignition key is withdrawn.

The immobilizer indicator lamp **1** can indicate errors by flashing.

If the optional alarm system is installed, the immobilizer indicator lamp **1** flashes when the alarm system is switched on.



Info

The ignition key contains electronic components. Never attach multiple ignition keys to a single key ring; this may cause mutual interference.

A lost black ignition key must be deactivated to prevent unauthorized persons from operating the vehicle.

The black ignition keys are activated when delivered.

Another two spare ignition keys (key number on the **KEYCODECARD**) can be ordered from an authorized KTM workshop; they need to be activated for use.

6.8 Locking the steering

Note

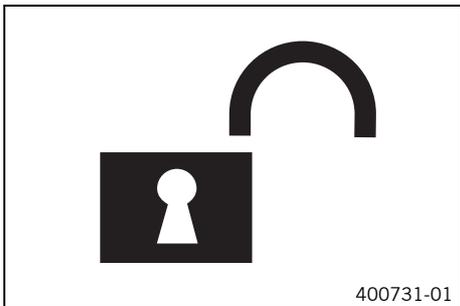
Danger of damage The parked vehicle may roll away or fall over.

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



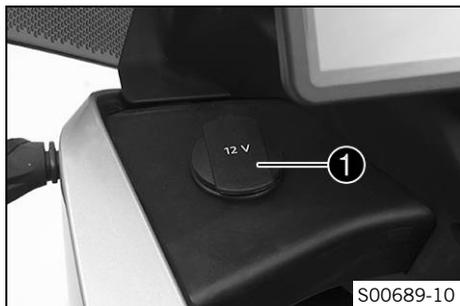
- Park the vehicle.
- Turn the handlebar all the way to the left.
- Insert the key into the ignition/handlebar lock, press in, and turn to the left. Remove the key.
- ✓ Steering is no longer possible.

6.9 Unlocking the steering



- Insert the key into the ignition/handlebar lock, press in, and turn to the right. Remove the key.
- ✓ You can now steer the bike again.

6.10 Socket for electrical accessories



Socket ① for electrical accessories is fitted to the left of the combination instrument. It is connected to permanent positive and fuse-protected.

| Socket for electrical accessories | |
|-----------------------------------|------|
| Voltage | 12 V |
| Maximum current consumption | 10 A |

6.11 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.

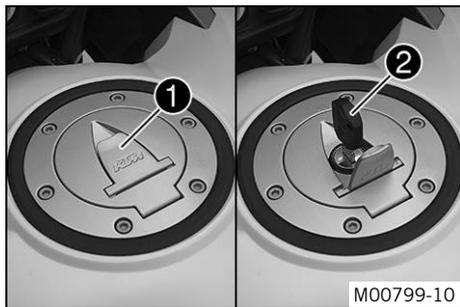
- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician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



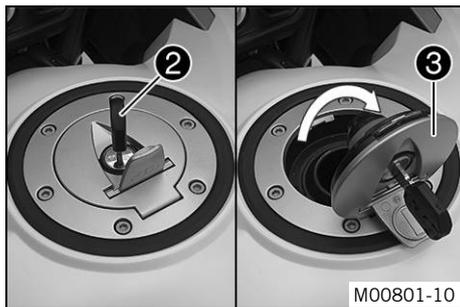
Warning

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.



- Lift cover **1** of the filler cap and insert ignition key **2** in the fuel tank lock.

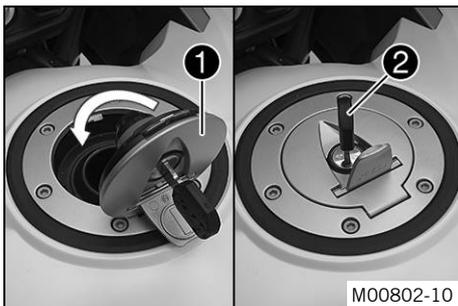


Note

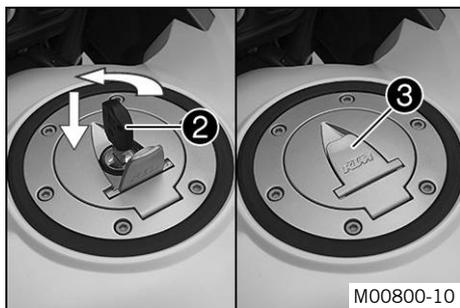
Danger of damage Ignition key breakage.

- To take pressure off of the ignition key, push down on the filler cap. Damaged ignition keys must be replaced.
- Turn ignition key **2** clockwise.
- Fold open filler cap **3**.

6.12 Closing the filler cap



- Fold down filler cap ①.
- Turn ignition key ② clockwise.



- Push down the filler cap and turn the ignition key ② counterclockwise until the tank lock closes.

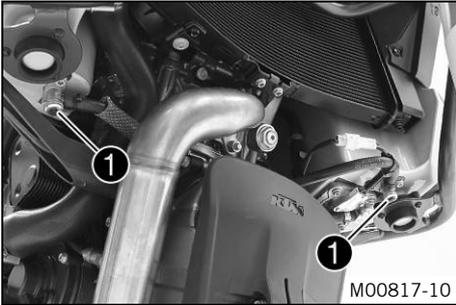


Warning

Fire hazard Fuel is highly flammable, poisonous and harmful to your health.

- After closing the filler cap, ensure that it is locked properly. Change clothing that has been contaminated with fuel. Immediately clean contaminated areas on the skin with soap and water.
-
- Remove ignition key ② and close cover ③.

6.13 Fuel cocks



A fuel cock ① is located on each side of the fuel tank.



Info

The fuel cocks must always be open during operation.
The fuel cocks are only closed to remove the fuel tank.

Possible states

- Fuel cocks are closed – Level equalization cannot take place and the fuel supply to the throttle valve body is shut off.
- Fuel cocks are open – Level equalization can take place and the fuel supply to the throttle valve body is open.

6.14 Opening the storage compartment



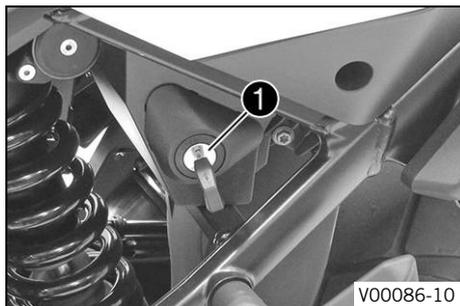
- Press lock ① in the direction of the arrow and lift the cover at the same time.

6.15 Closing the storage compartment



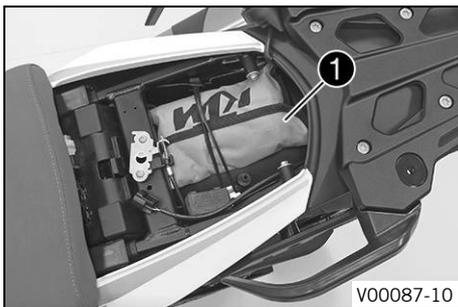
- Press cover **1** downward.
- ✓ The lock engages audibly.

6.16 Seat lock



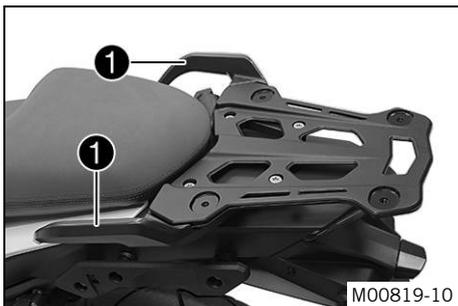
The seat lock **1** is located on the left side of the vehicle. It can be unlocked using the ignition key.

6.17 Tool set (Super Adventure EU/FR/AU/JP)



The tool set **1** is located in the storage compartment under the seat.

6.18 Grab handles



The passenger can hold onto grab handles **1** during the trip.

6.19 Luggage rack plate



The luggage rack plate **1** is located behind the seat.
The base plate of a luggage system (optional) can be attached to the luggage rack plate.
The luggage rack plate may not be loaded with more than the specified weight.

| | |
|--|---------------|
| Maximum permissible load on luggage rack plate | 8 kg (18 lb.) |
|--|---------------|



Info

Note the information provided by the luggage manufacturer.

6.20 Passenger seat heating switch

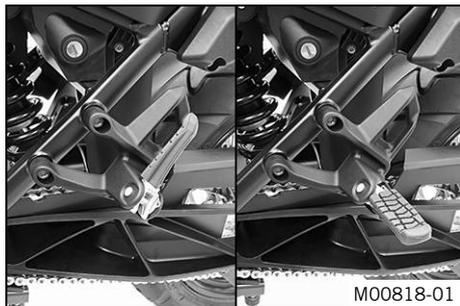


The passenger seat heating switch **1** is located next to the right grab handle.

Possible states

- The passenger seat heating switch is turned to position **0** – In this position, the passenger seat heating is switched off.
- The passenger seat heating switch is turned to position **1** – In this position, the passenger seat heating is switched to a lower level.
- The passenger seat heating switch is turned to position **2** – In this position, the passenger seat heating is switched to a higher level.

6.21 Passenger footrest

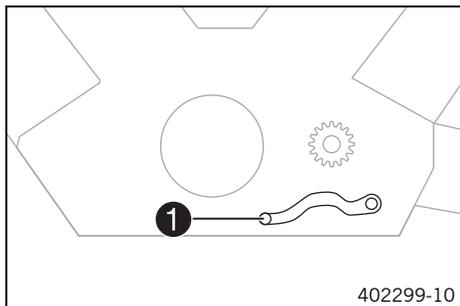


The passenger footrests are foldable.

Possible states

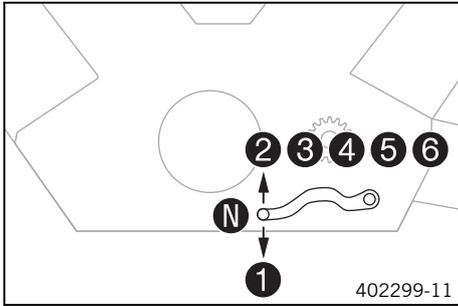
- Passenger footrest folded in – For operation without a passenger.
- Passenger footrest folded out – For operation with a passenger.

6.22 Shift lever



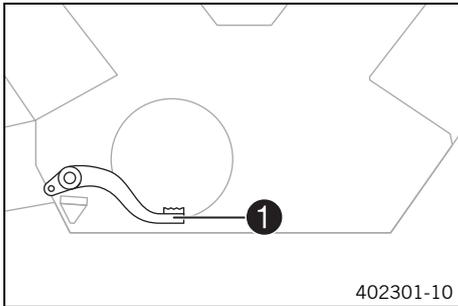
The shift lever **1** is fitted on the left side of the engine.

6 CONTROLS



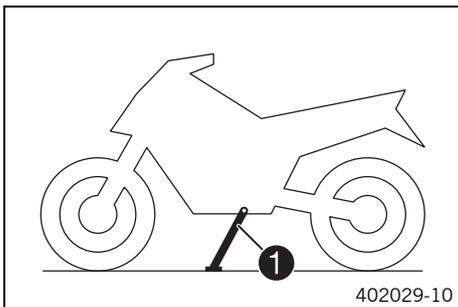
The gear positions can be seen in the figure.
The idle position is between the first and second gears.

6.23 Foot brake lever



Foot brake lever ① is located in front of the right footrest.
The rear brake is activated using the foot brake lever.

6.24 Side stand



The side stand **1** is located on the left side of the vehicle.
The side stand is used for parking the motorcycle.



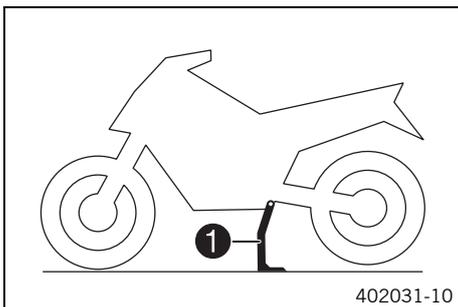
Info

The side stand must be folded up during motorcycle use.
The side stand is coupled with the safety starting system. See the instructions in the "Stopping, parking" chapter.

Possible states

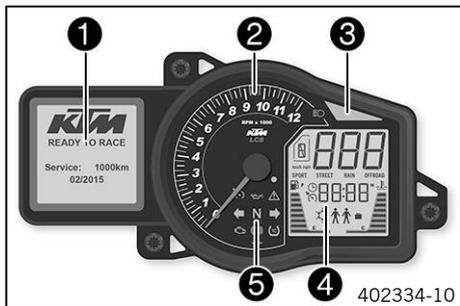
- Side stand folded out – The vehicle can be supported on the side stand. The safety starting system is active.
- Side stand folded in – This position is mandatory when riding the motorcycle. The safety starting system is inactive.

6.25 Center stand



In addition to the side stand, the vehicle is equipped with a center stand **1**.

7.1 Overview



- 1 Matrix display (☛ p. 48)
- 2 Tachometer
- 3 Shift warning light (☛ p. 51)
- 4 Segment display
- 5 Indicator lamps (☛ p. 49)

7.2 Activation and test



Activation

The combination instrument is activated when the ignition is switched on.

Info

The brightness of the displays is controlled by a brightness sensor in the combination instrument.

Test

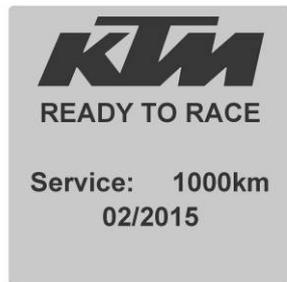
The segment display, the indicator lamps, and the tachometer are briefly activated for a function test.

The welcome text and information on the next service (☛ p. 52) appear on the matrix display.

Info

If the battery was disconnected, the time and date must be set.

7.3 Matrix display

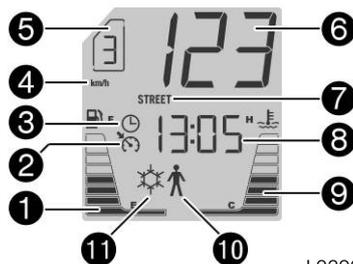


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The matrix display is controlled using the menu switch (☛ p. 28). After the ignition is switched on, the display shows when the next service (☛ p. 52) is due. If the General warning lamp  lights up among the indicator lamps (☛ p. 49), the corresponding message appears in the matrix display. The **SET** button is used to confirm receipt of the information and the message is cleared.

| | |
|-----------------|------|
| Messages appear | 10 s |
|-----------------|------|

7.4 Segment display



L02904-10

- 1 Fuel level
- 2 Cruise control system symbol
- 3 Time symbol
- 4 Unit for the speedometer
- 5 Gear display
- 6 Speed
- 7 **"Drive Mod"** (☛ p. 206)
- 8 Target speed of the cruise control system or time
- 9 Coolant temperature
- 10 Set loading condition
- 11 Ice warning

7.5 Indicator lamps

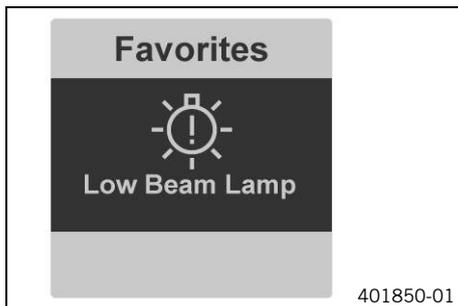


Possible states

| | |
|--|---|
|  | The high beam indicator lamp lights up blue – The high beam is switched on. |
|  | The immobilizer indicator lamp lights up or flashes red – Status or error message for immobilizer/alarm system. |
|  | The oil pressure warning lamp lights up red – Engine oil pressure is too low. |
|  | The general warning lamp lights up yellow – An operating safety (warning) message was detected. This is also shown on the matrix display. |
|  | The left turn signal lamp flashes green simultaneously with the turn signal – The left turn signal is switched on. |
|  | The idle indicator lamp lights up green – The transmission is shifted to neutral. |
|  | The right turn signal lamp flashes green simultaneously with the turn signal – The right turn signal is switched on. |
|  | The engine warning lamp lights up/flashes yellow – The engine control unit has detected a fault. |
|  | The ABS lamp lights up/flashes yellow – ABS is not active. The ABS lamp also lights up when a fault is detected. |
|  | The TC lamp lights up/flashes yellow – The motorcycle traction control is not enabled or is currently intervening. The TC lamp also lights up when an error is detected. In addition, the TC lamp flashes if the HHC (optional) is active. |
|  | The cruise control system lamp lights up yellow – The cruise control system function is switched on, but the speed control is not active. |

| | |
|---|--|
|  | <p>The cruise control system lamp lights up green – The cruise control system function is switched on and the speed control is active.</p> |
|---|--|

7.6 Message on the matrix display



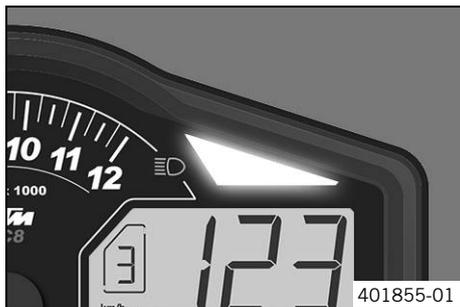
Possible states

| | |
|--|--|
|  | <p>Engine malfunction – The engine control unit has detected a fault. Visit an authorized KTM workshop.</p> |
|  | <p>General message – General message on operating safety. Visit an authorized KTM workshop.</p> |
|  | <p>ABS warning – ABS is not available. Visit an authorized KTM workshop.</p> |
|  | <p>Motorcycle traction control – The motorcycle traction control is not available. Visit an authorized KTM workshop.</p> |
|  | <p>Engine oil pressure – Engine oil pressure is too low. Switch off the engine immediately. Contact an authorized KTM workshop.</p> |
|  | <p>Engine oil level – The engine oil level is too low. Check the engine oil level and correct it.</p> |
|  | <p>Tire air pressure – The tire pressure is incorrect, or the system has failed. Check the tire air pressure.</p> |
|  | <p>Lighting system – An element of the lighting system has failed. Change the faulty light, or visit an authorized KTM workshop.</p> |
|  | <p>Cooling water temperature – The cooling water temperature is too high. Switch off the engine. Contact an authorized KTM workshop.</p> |
|  | <p>Fuel reserve – The fuel supply is dwindling. Refuel at the next opportunity.</p> |

| | |
|---|---|
|  | Icy road symbol – The roads may be icy. Adjust your speed to the road conditions. |
|  | Battery voltage – The battery voltage is too low. Recharge the battery with a suitable battery charger. |
|  | Service – A service is due. Contact an authorized KTM workshop. |
|  | Emergency OFF switch – The emergency OFF switch is off. |

The messages are displayed in the **"Warning"** menu.

7.7 Shift warning light



The shift warning light flashes or lights up when the transmission should be shifted. In the **"Shift Light"** menu, the engine speed for the shift warning light can be set. The shift warning light flashes over **"RPM1"** and lights up continuously over **"RPM2"**.



Info

In 6th gear, the shift warning light is deactivated when the engine is warm after the first service.

The shift warning light can be turned on and off in the **"Settings"** menu.

| | |
|---|-----------------------|
| Engine oil temperature | > 35 °C (> 95 °F) |
| "ODO" | > 1,000 km (> 620 mi) |
| The shift warning light flashes | > "RPM1" |
| The shift warning light is continuously lit | > "RPM2" |
| Engine oil temperature | ≤ 35 °C (≤ 95 °F) |

| | |
|---|-----------------------|
| "ODO" | < 1,000 km (< 620 mi) |
| The shift warning light always lights up at | 6,500 rpm |

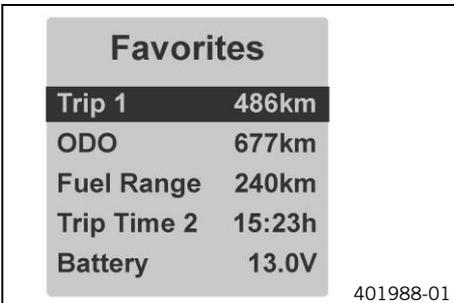
7.8 service display



After the ignition is switched on, the service display appears briefly. The service intervals depend on the distance traveled or the elapsed time. The event that occurs first is given priority. The exact service intervals can be found in the service schedule.

7.9 Matrix display menu

7.9.1 "Favorites"



- Press the **UP** or **DOWN** button until the "**Favorites**" menu appears on the matrix display. Pressing the **SET** button opens the menu.
 - Press the **UP** or **DOWN** button to select the menu item and activate it with the **SET** button.
 - Pressing the **BACK** button twice always opens the "**Favorites**" menu.
- In the "**Favorites**" menu, you can directly open five menus. In the "**Set Favorites**" menu, the "**Favorites**" menu can be configured.

7.9.2 "Trip 1"

| Trip 1 | |
|-------------|--------|
| Trip 1 | 973km |
| Ø Speed 1 | 89km/h |
| Ø Cons 1 | 7.3l |
| Trip Time 1 | 15:23h |
| Fuel Range | 240km |

L02906-01

- Press the **UP** or **DOWN** button until the **"Trip 1"** menu appears on the matrix display. **"Trip 1"** shows the distance since the last reset, such as between two refueling stops. **"Trip 1"** runs continuously and counts the distance up to **9999**. **"Ø Speed 1"** indicates the average speed based on **"Trip 1"** and **"Trip Time 1"**. **"Ø Cons 1"** indicates the average fuel consumption based on **"Trip 1"** and **"Trip Time 1"**. **"Trip Time 1"** indicates the riding time based on **"Trip 1"** and starts running as soon as a speed signal comes in. **"Fuel Range"** indicates the possible range with the fuel reserve.

Press and hold the button **SET** for 3–5 seconds.

All entries in the **"Trip 1"** menu are cleared.

7.9.3 "Trip 2"

| Trip 2 | |
|-------------|--------|
| Trip 2 | 973km |
| Ø Speed 2 | 89km/h |
| Ø Cons 2 | 7.3l |
| Trip Time 2 | 15:23h |
| Fuel Range | 240km |

L02907-01

- Press the **UP** or **DOWN** button until the **"Trip 2"** menu appears on the matrix display. **"Trip 2"** shows the distance since the last reset, such as between two refueling stops. **"Trip 2"** runs continuously and counts the distance up to **9999**. **"Ø Speed 2"** indicates the average speed based on **"Trip 2"** and **"Trip Time 2"**. **"Ø Cons 2"** indicates the average fuel consumption based on **"Trip 2"** and **"Trip Time 2"**. **"Trip Time 2"** indicates the riding time based on **"Trip 2"** and starts running as soon as a speed signal comes in. **"Fuel Range"** indicates the possible range with the fuel reserve.

Press and hold the button **SET** for 3–5 seconds.

All entries in the **"Trip 2"** menu are cleared.

7.9.4 "General Info"

General Info

| | |
|----------|------------|
| Air Temp | 14.0°C |
| Date | 01.04.2013 |
| ODO | 677km |
| Battery | 13.0V |
| Oil Temp | 75°C |

401824-01

- Press the **UP** oder **DOWN** button until the **"General Info"** menu appears on the matrix display.

"Air Temp" indicates the ambient air temperature.

"Date" indicates the date.

"ODO" indicates the total distance covered.

"Battery" indicates the battery voltage.

"Oil Temp" indicates the engine oil temperature.

7.9.5 "TPMS"

TPMS

| | |
|----|---------|
| FW | 2.4 bar |
| RW | 2.9 bar |

L02908-01

Condition

- Model with **TPMS**.



Warning

Danger of accidents The tire pressure control system does not eliminate the necessity to check the tires before going on a ride.

To avoid false alarms, the tire pressure values are evaluated over a period of several minutes.

- Check the tire pressure before every ride.
 - Correct the tire pressure if the tire pressure deviates from the specified value.
 - Even if the tire pressure values are correct, stop the vehicle immediately if its behavior indicates a pressure loss in the tires.
-
- Press the **UP** or **DOWN** button until the **"TPMS"** menu appears on the matrix display.

Guideline

| | |
|---|------------------|
| Tire air pressure, solo/with passenger/full payload | |
| Front: with cold tires | 2.4 bar (35 psi) |
| Rear: with cold tires | 2.9 bar (42 psi) |

The **"TPMS"** menu displays the tire pressure of the front and rear tires.

"FW" indicates the tire air pressure at the front.

"RW" indicates the tire air pressure at the rear.

7.9.6 "Set Favorites"

Set Favorites

| | |
|---------------|--------------|
| Trip 1 | 486km |
| ODO | 677km |
| Fuel Range | 240km |
| Trip Time 2 | 15:23h |
| Battery | 13.0V |

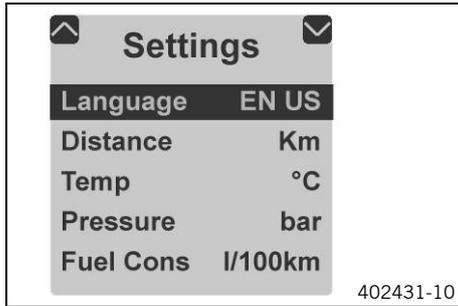
401991-01

Condition

- The vehicle is stationary.
- Press the **UP** or **DOWN** button until the **"Set Favorites"** menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Press the **UP** or **DOWN** button to select the menu. Press the **SET** button to set the menu for quick selection.

In the **"Set Favorites"** menu, the **"Favorites"** menu can be configured.

7.9.7 "Settings"

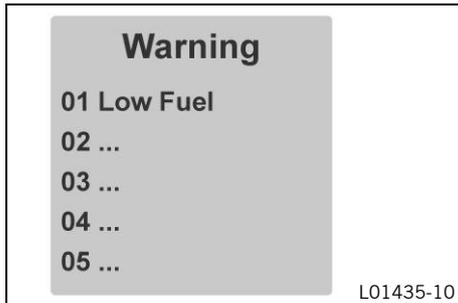


Condition

- The vehicle is stationary.
- Press the **UP** or **DOWN** button until the **"Settings"** menu appears on the matrix display. Pressing the **SET** button opens the menu.

Setting for units or various values are made in the **"Settings"** menu. Some functions can be enabled or disabled.

7.9.8 "Warning"

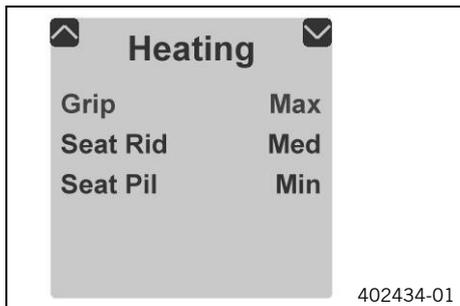


Condition

- Message or warning
- Press the **UP** or **DOWN** button until the **"Warning"** menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Use the **UP** or **DOWN** button to navigate through the warnings.

In the **"Warning"** menu, warnings that occurred are displayed and stored until they are no longer active.

7.9.9 "Heating"



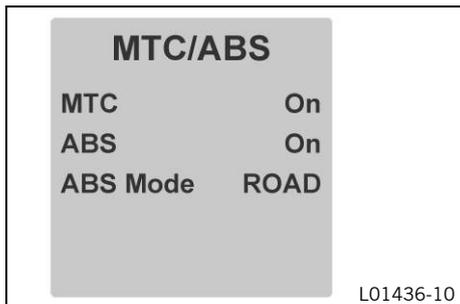
- Press **UP** or **DOWN** button till the **"Heating"** menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Use the **UP** or **DOWN** button to navigate through the menu. Select a heating level for the heated grip or rider seat heating with the **SET** button.

Info

The status of the passengers seat heating is displayed with **Seat Pil**.

The passenger's seat heating can only be switched on of off by the switch next to the grab handle.

7.9.10 "MTC/ABS"



Condition

- The vehicle is stationary.
- Press the **UP** or **DOWN** button until the **"MTC"/"ABS"** menu appears on the matrix display. In the **"MTC/ABS"** menu, **"MTC"** and **"ABS"** can be switched off. In **"ABS mode"**, a choice can be made between **"Road"** and **"Offroad"**.

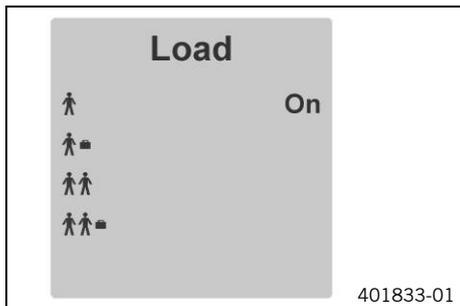
Info

After the ignition is switched on, motorcycle traction control and ABS are enabled again.

When the **"Offroad"** ABS mode is enabled, ABS only controls the front wheel. The rear wheel is not controlled by ABS and may block during braking maneuvers.

When the **"Road"** ABS mode is enabled, the brakes are also applied to the rear wheel when the front brake is activated. ABS can intervene on both wheels.

7.9.11 "Load"



Condition

- The vehicle is stationary.
- Engine is running.
- Press the **UP** or **DOWN** button until the "**Load**" menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Press the **UP** or **DOWN** button to select a loading condition and activate it with the **SET** button.

In the "**Load**" menu you can select from four loading conditions.

The setting of the spring preload and the rebound is matched to the load condition.

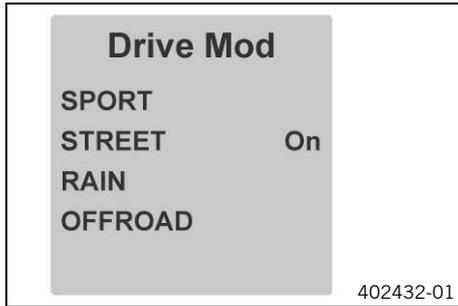
7.9.12 "Damping"



- Press the **UP** or **DOWN** button until the "**Damping**" menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Press the **UP** or **DOWN** button to select a damping setting and activate it with the **SET** button.

In the "**Damping**" menu the settings for "**SPORT**", "**STREET**", "**COMFORT**" and "**OFFROAD**" are available.

7.9.13 "Drive Mod"



- Press the **UP** or **DOWN** button until the "**Drive Mod**" menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Use the **UP** or **DOWN** button to navigate through the menu. The **SET** button can be used to select engine and motorcycle traction control settings that are coordinated with each other.
 - ✓ **SPORT** – homologated performance with very direct response; the motorcycle traction control allows greater slip on the rear wheel
 - ✓ **STREET** – homologated performance with balanced response; the motorcycle traction control allows normal slip on the rear wheel
 - ✓ **RAIN** – reduced homologated performance for better rideability; the motorcycle traction control allows normal slip on the rear wheel
 - ✓ **OFFROAD** – reduced homologated performance for better rideability; the motorcycle traction control allows high slip on the rear wheel

7.9.14 menu overview

Trip 1

Trip 1 973km
 Ø Speed 1 89km/h
 Ø Cons 1 10.3l
 Trip Time 1 15:23h
 Fuel Range 240km

Trip 2

Trip 2 973km
 Ø Speed 2 89km/h
 Ø Cons 2 10.3l
 Trip Time 2 15:23h
 Fuel Range 240km

General Info

Air Temp 14.0°C
 Date 01.04.2013
 ODO 677km
 Battery 13.0V
 Oil Temp 75°C

TPMS

FW 2.4 bar
 RW 2.9 bar

Set Favorites

Trip 1 486km
 Trip 2 973km
 Fuel Range 240km
 Trip Time 2 15:23h
 Battery 13.0V

Settings

Language EN US
 Distance Km
 Temp °C
 Volume litre
 Pressure bar

Warnings

01 Low Beam Lamp
 02 ...
 03 ...
 04 ...
 05 ...

Drive Mod

SPORT
 STREET On
 RAIN
 OFFROAD

Favorites

Trip 1 486km
 Trip 2 973km
 Fuel Range 240km
 Trip Time 2 15:23h
 Battery 13.0V

MTC/ABS

MTC On
 ABS Off
 ABS Mode

Heating

Grip Max
 Seat Rid Med
 Seat Pil Min

KTM

READY TO RACE

Service: 1000km
02/2015

KTM start screen

Menu buttons

"Favorites"

"Trip 1"

"Trip 2"

"General Info"

"TPMS"

"Set Favorites"

"Settings"

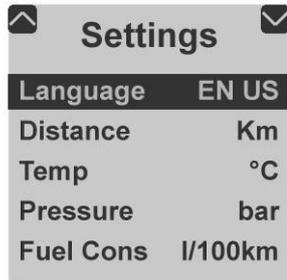
"Warning" (only active if there are messages)

"Heating"

"MTC/ABS"

"Drive Mod"

7.9.15 "Language"



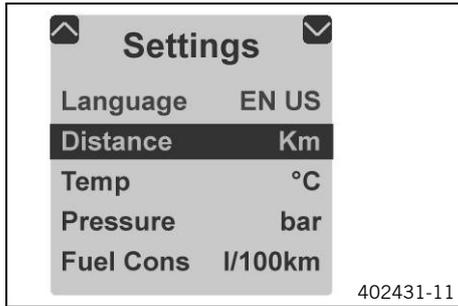
402431-10

Condition

- The vehicle is stationary.
 - Press the **UP** or **DOWN** button until the "**Settings**" menu appears on the matrix display. Pressing the **SET** button opens the menu.
 - Press the **SET** button again to select the language.

The menu languages are US English, UK English, German, Italian, French, and Spanish.

7.9.16 "Distance"

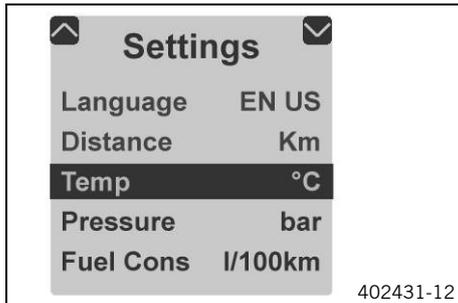


Condition

- The vehicle is stationary.
- Press the **UP** or **DOWN** button until the **"Settings"** menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Press the **UP** or **DOWN** button until **"Distance"** is highlighted in black on the matrix display. Pressing the **SET** button again sets the unit of measure.

Select kilometers **"km"** or miles **"mi"** for the distance.

7.9.17 "Temp"

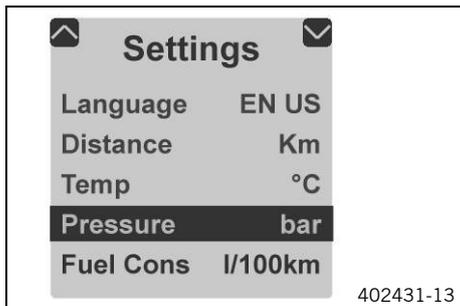


Condition

- The vehicle is stationary.
- Press the **UP** or **DOWN** button until the **"Settings"** menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Press the **UP** or **DOWN** button until **"Temp"** is highlighted in black on the matrix display. Pressing the **SET** button again sets the unit of measure.

Select **"°C"** or **"°F"** for the temperature indicator.

7.9.18 "Pressure"

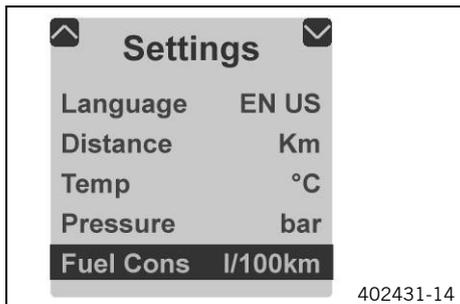


Condition

- The vehicle is stationary.
- Press the **UP** or **DOWN** button until the "**Settings**" menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Press the **UP** or **DOWN** button until "**>Pressure**" is highlighted in black on the matrix display. Pressing the **SET** button again sets the unit of measure.

Select "**bar**" or "**psi**" for the tire pressure display.

7.9.19 "Fuel Cons"



Condition

- The vehicle is stationary.
- Press the **UP** or **DOWN** button until the "**Settings**" menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Press the **UP** or **DOWN** button until "**Fuel Cons**" is highlighted in black on the matrix display. Pressing the **SET** button again sets the unit of measure.

Select one of the available consumption displays.

7.9.20 "Clock/Date"

| Clock/Date | |
|------------|------|
| Hour | 12 |
| Minute | 0 |
| Day | 1 |
| Month | 1 |
| Year | 2013 |

401990-01

Condition

- The vehicle is stationary.
- Press the **UP** or **DOWN** button until the **"Settings"** menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Press the **UP** or **DOWN** button until **"Clock/Date"** is highlighted in black on the matrix display. Pressing the **SET** button again opens the menu.
- Use the **UP** or **DOWN** button to navigate through the menu. Use the **SET** button to set the time and date.

If the battery was removed, the time and date must be set in the matrix display.

7.9.21 "Shift Light"

| Shift Light | |
|-------------|-------|
| RPM1 | 8500 |
| RPM2 | 10000 |
| Shift Light | on |

L01433-10

Condition

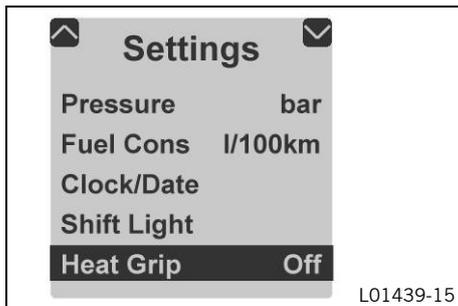
- The vehicle is stationary.
- Press the **UP** or **DOWN** button until the **"Settings"** menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Press the **UP** or **DOWN** button until **"Shift Light"** is highlighted in black on the matrix display. Pressing the **SET** button again opens the menu.
- Press the **UP** or **DOWN** button to select the function. Use the **SET** button to set the engine speed for the shift warning light.

When the engine speed reaches **"RPM 1"**, the shift warning light flashes.

When the engine speed reaches **"RPM 2"**, the shift warning light lights up continuously.

Switch the **"Shift Light"** function on or off.

7.9.22 "Heat Grip"

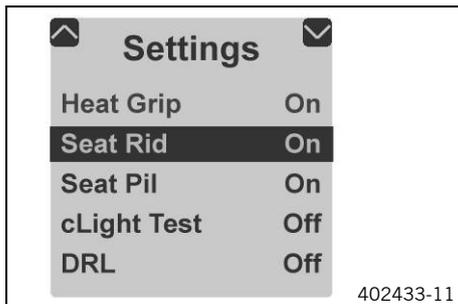


Condition

- The vehicle is stationary.
- Press the **UP** or **DOWN** button until the "**Settings**" menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Press the **UP** or **DOWN** button until "**Heat Grip**" is highlighted in black on the matrix display. Pressing the **SET** button again opens the menu.

Switch the heat grips menu on and off.

7.9.23 "Seat Rid"

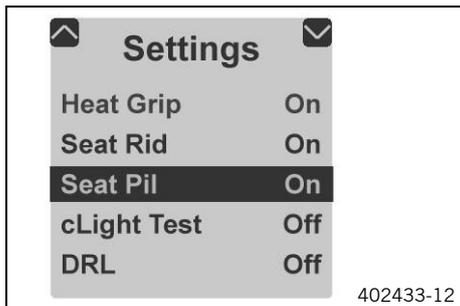


Condition

- The vehicle is stationary.
- Press the **UP** or **DOWN** button until the "**Settings**" menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Press the **UP** or **DOWN** button until "**Seat Rid**" is highlighted in black on the matrix display. Pressing the **SET** button again switches the seat heating menu for the rider on or off.

Switch the seat heating menu for the rider's seat on or off.

7.9.24 "Seat Pil"

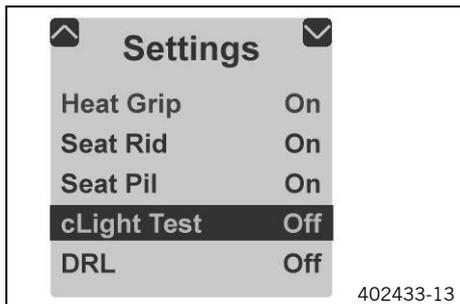


Condition

- The vehicle is stationary.
- Press the **UP** or **DOWN** button until the "**Settings**" menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Press the **UP** or **DOWN** button until "**Seat Pil**" is highlighted in black on the matrix display. Pressing the **SET** button again switches the seat heating menu for the pillion seat on or off.

Switch the indicator for the pillion seat heating on or off.

7.9.25 "cLightTest"



Condition

- The vehicle is stationary.
- Press the **UP** or **DOWN** button until the "**Settings**" menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Press the **UP** or **DOWN** button until "**cLightTest**" is highlighted in black on the matrix display. Pressing the **SET** button again starts the cornering light test.

The left-hand cornering light segments light up in succession, starting with the lower segment.

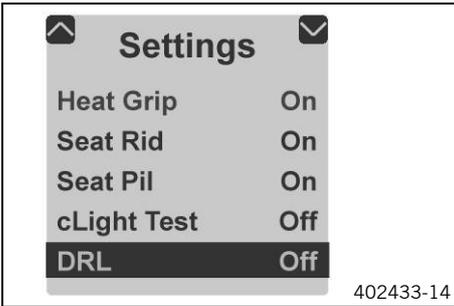
If the left cornering light test is complete, the upper segment lights up continuously.

By pressing the **SET** button again the right cornering light test is repeated.

If the test of the right light curve is complete, the upper segment lights up continuously.

By pressing the **SET** button again the test is ended and the cornering light switched off.

7.9.26 "DRL"



Condition

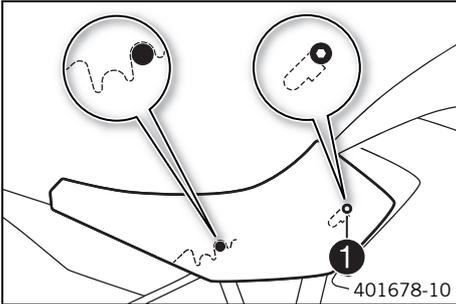
- The vehicle is stationary.
- Press the **UP** or **DOWN** button until the "**Settings**" menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Press the **UP** or **DOWN** button until "**DRL**" is highlighted in black on the matrix display. Pressing the **SET** button again switches the daytime running light on or off.

Switch the daytime running light on or off.

Info

Note the legal regulations regarding the daytime running light.

8.1 Adjusting the front rider's seat

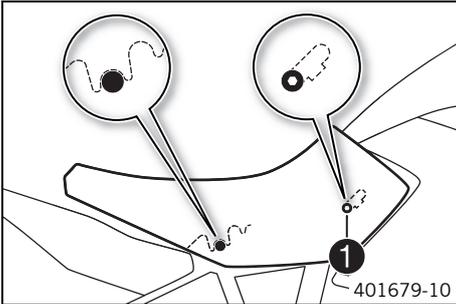


Preparatory work

- Remove the passenger seat. (☛ p. 106)

Lower the front rider's seat:

- Attach the front rider's seat to the fuel tank at the recesses ❶, and push the front rider's seat down and forward at the same time.



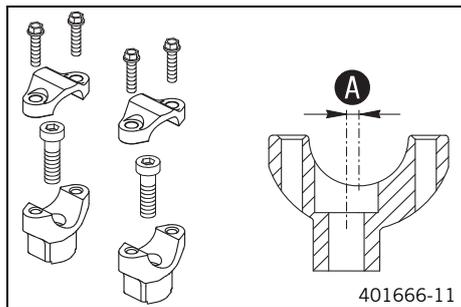
Raise the front rider's seat:

- Attach the front rider's seat to the fuel tank at the recesses ❶, and push the rider's seat up and forward at the same time.
- Finally, check that the front rider's seat is correctly mounted.

Finishing work

- Mount the passenger seat. (☛ p. 107)

8.2 Handlebar position



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

| | |
|------------------------|-------------------|
| Hole distance A | 3.5 mm (0.138 in) |
|------------------------|-------------------|

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

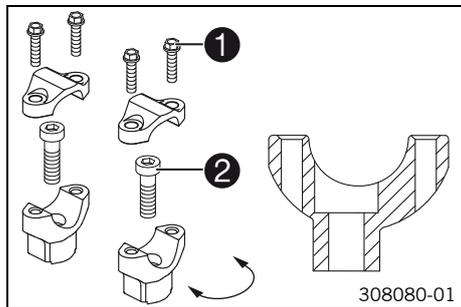
8.3 Adjusting the handlebar position ↴



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.



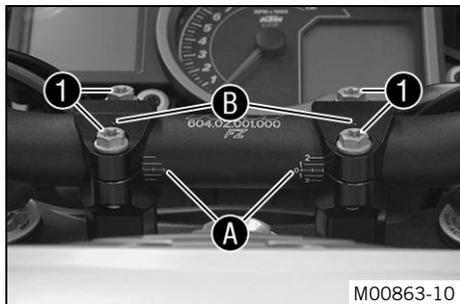
- Remove screws **1**. Remove the handlebar clamps. Remove the handlebar and lay it to one side.



Info

Cover the components to protect them against damage.
Do not bend the cables and lines.

- Remove screws **2**. Take off the handlebar supports.
- Place the handlebar supports in the required position. Mount and tighten screws **2**.



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 the cables and wiring are positioned correctly.

- Position the handlebar clamps. Mount and evenly tighten screws **1**.

Guideline

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

- ✓ The markings **A** of the handlebar scale are located centrally between the handlebar clamps.
- ✓ Markings **B** face backwards.

i Info
Make sure the gap widths are even.

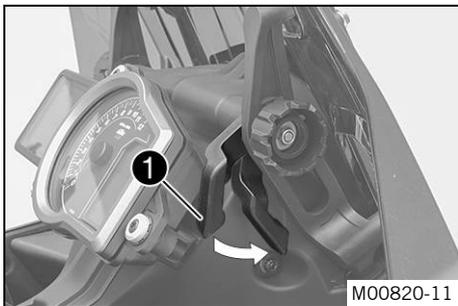
8.4 Adjusting the wind shield



- Pull clamping lever **1** in the direction of the arrow.
✓ The windshield is unlocked.



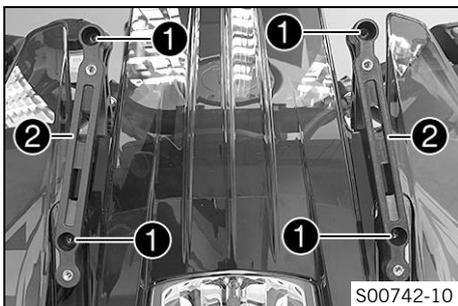
- To bring the windshield in the required position, turn the handwheel **2**.



- Push clamping lever ① in the direction of the arrow.
- ✓ The windshield is locked.

8.5 Adjusting the windshield adapter position

i Info
To mount the windshield higher or lower the windshield adapter can be mounted in two positions.

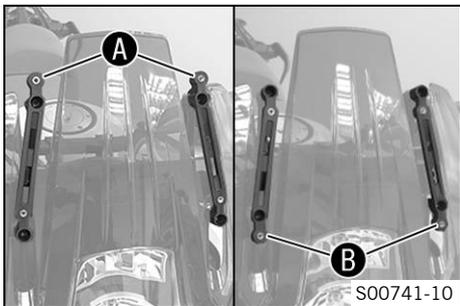


Preparatory work

- Remove the wind shield. (☛ p. 144)

Main work

- Remove screws ①.
- Take off windshield adapter ②.

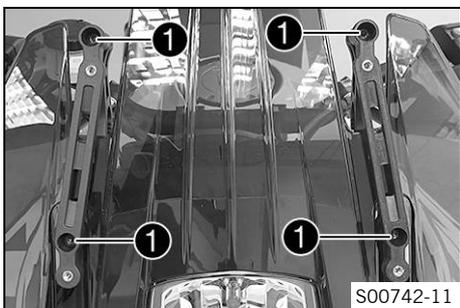


- Adjust windshield adapter to the desired position **A** or **B**.



Info

The handling side is marked on the rear of the windshield adapter.



- Mount and tighten screws **1**.

Guideline

| | | |
|-------------------|----|-------------------------|
| Screw, cover part | M5 | 3.5 Nm (2.58 lbf ft) |
|-------------------|----|-------------------------|

Finishing work

- Install the wind shield. (🔧 p. 144)

8.6 Adjusting basic position of clutch lever



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

i Info

Turn the adjusting screw clockwise to increase the distance between the clutch lever and the handlebar.
Turn the adjusting screw counterclockwise to decrease the distance between the clutch 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!

8.7 Adjusting the basic position of the hand brake lever

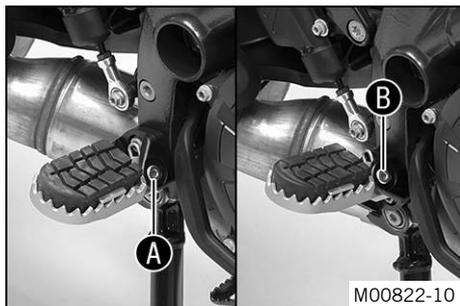


- Adjust the basic position of the hand brake lever to your hand size by turning adjusting wheel ❶.

i Info

Push the hand brake lever forward and turn the adjusting wheel.
Do not make any adjustments while riding.

8.8 Rider footrests



The rider footrests can be mounted in one of two positions.

Possible states

- Rider footrests, low **A**
- Rider footrests, high **B**

8.9 Adjusting the footrests 🛠️



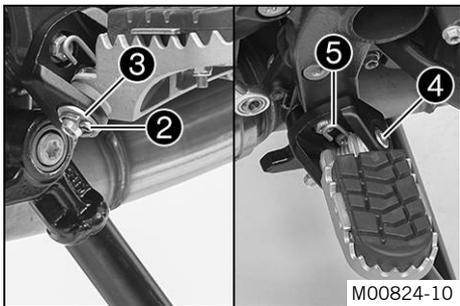
Info

The operations on the footrest brackets are the same for the left and right sides.



- Remove screw **1**.
- ✓ The foot brake lever swings up to the stop.

8 ERGONOMICS



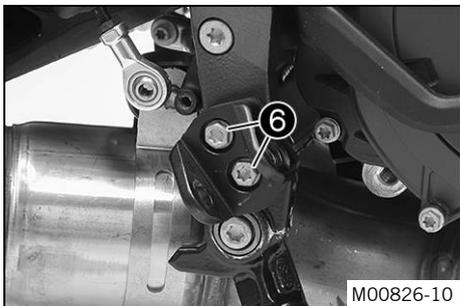
- Remove cotter pin ② with washer ③.
- Carefully remove the pin ④ of the rider footrest.



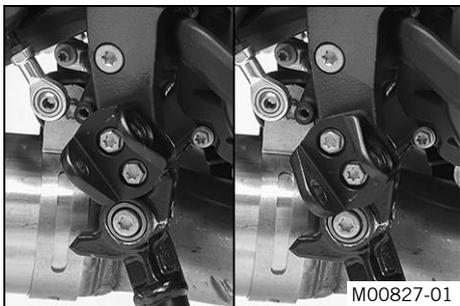
Info

The spring is under high tension and can pop out when the pin is removed.

- Take off the rider footrest ⑤ with the spring.

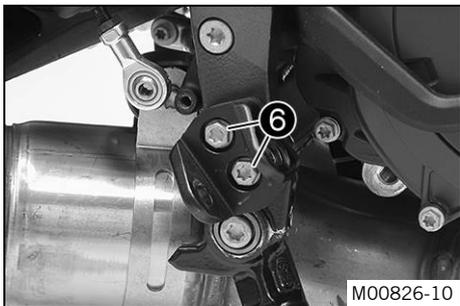


- Remove screws ⑥.



- Adjust the footrest bracket to the desired position.

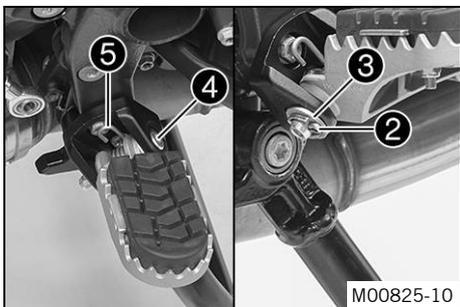
8 ERGONOMICS



- Mount and tighten screws ⑥.

Guideline

| | | | |
|-------------------------------|----|------------------------|---------------|
| Screw, front footrest bracket | M8 | 25 Nm (18.4 lbf ft) | Loctite® 243™ |
|-------------------------------|----|------------------------|---------------|



- Mount the rider footrest with spring ⑤ and pin ④.

| |
|--|
| Pliers for footrest spring (58429083000) |
|--|

- Mount washer ③ and cotter pin ②.



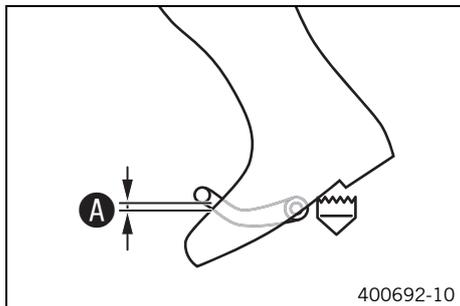
- Position the foot brake lever.
- Mount and tighten screw ①.

Guideline

| | | | |
|--|----|-----------------------|---------------|
| Screw, ball joint of push rod on foot brake cylinder | M6 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |
|--|----|-----------------------|---------------|

8.10 Checking the basic position of the shift lever

- i Info**
When driving, the shift lever must not touch the driver's boot when in the basic position.
When the shift lever keeps touching the boot, the transmission will be subject to an excessive load.

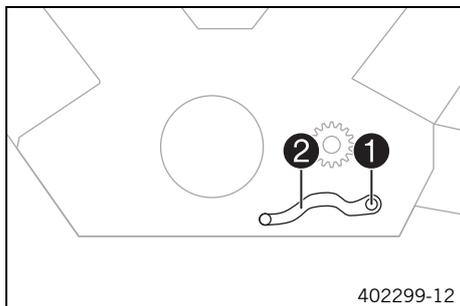


- Sit on the vehicle in the riding position and determine distance **A** between the upper edge of your boot and the shift lever.

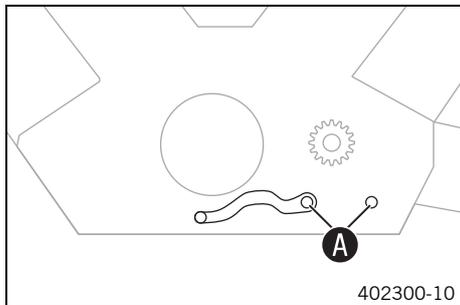
| | |
|---|-------------------------------|
| Distance between shift lever and upper edge of boot | 10... 20 mm (0.39... 0.79 in) |
|---|-------------------------------|

- » If the distance does not meet specifications:
 - Adjust the basic position of the shift lever. 🛠️ (📄 p. 78)

8.11 Adjusting the basic position of the shift lever 🛠️



- Remove screw **1** with washers 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

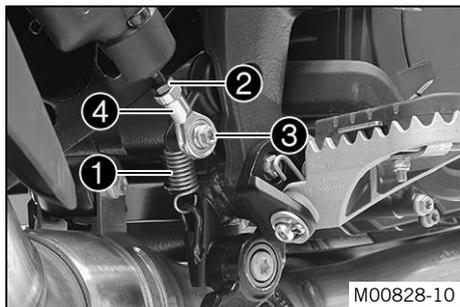
The range of adjustment is limited.
The shift lever must not come into contact with any other vehicle components during the shift procedure.

- Locate and tighten screw **1** with washers.

Guideline

| | | | |
|--------------------|----|------------------------|---------------|
| Screw, shift lever | M6 | 18 Nm (13.3 lbf ft) | Loctite® 243™ |
|--------------------|----|------------------------|---------------|

8.12 Adjusting the basic position of the foot brake lever ↘



- Disconnect spring **1**.
- Loosen nut **2**.
- Remove screw **3**.
- To adjust the basic position of the foot brake lever to individual requirements, turn ball joint **4** accordingly.



Info

The range of adjustment is limited.
The screw must be screwed into the ball joint by at least 5 turns.

- Hold ball joint **4** and tighten nut **2**.

Guideline

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

- Mount and tighten screw ③.

Guideline

| | | | |
|--|----|-----------------------|----------------------|
| Screw, ball joint of push rod on foot brake cylinder | M6 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |
|--|----|-----------------------|----------------------|

- Attach spring ①.

9.1 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 Non-approved or non-recommended tires and wheels impact the handling characteristic.

- Only use tires/wheels approved by KTM with the corresponding speed index.



Warning

Danger of accidents Reduced road grip with new tires.

- New tires have a smooth rolling surface and therefore cannot provide full road grip. The entire rolling surface must be roughened in the first 200 kilometers (124.3 miles) by moderate riding at alternating angles. The full grip levels are not achieved until the tires have been run in.



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.



Info

When using your vehicle, 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 Owner's Manual carefully.
- Get to know the controls.
- Adjust the motorcycle to your requirements, as described in the "Ergonomics" chapter.
- Get used to handling the motorcycle on a suitable piece of land before making a longer trip. Try also to ride as slowly as possible and in a standing position to get a better feeling for the motorcycle.
- Hold the handlebar firmly with both hands and keep your feet on the footrests when riding.
- Run the engine in.

9.2 Running in the engine

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

Guideline

| | |
|-------------------------------------|------------|
| Maximum engine speed | |
| During the first: 1,000 km (620 mi) | 6,500 rpm |
| After the first: 1,000 km (620 mi) | 10,250 rpm |

- Avoid fully opening the throttle!

**Info**

If the maximum engine speed is exceeded before the first service, the shift warning light flashes.

9.3 Loading the vehicle

**Warning**

Danger of accidents Unstable handling characteristics.

- Do not exceed the maximum permitted weight and axle loads. The overall weight consists of: motorcycle operational and with a full tank, driver and passenger with protective clothing and helmet, baggage.

**Warning**

Danger of accidents Unstable handling characteristics due to incorrect mounting of suitcase and/or tank rucksack.

- Mount and secure suitcase and tank rucksack according to the manufacturer's instructions.

**Warning**

Danger of accidents Unstable handling characteristics at high speed.

- Adapt your speed according to your payload. Ride more slowly if your motorcycle is loaded with cases or other baggage.
Maximum speed with luggage 150 km/h (93.2 mph)

**Warning**

Danger of accidents Risk of breakage of suitcase system.

- If you have fitted suitcases on your motorcycle, read the manufacturer's specifications concerning the maximum payload.

**Warning**

Danger of accidents Poor visibility for other road users due to slipped baggage.

- If the tail light is covered, you are less visible to traffic behind you, especially when it is dark. Check that your baggage is fixed properly at regular intervals.

9 PREPARING FOR USE

 **Warning**
Danger of accidents Changed handling characteristics and longer stopping distance with excessive payload.
– Adapt your speed according to your payload.

 **Warning**
Danger of accidents Unstable handling characteristics due to slipped baggage.
– Check the way your baggage is fixed regularly.

 **Warning**
Danger of burns A hot exhaust system can burn baggage.
– Fasten your baggage in such a way that it cannot be burned or singed by the hot exhaust system.

-
- If you are carrying 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.
 - Do not exceed the maximum permitted total weight and the axle loads.

Guideline

| | |
|-------------------------------------|--------------------|
| Maximum permissible total weight | 460 kg (1,014 lb.) |
| Maximum permissible front axle load | 175 kg (386 lb.) |
| Maximum permissible rear axle load | 285 kg (628 lb.) |

10.1 Checks and maintenance measures when preparing for use



Info

Before every trip, check the condition of the vehicle and ensure that it is roadworthy. The vehicle must be in perfect technical condition when it is being operated.

- Check the engine oil level. (☞ p. 208)
- Check the brake fluid level of the front brake. (☞ p. 152)
- Check the rear brake fluid level. (☞ p. 155)
- Check the front brake linings. (☞ p. 154)
- Check the rear brake linings. (☞ p. 158)
- Check that the brake system is functioning properly.
- Check the coolant level in the compensating tank. (☞ p. 203)
- Check the chain for dirt. (☞ p. 110)
- Check the chain tension. (☞ p. 112)
- Check the tire condition. (☞ p. 169)
- Check the tire air pressure. (☞ p. 170)
- Check the spoke tension. (☞ p. 171)
- Check the settings of all controls and ensure that they can be operated smoothly.
- Check that the electrical equipment is functioning properly.
- Check that baggage is correctly secured.
- Check the setting of the rear mirror.
- Check the fuel level.

10.2 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.

 **Caution**
Danger of accidents If the vehicle is operated with a discharged battery or without a battery, electronic components and safety equipment may be damaged.

- Never operate the vehicle with a discharged battery or without a battery.

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.



- Press the emergency OFF switch to the position **ON** .
- Switch on the ignition by turning the black ignition key to the position **ON** .
- ✓ After you switch on the ignition, you can hear the fuel pump working for about two seconds. The function check of the combination instrument is run at the same time.
- ✓ The ABS lamp lights up and goes back out after starting off.
- Shift the transmission to idle **N**.
- ✓ The green idling speed indicator lamp **N** lights up.



- Press the electric starter button (ⓘ).

i Info

Do not press the electric starter button until the combination instrument function check is finished.

When starting, **DO NOT** open the throttle. If you open the throttle during the starting procedure, fuel is not injected by the engine management system and the engine cannot start.

Press the electric starter button (ⓘ) for at most 5 seconds. Wait for at least 5 seconds before trying again.

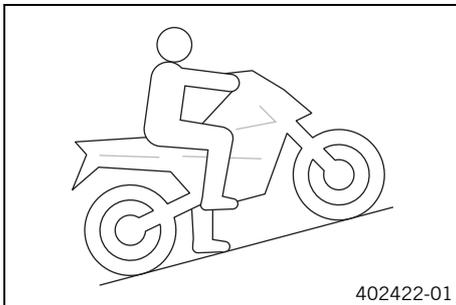
This motorcycle is equipped with a safety starting system. You can only start the engine if the transmission is in neutral or if the clutch lever is pulled when a gear is engaged. If the side stand is folded out and you shift into gear, the engine stops.

- Remove the motorcycle from the center stand or side stand.

10.3 Starting off

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

10.4 Start off with HHC (Option: Hill-start assist)



The **HHC** is an optional auxiliary function of the brake system.

The **HHC** prevents accidental rolling back of the motorcycle on hills.

The **HHC** recognizes stopping on hills and operates the rear brake.

After releasing the brake lever, the brake force is maintained for a maximum of 5 seconds as long as the motorcycle is not moving forward.

When driving off the **HHC** releases the rear brake automatically.



Info

When the **HHC** is active, the TC light  flashes

When the ignition is switched on, the **HHC** can still be active, even if the engine is stopped.

To roll back with active **HHC**, wait 5 seconds, shift to neutral, or switch off the ignition.

If the **HHC** does not detect a start off after 5 seconds, the braking force is automatically reduced gently.

When a brake lever is actuated, the **HHC** is re-activated.

10.5 Shifting, riding



Warning

Danger of accidents Abrupt load alterations can cause the vehicle to get out of control.

- Avoid abrupt load alterations and sudden braking actions, and adapt your speed to the road conditions.



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.



Warning

Danger of accidents Malfunctions caused by incorrect ignition key position.

- Do not change the ignition key position during a journey.



Warning

Danger of accidents Distraction from traffic activity by adjustments to the vehicle.

- Make all adjustments when the vehicle is at a standstill.



Warning

Risk of injury Falling off of the passenger.

- The passenger must be seated properly on the passenger seat and hold on to the front rider or the grab handles. The feet must be positioned on the passenger footrests. Note the regulations governing the minimum age of passengers.



Warning

Danger of accidents Danger of accidents caused by dangerous driving.

- Comply with traffic regulations and ride defensively and foresightedly to detect sources of danger early on.



Warning

Danger of accidents Reduced road grip with cold tires.

- On every journey, take the first miles carefully at moderate speed until the tires reach operating temperature and optimal road grip is ensured.



Warning

Danger of accidents Reduced road grip with new tires.

- New tires have a smooth rolling surface and therefore cannot provide full road grip. The entire rolling surface must be roughened in the first 200 kilometers (124.3 miles) by moderate riding at alternating angles. The full grip levels are not achieved until the tires have been run in.



Warning

Danger of accidents Unstable handling characteristics.

- Do not exceed the maximum permitted weight and axle loads. The overall weight consists of: motorcycle operational and with a full tank, driver and passenger with protective clothing and helmet, baggage.



Warning

Danger of accidents Unstable handling characteristics due to slipped baggage.

- Check the way your baggage is fixed regularly.



Warning

Danger of accidents Lack of roadworthiness.

- After a fall, check the vehicle as usual before preparing for use.

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.

Note

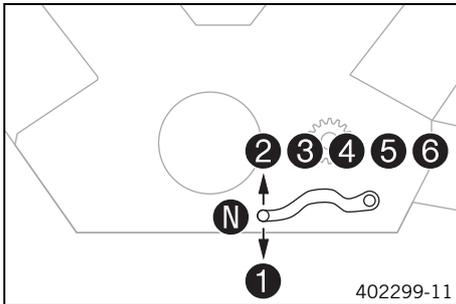
Engine failure Overheating of engine.

- If the coolant temperature warning lamp lights up, stop and switch off the engine. Allow the engine to cool down and check the coolant level in the radiator, and top up if necessary. If you continue with the coolant temperature warning lamp alight, you may have engine failure.



Info

If you hear unusual noises while riding, stop immediately, switch off the engine and contact an authorized KTM workshop.



- When conditions allow (incline, road situation, etc.), you can shift into a higher gear.
- Release the throttle while simultaneously pulling the clutch lever, shift into the next gear, release the clutch lever, and open the throttle.



Info

You can see the positions of the 6 forward gears in the figure. The idle position is between the first and second gears. First gear is used for starting off or for steep inclines.

- After reaching maximum speed by fully opening the throttle grip, turn the throttle back so it is $\frac{3}{4}$ open. This will barely reduce the speed but fuel consumption will be considerably lower.

- Accelerate only up to a speed suitable for the road surface and weather conditions. Particularly in bends, do not shift, and accelerate very carefully.
 - To shift down, brake if necessary 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.
 - If the engine stalls (e.g. at a crossroads), just pull the clutch lever and press the electric starter button. You do not have to shift into neutral.
 - Switch off the engine if you expect to be standing for a long time.
 - If the oil pressure warning lamp  lights up during a trip, stop immediately and switch off the engine. Contact an authorized KTM workshop.
 - If the engine warning lamp  lights up during a trip, please contact an authorized KTM workshop as soon as possible.
-



Info

From the flash rhythm you can deduce a two-digit number, the so-called blink code. The blink code tells you which component is affected by a malfunction.

- If the general warning lamp  lights up during a trip, the matrix display shows a message for 10 seconds.
-

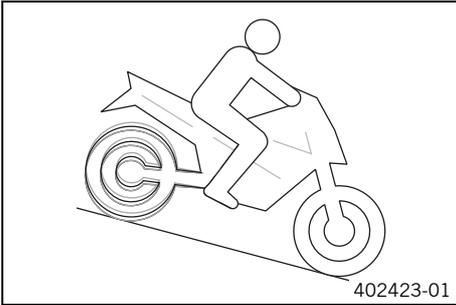


Info

Very important messages are stored in the **"Warning"** menu.

- If the icy road symbol  appears in the combination instrument, the roads may be icy. Adjust your speed to the road conditions.

10.6 MSR (Option: Engine braking control)



The **MSR** is an optional auxiliary function of the engine control.

If the engine braking effect is too great, the **MSR** prevents the rear wheel from locking or sliding away on a sloping position.

To avoid slip of the rear wheel, the **MSR** only opens the throttle valve as far as absolutely necessary.

The **MSR** is applied on surfaces, where the friction is too low to open the anti-hopping clutch.

To further increase ride safety, the **MSR** is slope dependent.



Info

When the ABS or active Drive Mode Offroad (p. 206) is switched off, the **MSR** is not active.

10.7 Applying the brakes



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.



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 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 Longer stopping distance due to higher overall weight.

- Take the longer stopping distance into account when carrying a passenger and baggage.



Warning

Danger of accidents Delayed brake action on salted roads.

- There may be salt deposits on the brake discs. In order to restore the normal braking efficiency, you will need to remove the deposits from the discs by carefully applying the brakes.



Warning

Danger of accidents Greater stopping distance due to ABS.

- Braking should be appropriate to the driving situation and the road conditions.



Warning

Danger of accidents Very forceful braking can cause the wheels to block.

- ABS must be switched on to be effective.



Warning

Danger of accidents Vehicle rollover

- It is not always possible to prevent vehicle rollover in extreme riding situations (e. g. luggage loaded with a high center of gravity, varying road surfaces, steep descents, full braking without disengaging the gear). Adapt your riding style to the road conditions and your driving ability.

-
- When braking, release the throttle and apply the front and rear brakes at the same time.



Info

When the **ABS** is enabled, you can achieve maximum braking power even on low grip surfaces such as sandy, wet, or slippery terrain without locking of the wheels.



Warning

Danger of accidents Locking of the wheels due to braking action of the engine.

- Pull the clutch during emergency braking, full brake application and when braking on a slippery surface.



Warning

Danger of accidents Road grip is reduced when braking with the motorcycle at an angle or on a laterally inclined surface.

- Braking should be completed before you enter into a bend.

- Braking should always be completed before you go into a bend. Change down to a lower gear appropriate to your road speed.
- On long downhill stretches, use the braking effect of the engine. Change down one or two gears, but do not over-rev the engine. In this way, you have to brake far less and the brakes do not overheat.

10.8 Stopping, parking



Warning

Risk of misappropriation Usage by unauthorized persons.

- Never leave the vehicle unattended while the engine is running. Secure the vehicle against use by unauthorized persons. If you leave the vehicle, lock the steering and remove the ignition key.



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

Material damage The vehicle may be damaged by incorrect procedure when parking.

Significant damage may be caused if the vehicle rolls away or falls over.

The components for parking the vehicle are designed only for the weight of the vehicle.

- Park the vehicle on a firm and level surface.

- Ensure that nobody sits on the vehicle when the vehicle is parked on a stand.

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 and destruction of components from excessive load.

- The center stand is only designed for the weight of the motorcycle and the baggage. Do not sit on the motorcycle when it is resting on the center stand. The center stand or the frame may become damaged and the motorcycle may fall over.
- Pull the motorcycle up onto the center stand at the grab handles.

-
- Apply the brakes on the motorcycle.
 - Shift the transmission to idle .
 - Switch off the ignition by turning the black ignition key to the position **OFF** .



Info

If the engine is switched off with the emergency OFF switch and the ignition remains switched on at the ignition lock, power continues to flow to most power consumers. This discharges the battery. You should therefore always switch off the engine with the ignition lock – the emergency OFF switch is intended for emergencies only.

-
- Park the motorcycle on a firm surface.

Alternative 1

- Swing the side stand forward with your foot as far as it will go and lean the vehicle on it.

Alternative 2

- Raise the vehicle with the center stand. (👉 p. 105)
- Lock the steering by turning the handlebar to the left, pressing the black ignition key down in the position **OFF**  and turning it to the position **LOCK** . To make the steering lock engage more easily, move the handlebar a little to the left and right. Remove the black ignition key.

10.9 Transport

Note

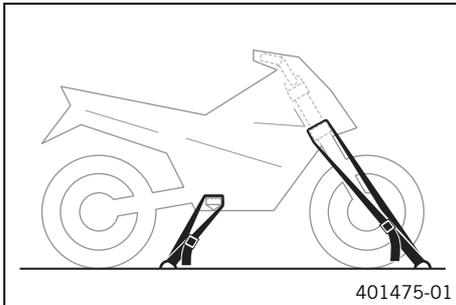
Danger of damage The parked vehicle may roll away or fall over.

- 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.

10.10 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.

Note

Material damage Premature clogging of the fuel filter.

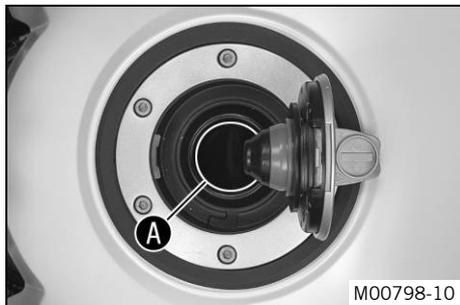
- In some countries and regions, the available fuel quality and cleanliness may not be sufficient. This will result in problems with the fuel system. (Your authorized KTM workshop will be glad to help.)
- Only refuel with clean fuel that meets the specified standards.



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. 37)
- Fill the fuel tank with fuel up to the lower edge **A** of the filler neck.

| | | |
|-----------------------------------|-------------------|--|
| Total fuel tank capacity, approx. | 30 l (7.9 US gal) | Super unleaded (ROZ 95/RON 95/PON 91) (☛ p. 239) |
|-----------------------------------|-------------------|--|

- Close the filler cap. (☛ p. 39)

11.1 Additional information

Any further work that results from the required work or from the recommended work must be ordered separately and can be invoiced separately.

11.2 Required work

| | Every two years | Every year | Every 30,000 km (18,600 mi) | Every 15,000 km (9,300 mi) | After 1,000 km (620 mi) |
|---|-----------------|------------|-----------------------------|----------------------------|-------------------------|
| Read out the fault memory using the KTM diagnostics tool.  | ○ | ● | ● | ● | ● |
| Check the fuel pressure.  | | ● | ● | ● | ● |
| Check the function of the electrical system.  | ○ | ● | ● | ● | ● |
| Change the engine oil and oil filter and clean the oil screens.  (🔧 p. 209) | ○ | ● | ● | ● | ● |
| Check the brake discs. (🔧 p. 151) | ○ | ● | ● | ● | ● |
| Check the front brake linings. (🔧 p. 154) | ○ | ● | ● | ● | ● |
| Check the rear brake linings. (🔧 p. 158) | ○ | ● | ● | ● | ● |
| Retighten the spokes.  | ○ | | | | |
| Check the spoke tension. (🔧 p. 171) | | ● | ● | ● | ● |
| Check the rim run-out.  | ○ | ● | ● | ● | ● |
| Check the tire condition. (🔧 p. 169) | ○ | ● | ● | ● | ● |
| Check the tire air pressure. (🔧 p. 170) | ○ | ● | ● | ● | ● |
| Check the rear brake fluid level. (🔧 p. 155) | ○ | ● | ● | ● | |
| Check the shock absorber and fork for leaks. Perform a fork service and shock absorber service as needed and depending on how the vehicle will be used.  | ○ | ● | ● | ● | ● |

11 SERVICE SCHEDULE

| | | Every two years | Every year | Every 30,000 km (18,600 mi) | Every 15,000 km (9,300 mi) | After 1,000 km (620 mi) |
|---|---|-----------------|------------|-----------------------------|----------------------------|-------------------------|
| Clean the dust boots of the fork legs. 🛠️ | | • | • | | | |
| Check the chain, rear sprocket and engine sprocket. (🔧 p. 115) | | • | • | • | • | |
| Check the chain tension. (🔧 p. 112) | ○ | • | • | • | • | |
| Check the brake lines for damage and leakage. 🛠️ | ○ | • | • | • | • | |
| Check the brake fluid level of the front brake. (🔧 p. 152) | ○ | • | • | • | | |
| Check the coolant level in the compensating tank. (🔧 p. 203) | ○ | • | • | • | • | |
| Check that the radiator fan is functioning properly. 🛠️ | ○ | • | • | • | • | |
| Change the air filter. 🛠️ | | • | • | | | |
| Check the cables for damage and routing without sharp bends. (fuel tank removed) 🛠️ | | • | • | • | • | |
| Change the spark plugs (air filter removed). 🛠️ | | | • | | | |
| Check the valve clearance (air filter and spark plugs removed). 🛠️ | | | • | | | |
| Change the SAS membrane. 🛠️ | | | • | | | |
| Change the front brake fluid. 🛠️ | | | | | | • |
| Change the rear brake fluid. 🛠️ | | | | | | • |
| Check the steering head bearing play. (🔧 p. 119) | ○ | • | • | • | • | |
| Check the setting of the lighting system. (🔧 p. 193) | ○ | • | • | | | |

| | Every two years | | | | |
|---|-----------------------------|---|---|---|---|
| | Every year | | | | |
| | Every 30,000 km (18,600 mi) | | | | |
| | Every 15,000 km (9,300 mi) | | | | |
| | After 1,000 km (620 mi) | | | | |
| Final check: Check the vehicle for roadworthiness and take a test ride. 🛡️ | ○ | ● | ● | ● | ● |
| Read out the error memory after the test ride using the KTM diagnostics tool. 🛡️ | ○ | ● | ● | ● | ● |
| Check the CO adjustment with the KTM diagnostics tool. 🛡️ | ○ | ● | ● | | |
| Reset the service interval display. 🛡️ | ○ | ● | ● | ● | ● |
| Make the service entry in the KTM Dealer.net and in the Service and Warranty Booklet. 🛡️ | ○ | ● | ● | ● | ● |

- One-time interval
- Periodic interval

11.3 Recommended work

| | Every four years | | | | |
|---|----------------------------|---|---|---|---|
| | Every two years | | | | |
| | Every year | | | | |
| | Every 15,000 km (9,300 mi) | | | | |
| | After 1,000 km (620 mi) | | | | |
| Check/clean the oil nozzle for clutch lubrication. 🛡️ | ○ | ● | | | |
| Check the swingarm bearing for backlash. 🛡️ | | ● | | | |
| Check the wheel bearing for play. 🛡️ | | ● | | | |
| Grease all moving parts (e.g., side stand, hand lever, chain, ...) and check for smooth operation. 🛡️ | ○ | ● | ● | ● | ● |
| Empty the drainage hoses. 🛡️ (Super Adventure CN) | ○ | ● | ● | ● | ● |

11 SERVICE SCHEDULE

| | | Every four years | | | |
|---|----------------------------|------------------|---|---|---|
| | | Every two years | | | |
| | | Every year | | | |
| | Every 15,000 km (9,300 mi) | | | | |
| | After 1,000 km (620 mi) | | | | |
| Check all hoses (e.g. fuel, cooling, bleeder, drainage, etc.) and sleeves for cracking, leaks, and incorrect routing. 🐦 | | ● | ● | ● | ● |
| Check the antifreeze. 🐦 | ○ | ● | ● | ● | ● |
| Check/correct the fluid level of the hydraulic clutch. (🐦 p. 118) | | ● | ● | | |
| Change the hydraulic clutch fluid. 🐦 | | | | ● | ● |
| Check the screws and nuts for tightness. 🐦 | ○ | ● | ● | ● | ● |
| Change the coolant. 🐦 | | | | | ● |

- One-time interval
- Periodic interval

12.1 Fork/shock absorber

The semi-active suspension **WP Semi-active Suspension** can be used to tune the suspension individually without the use of tools. The electronic suspension setting **WP Semi-active Suspension** constantly regulates the damping behavior of the suspension taking into account various sensor data.

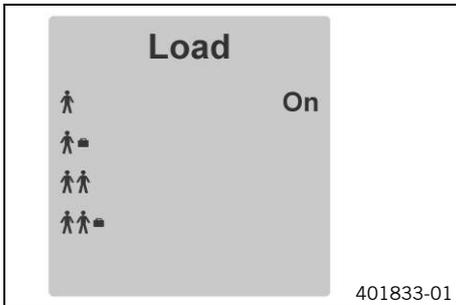
As a result, the electronic damping valves are matched to the current driving situation and terrain characteristics as well as the settings made by the rider in the **"Load"** and **"Damping"** menu.

Always adapt the suspension to your riding style and the payload.

In the **"Load"** menu, the suspension can be set to the payload.

In the **"Damping"** menu, the damping behavior of the suspension can be set.

12.2 "Load"



Tunings for different vehicle loading states can be selected in the **"Load"** menu. A selection can be made between one-person operation, one-person operation with luggage, two-person operation, and two-person operation with luggage.

The load mode selected last is displayed on the right in the segment display.



Info

For the setting to be accepted by the motorcycle, the motorcycle must be stationary and the engine must be running.

The symbol of the last load status flashes until the new setting is adopted.

12.3 "Damping"



Possible states

- SPORT – Firm tuning of the spring elements with very direct feedback from the chassis
- STREET – Normal tuning of the spring elements with direct feedback from the chassis
- COMFORT – Soft tuning of the spring elements with good feedback from the chassis
- OFFROAD – Tuning of the suspension elements for use on light offroad terrain (unmade roads)

Different tunings for the damping of the spring elements can be selected in the "Damping" menu. You can choose from "SPORT", "STREET", "COMFORT" and "OFFROAD".

13.1 Raising the vehicle with the center stand

Note

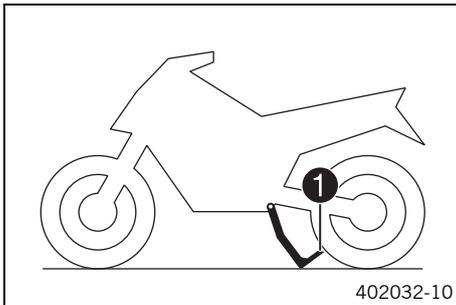
Danger of damage The parked vehicle may roll away or fall over.

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

Note

Material damage Damage and destruction of components from excessive load.

- The center stand is only designed for the weight of the motorcycle and the baggage. Do not sit on the motorcycle when it is resting on the center stand. The center stand or the frame may become damaged and the motorcycle may fall over.
- Pull the motorcycle up onto the center stand at the grab handles.



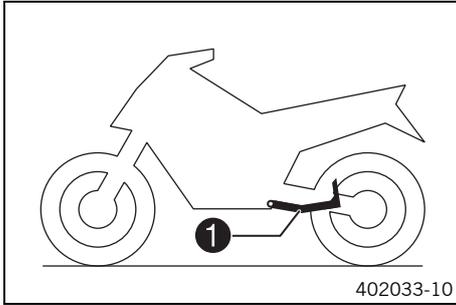
- Stand to the left of the vehicle.
- Hold the handlebar with your left hand and push the center stand onto the ground with your right foot.
- Put your entire weight on arm ① of the center stand while pulling the vehicle up at the left grab handle.
- ✓ The center stand is folded out to the stop.

13.2 Removing the vehicle from the center stand

Note

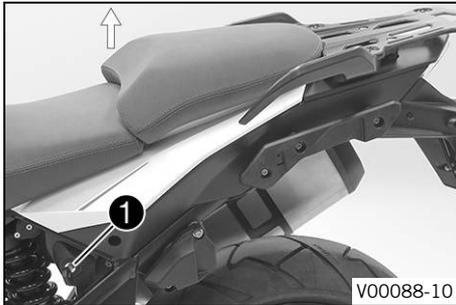
Danger of damage The parked vehicle may roll away or fall over.

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



- Make sure that the steering is unlocked.
- Move the vehicle forward with both hands on the handlebar.
- While the vehicle tips off of the center stand, activate the front brake to stop the vehicle from rolling away.
- Check that the center stand ❶ is folded all the way up.

13.3 Removing the passenger seat



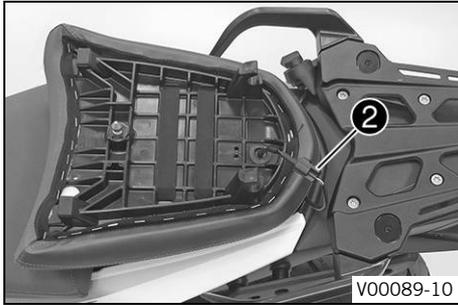
- Insert the ignition key in seat lock ❶ and turn it clockwise.
- Raise front of the passenger seat, pull toward the tank, and remove upward.



Info

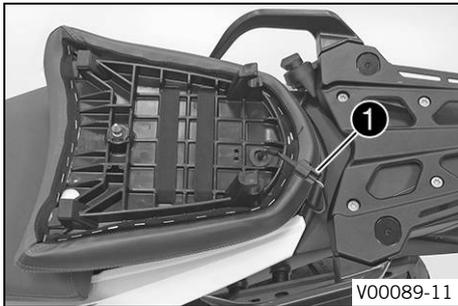
Pay attention to the seat heating cable.

13 SERVICE WORK ON THE CHASSIS

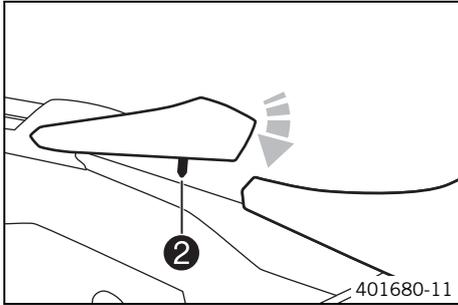


- Disconnect plug-in connector ②.
- Remove the ignition key.

13.4 Mounting the passenger seat



- Connect plug-in connector ①.



- Attach the hooks on the passenger seat to the hanger on the subframe.

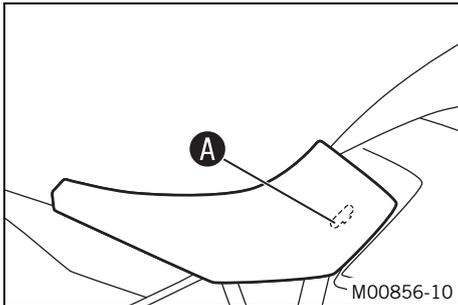


Info

Ensure that the seat heating cable is correctly routed.

- Lower passenger seat and push back at the same time.
- Position locking pin **2** in lock housing and press passenger seat forward until the locking pin engages with an audible click.
- Check that the passenger seat is correctly mounted.

13.5 Removing the front rider's seat



Preparatory work

- Remove the passenger seat. (🔧 p. 106)

Main work

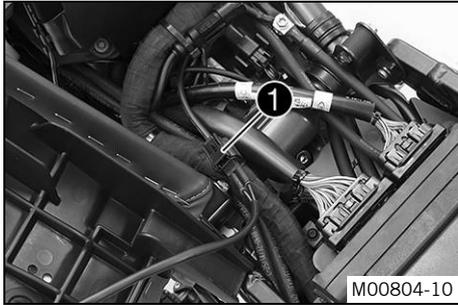
- Lift the rider's seat back and unhook in the **A** area.



Info

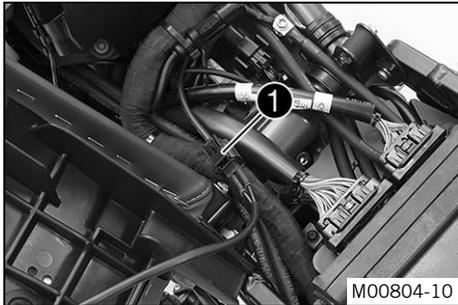
Pay attention to the seat heating cable.

13 SERVICE WORK ON THE CHASSIS



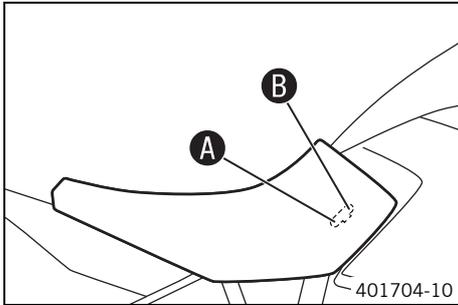
- Disconnect plug-in connector ①.

13.6 Mounting the front rider's seat



Main work

- Connect plug-in connector ①.



- Attach the recesses on the driver's seat to the fuel tank at the desired seat position **A** or **B**, and push the driver's seat forward while lowering it at the rear.

i **Info**

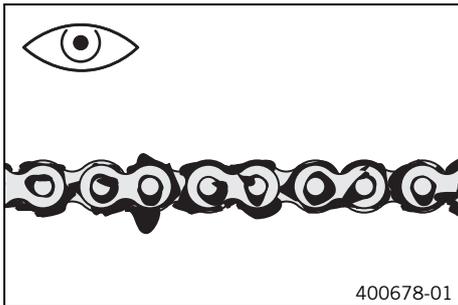
Ensure that the seat heating cable is correctly routed.

- Finally, check that the driver's seat is correctly mounted.

Finishing work

- Mount the passenger seat. (👉 p. 107)

13.7 Checking for chain dirt



- Check the chain for coarse dirt accumulation.
 - » If the chain is very dirty:
 - Clean the chain. (👉 p. 111)

13.8 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.

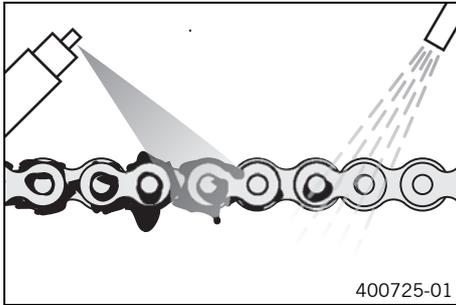


Info

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

Preparatory work

- Raise the vehicle with the center stand. (🔧 p. 105)



Main work

- Clean the chain regularly.
- Rinse off loose dirt with a soft jet of water.
- Remove old grease remains with chain cleaner.

Chain cleaner (☛ p. 240)

- After drying, apply chain spray.

Chain lube for road use (☛ p. 240)

Finishing work

- Remove the vehicle from the center stand. (☛ p. 105)

13.9 Checking the chain tension



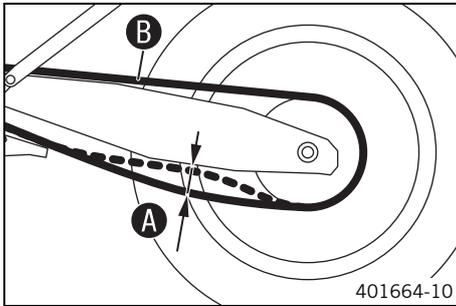
Warning

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 vehicle with the center stand. (☛ p. 105)



Main work

- Shift the transmission to idle **N**.
- In the area in front of the chain guide, push the chain up and determine chain tension **A**.

i Info

The upper part of the chain **B** must be taut.
Chain wear is not always even, so you should repeat this measurement at different chain positions.

| | |
|---------------|-------------------------------|
| Chain tension | 40... 45 mm (1.57... 1.77 in) |
|---------------|-------------------------------|

- » If the chain tension does not meet the specification:
 - Adjust the chain tension. (☛ p. 113)

Finishing work

- Remove the vehicle from the center stand. (☛ p. 105)

13.10 Adjusting the chain tension



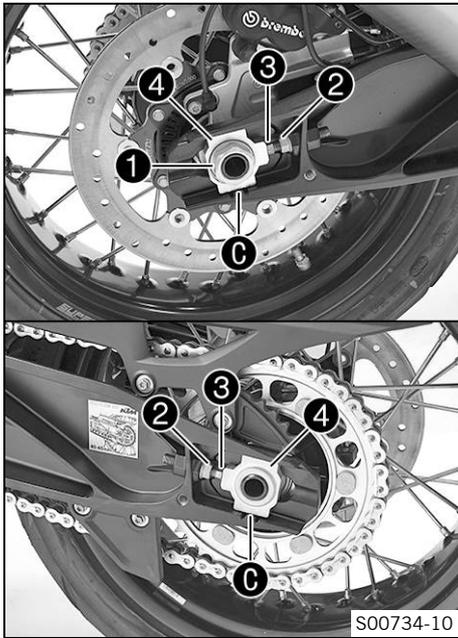
Warning

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 vehicle with the center stand. (☛ p. 105)
- Check the chain tension. (☛ p. 112)



Main work

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

Guideline

| | |
|--|-------------------------------|
| Chain tension | 40... 45 mm (1.57... 1.77 in) |
| Turn adjusting screws ③ on the left and right so that the markings on the left and right chain adjusters ④ are in the same position relative to reference marks ⑤. The rear wheel is then correctly aligned. | |

i Info

The upper part of the chain must be taut.
Chain wear is not always even, so you should check the setting at different chain positions.

- Tighten nuts ②.
- Make sure that chain adjusters ④ are resting against adjusting screws ③.
- Tighten nut ①.

Guideline

| | | | |
|-------------------------|---------|------------------------|----------------|
| Nut, rear wheel spindle | M25x1.5 | 90 Nm (66.4 lbf ft) | Thread greased |
|-------------------------|---------|------------------------|----------------|

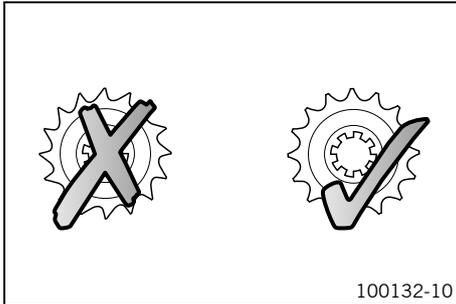
i Info

Chain adjusters ④ can be turned through 180°.

Finishing work

- Remove the vehicle from the center stand. (🔧 p. 105)

13.11 Checking the chain, rear sprocket and engine sprocket



Preparatory work

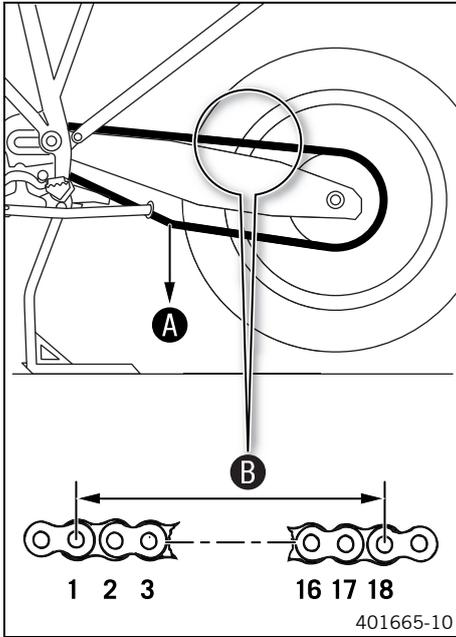
- Raise the vehicle with the center stand. (🔧 p. 105)

Main work

- Check the rear sprocket and engine sprocket for wear.
 - » If the rear sprocket or engine sprocket is worn:
 - Change the drivetrain kit. 🛠️

Info

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



401665-10

- Shift the transmission to idle **N**.
- Pull the lower chain section with specified weight **A**.

Guideline

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

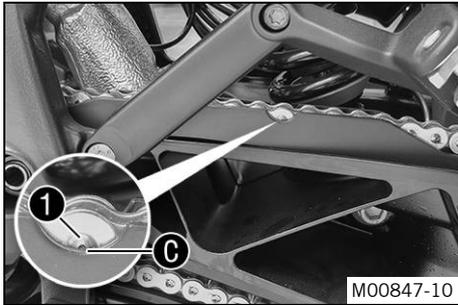
- Measure distance **B** of 18 chain rollers on the upper part of the chain.

i Info
Chain wear is not always even, so you should repeat this measurement at different chain positions.

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

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

i Info
When the chain is replaced, the rear sprocket and engine sprocket should also be changed.
New chains wear out faster on old, worn sprockets.
For safety reasons, the chain has no chain joint.



- Check the chain sliding guard for wear at the cutout.

i Info

When the chain sliding guard is new, the rivets **1** are half visible at the bottom edge **C** of the recess.

- » When the rivets of the chain are no longer visible at the bottom edge of the recess of 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.

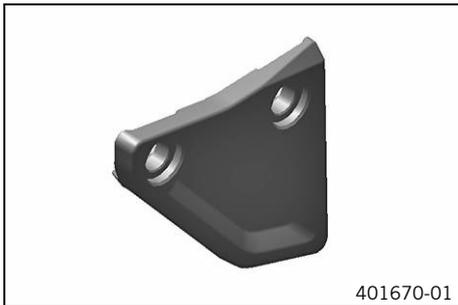
Guideline

| | | |
|----------------------------|----|-------------------|
| Screw, chain sliding guard | M5 | 5 Nm (3.7 lbf ft) |
|----------------------------|----|-------------------|

- Check the chain guide for wear.
 - » If 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

| | | |
|--------------------|----|-------------------|
| Screw, chain guide | M6 | 5 Nm (3.7 lbf ft) |
|--------------------|----|-------------------|



Finishing work

- Remove the vehicle from the center stand. (🔧 p. 105)

13.12 Checking/correcting the fluid level of the hydraulic clutch



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

Environmental hazard Hazardous substances cause environmental damage.

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



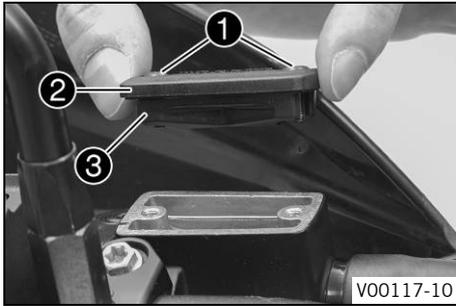
Info

The fluid level rises with increasing wear of the clutch facing discs.

Never use DOT 5 brake fluid. It is silicone-based and purple in color. Oil seals and clutch lines are not designed for DOT 5 brake fluid.

Avoid contact between brake fluid and painted parts. Brake fluid attacks paint.

Only use clean brake fluid from a sealed container.



- 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 below container rim | 4 mm (0.16 in) |
|---------------------------------|----------------|

» If the fluid level does not meet specifications:

- Correct the fluid level of the hydraulic clutch.

| |
|--|
| Brake fluid DOT 4 / DOT 5.1 (☛ p. 237) |
|--|

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



Info

Clean up overflowed or spilled brake fluid immediately with water.

13.13 Checking the steering head bearing play



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.)

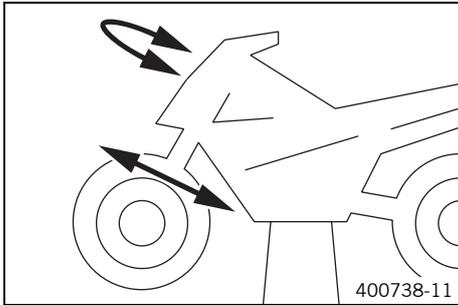


Info

If the vehicle is operated for a lengthy period with play in the steering head bearing, the bearings and the bearing seats in the frame can become damaged over time.

Preparatory work

- Raise the vehicle with the center stand. (☛ p. 105)



Main work

- Place a load on the rear of the vehicle.
 - ✓ The front wheel is not in contact with the ground.
- Move the handlebar to the straight-ahead position. Move the fork legs back and forth in the direction of travel.

Play should not be detectable on the steering head bearing.

- » If there is no detectable play:
 - Adjust the steering head bearing play. 🛠️
- Move the handlebar to and fro over the entire steering range.

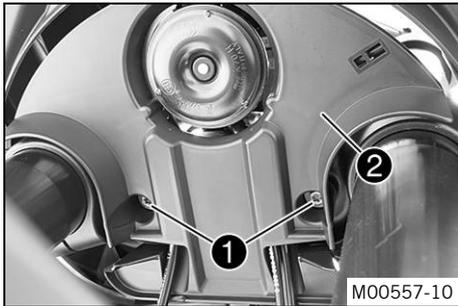
It must be possible to move the handlebar easily over the entire steering range. There should be no detectable detent positions.

- » If detent positions are detected:
 - Adjust the steering head bearing play. 🛠️
 - Check the steering head bearing and adjust if necessary.

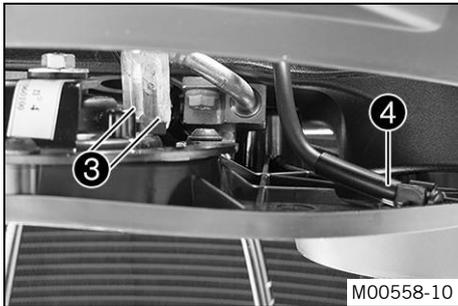
Finishing work

- Remove the vehicle from the center stand. (🔧 p. 105)

13.14 Removing the bottom triple clamp cover

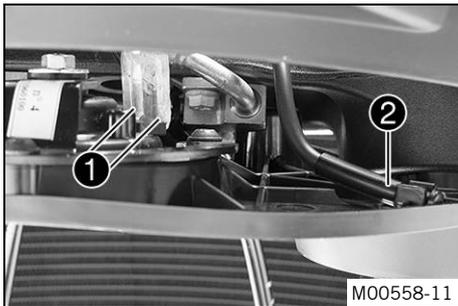


- Remove screws ①.
- Lower triple clamp cover ② slightly.

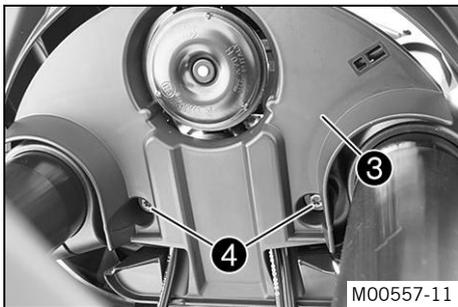


- Disconnect plugs ③ of the horn.
- Detach temperature sensor ④.
- Remove the triple clamp cover.

13.15 Installing the bottom triple clamp cover



- Plug in connectors ① of the horn.
- Attach temperature sensor ②.



- Position the triple clamp cover ③.
- Mount and tighten screws ④.

Guideline

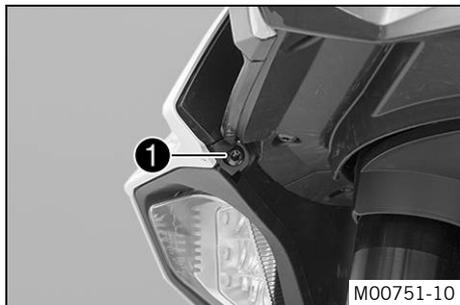
| | | |
|--------------------------|----|--------------------|
| Remaining chassis screws | M6 | 10 Nm (7.4 lbf ft) |
|--------------------------|----|--------------------|

13.16 Removing the front side cover

Preparatory work

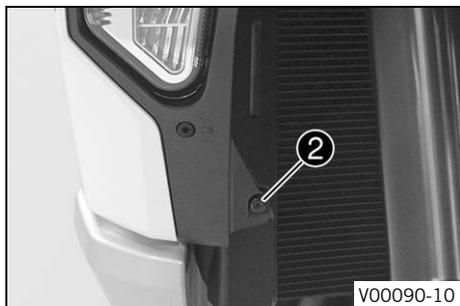
- Remove the crash bar. ↘ (↖ p. 146)

13 SERVICE WORK ON THE CHASSIS

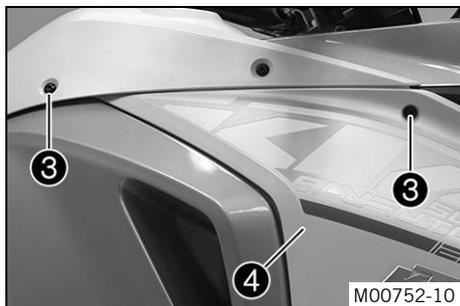


Main work

- Remove screw ①.



- Remove screw ②.



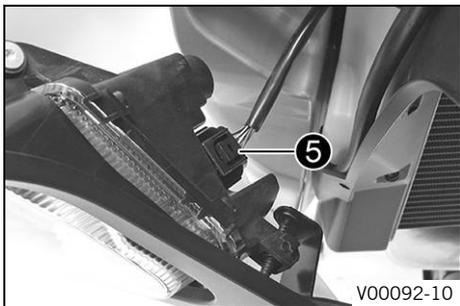
- Remove screws ③.
- Remove side cover ④.



Info

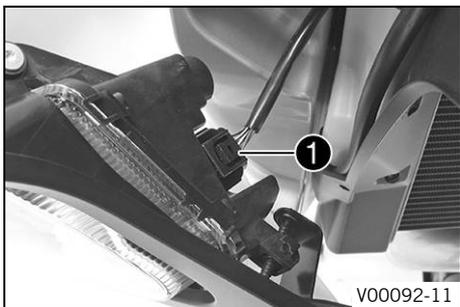
Pay attention to the cornering light cable.

13 SERVICE WORK ON THE CHASSIS



- Unplug connector **5**.
- Repeat the operation on the opposite side.

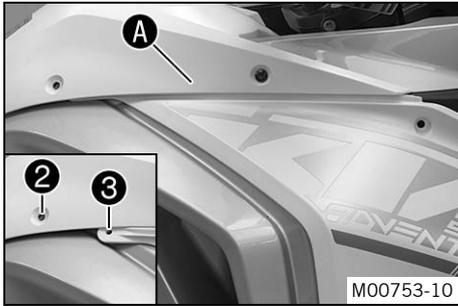
13.17 Installing the front side cover



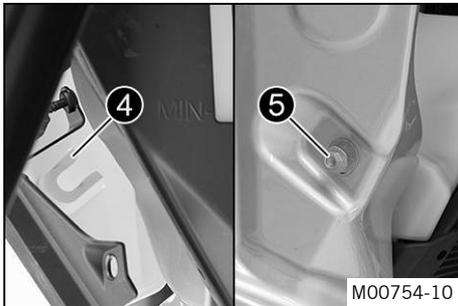
Main work

- Plug in connector **1**.

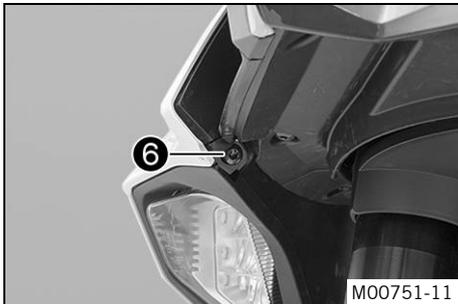
13 SERVICE WORK ON THE CHASSIS



- Position the side cover in the **A** area under the tank cover.
✓ The holes **2** and **3** are adjacent to each other.



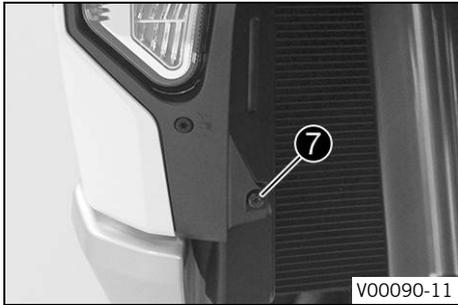
- Attach catch **4** of the side cover to bracket **5** and position on the fuel tank.



- Mount and tighten screw **6**.

Guideline

| | | |
|-------------------|----|-------------------------|
| Screw, cover part | M5 | 3.5 Nm (2.58 lbf ft) |
|-------------------|----|-------------------------|



- Mount and tighten screw ⑦.

Guideline

| | | |
|-------------------|----|-------------------------|
| Screw, cover part | M5 | 3.5 Nm (2.58 lbf ft) |
|-------------------|----|-------------------------|



- Mount and tighten screws ⑧.

Guideline

| | | |
|-------------------|----|-------------------------|
| Screw, cover part | M5 | 3.5 Nm (2.58 lbf ft) |
|-------------------|----|-------------------------|

- Repeat the operation on the opposite side.

Finishing work

- Install the crash bar. 🛠️ (👉 p. 147)

13.18 Removing the mask spoiler 🛠️

Preparatory work

- Remove the passenger seat. (👉 p. 106)
- Remove the front rider's seat. (👉 p. 108)
- Remove the crash bar. 🛠️ (👉 p. 146)
- Remove the front side cover. (👉 p. 122)

13 SERVICE WORK ON THE CHASSIS

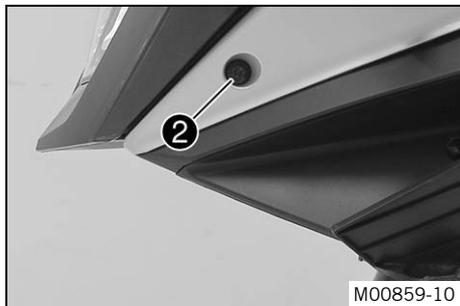
- Remove the tank cover. (☞ p. 140)

Main work

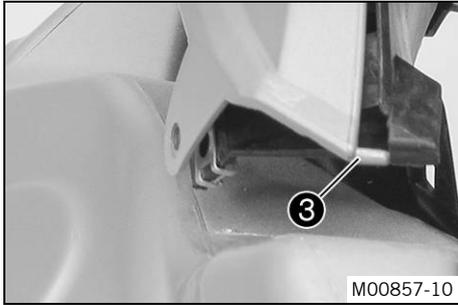
- Remove screw ①.



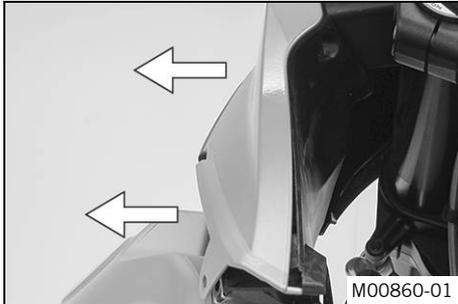
- Remove screw ②.



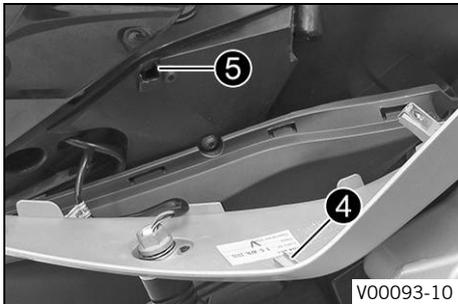
13 SERVICE WORK ON THE CHASSIS



- Loosen holding lug **3** from the inside cover.



- Remove the mask spoiler laterally from the supports.



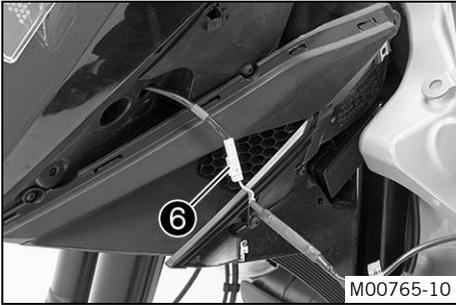
- Remove catch **4** upward from the bracket **5**.



Info

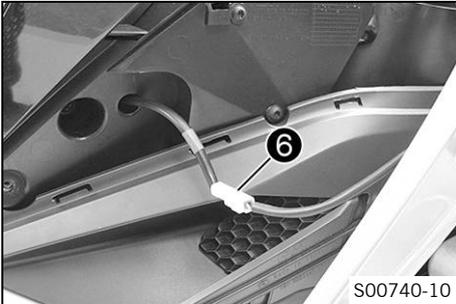
Pay attention to the turn signal cable.

13 SERVICE WORK ON THE CHASSIS



(Super Adventure EU/FR/AU/JP)

- Disconnect plug-in connector ⑥.
- Remove the mask spoiler with the turn signal.
- Repeat these steps on the opposite side.



(Super Adventure CN)

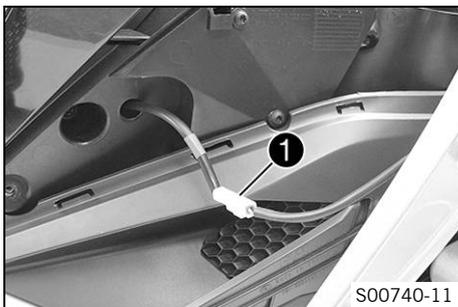
- Disconnect plug-in connector ⑥.
- Remove the mask spoiler with the turn signal.
- Repeat these steps on the opposite side.

13.19 Installing the mask spoiler ↩



Main work (Super Adventure EU/FR/AU/JP)

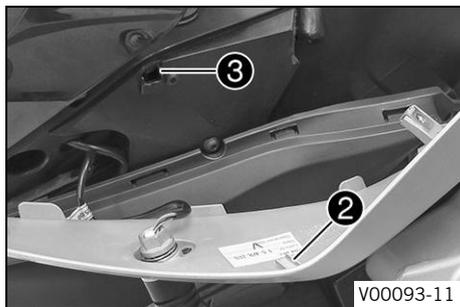
- Connect plug-in connector ①.



(Super Adventure CN)

- Connect plug-in connector ①.

13 SERVICE WORK ON THE CHASSIS

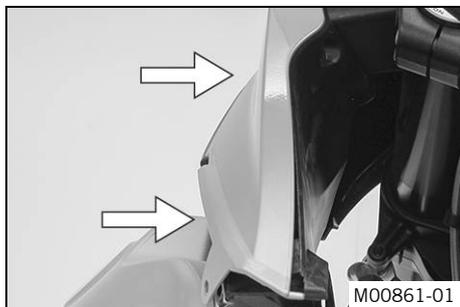


- Position the catch ② in the bracket ③.

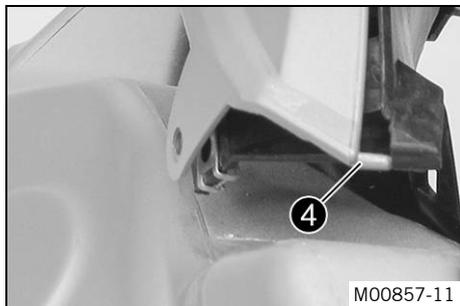


Info

Ensure that the turn signal cable is placed correctly.

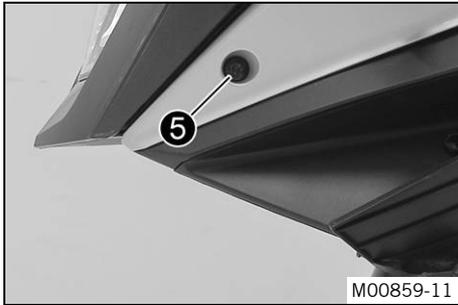


- Press the mask spoiler laterally into the supports.



- Position holding lug ④ in the drill hole.

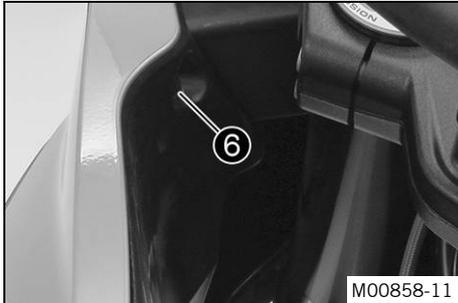
13 SERVICE WORK ON THE CHASSIS



- Mount and tighten screw ⑤.

Guideline

| | | |
|---------------------|-------|-------------------------|
| Screw, mask spoiler | M5x17 | 3.5 Nm (2.58 lbf ft) |
|---------------------|-------|-------------------------|



- Mount and tighten screw ⑥.

Guideline

| | | |
|---------------------|-------|-------------------------|
| Screw, mask spoiler | M5x17 | 3.5 Nm (2.58 lbf ft) |
|---------------------|-------|-------------------------|

- Repeat the operation on the opposite side.

Finishing work

- Install the tank cover. (☞ p. 142)
- Install the front side cover. (☞ p. 124)
- Install the crash bar. (☞ p. 147)
- Mount the front rider's seat. (☞ p. 109)
- Mount the passenger seat. (☞ p. 107)

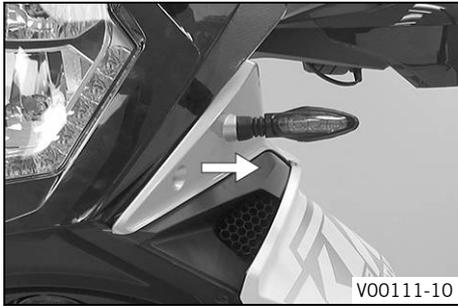
13.20 Loosening the mask spoiler



- Remove screw ①.

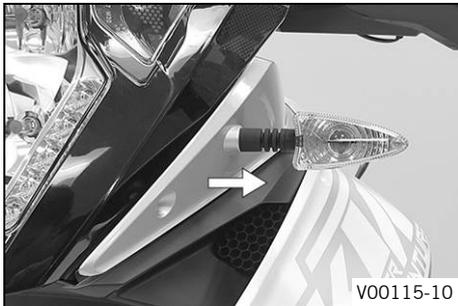


- Remove screw ②.



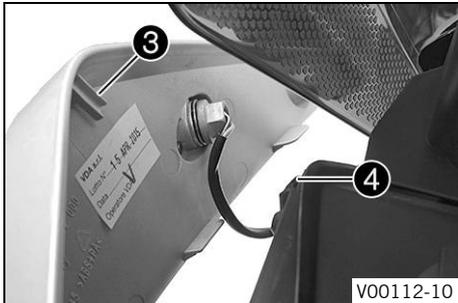
(Super Adventure EU/FR/AU/JP)

- Pull the front part of the mask spoiler laterally out of the supports.



(Super Adventure CN)

- Pull the front part of the mask spoiler laterally out of the supports.



- Carefully remove catch **3** upward from bracket **4**.

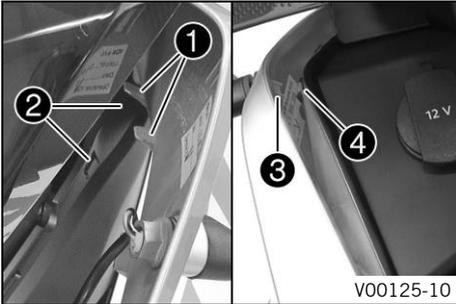


Info

Pay attention to the turn signal cable.

- Repeat these steps on the opposite side.

13.21 Positioning the mask spoiler



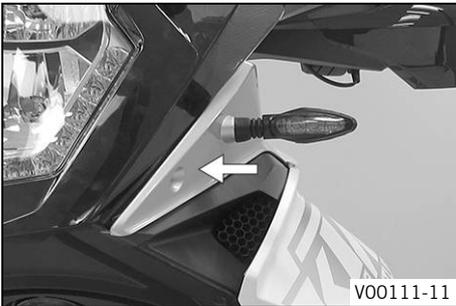
- Push the two rear catches ① on the mask spoiler into the supports ② provided.
- Push the mask spoiler up and position catch ③ in bracket ④.

i Info

Ensure that the turn signal cable is placed correctly.

Carefully push the mask spoiler up to avoid breaking the component or bending catch ③.

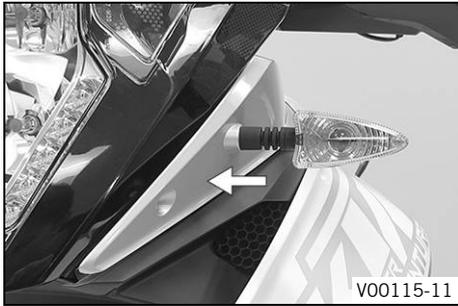
Make sure that the rear catches on the mask spoiler remain in the supports provided.



(Super Adventure EU/FR/AU/JP)

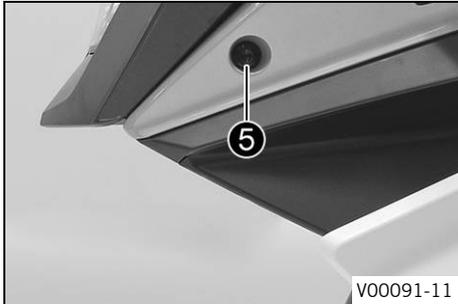
- Push the front part of the mask spoiler laterally into the supports.

13 SERVICE WORK ON THE CHASSIS



(Super Adventure CN)

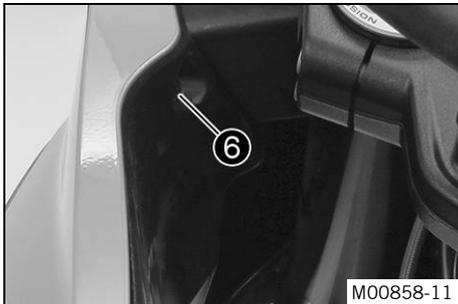
- Push the front part of the mask spoiler laterally into the supports.



- Mount and tighten screw ⑤.

Guideline

| | | |
|---------------------|-------|-------------------------|
| Screw, mask spoiler | M5x17 | 3.5 Nm (2.58 lbf ft) |
|---------------------|-------|-------------------------|



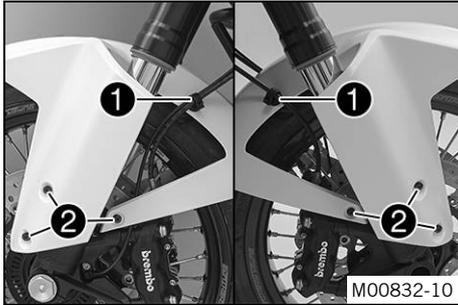
- Mount and tighten screw ⑥.

Guideline

| | | |
|---------------------|-------|-------------------------|
| Screw, mask spoiler | M5x17 | 3.5 Nm (2.58 lbf ft) |
|---------------------|-------|-------------------------|

- Repeat these steps on the opposite side.

13.22 Removing the front fender



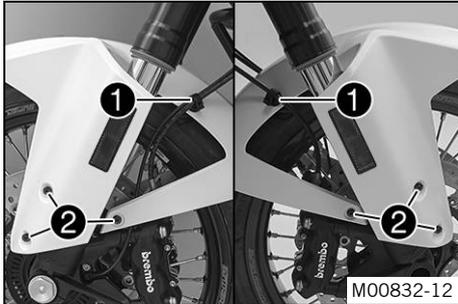
(Super Adventure EU/FR/IP)

- Open holder ① and detach the brake lines.
- Remove screws ②.
- Take the fender off to the front.



Info

Pay attention to the brake lines.



(Super Adventure AU/CN)

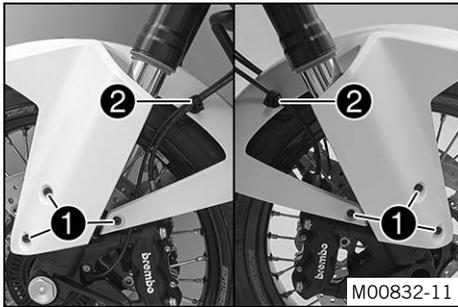
- Open holder ① and detach the brake lines.
- Remove screws ②.
- Take the fender off to the front.



Info

Pay attention to the brake lines.

13.23 Installing the front fender



(Super Adventure EU/FR/IP)

- Position the fender.



Info

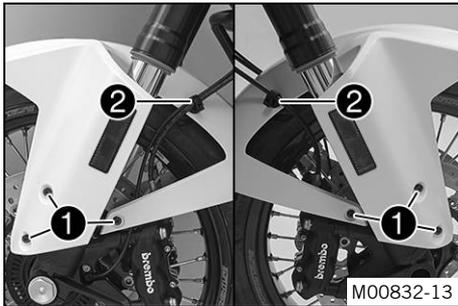
Pay attention to where the brake lines are placed.

- Mount and tighten screws ①.

Guideline

| | | |
|---------------|-------|-------------------------|
| Screw, fender | M5x12 | 3.5 Nm (2.58 lbf ft) |
|---------------|-------|-------------------------|

- Insert the brake lines in brackets ② and close the holder.



(Super Adventure AU/CN)

- Position the fender.



Info

Pay attention to where the brake lines are placed.

- Mount and tighten screws ①.

Guideline

| | | |
|---------------|-------|-------------------------|
| Screw, fender | M5x12 | 3.5 Nm (2.58 lbf ft) |
|---------------|-------|-------------------------|

- Insert the brake lines in brackets ② and close the holder.

13.24 Cleaning the dust boots of the fork legs ↩



Preparatory work

- Raise the vehicle with the center stand. (↩ p. 105)
- Remove the front fender. (↩ p. 137)

Main work

- Push dust boot ① of both fork legs downwards.

Info

The dust boots should remove dust and coarse dirt particles from the 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. 241)

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

Finishing work

- Install the front fender. (↩ p. 138)
- Remove the vehicle from the center stand. (↩ p. 105)

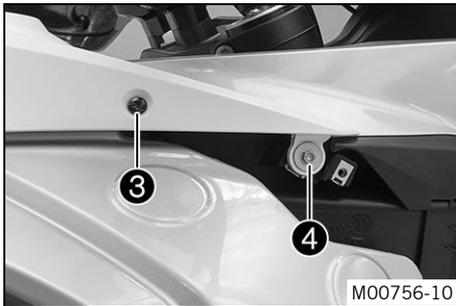
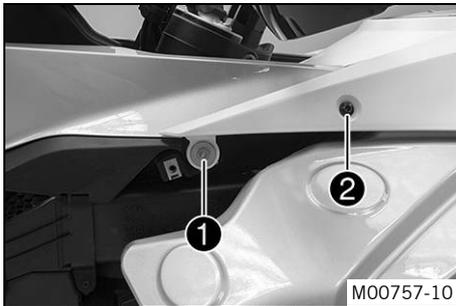
13.25 Removing the tank cover

Preparatory work

- Remove the passenger seat. (☞ p. 106)
- Remove the front rider's seat. (☞ p. 108)
- Remove the crash bar. ☞ (☞ p. 146)
- Remove the front side cover. (☞ p. 122)

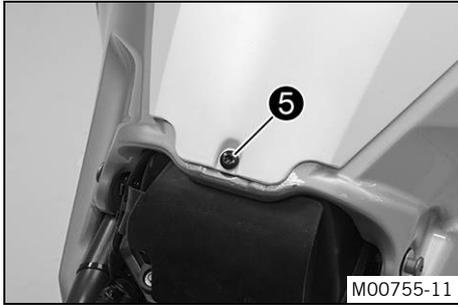
Main work

- Remove screw ❶.
- Remove screw ❷.



- Remove screw ❸.
- Remove screw ❹.

13 SERVICE WORK ON THE CHASSIS

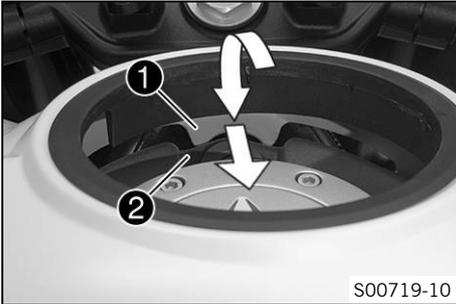


- Remove screw ⑤.



- Raise the tank cover at the rear and remove it in a forward direction.

13.26 Installing the tank cover



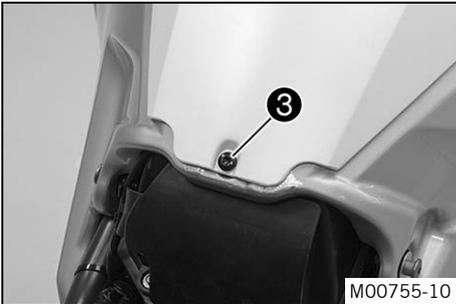
Main work

- Position the tank cover.
 - ✓ Catch ① engages under the tank ②.



Info

Pay attention to the sealing lip and the bleeder hose.

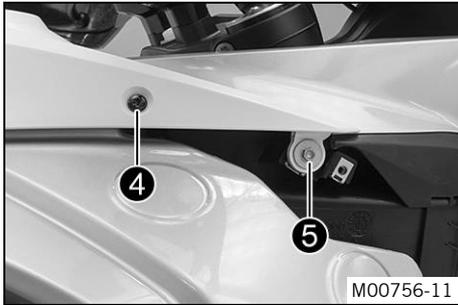


- Mount and tighten screw ③.

Guideline

| | | |
|-------------------|----|-------------------------|
| Screw, cover part | M5 | 3.5 Nm (2.58 lbf ft) |
|-------------------|----|-------------------------|

13 SERVICE WORK ON THE CHASSIS



- Mount and tighten screw ④.

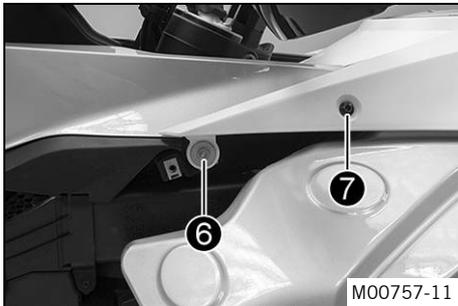
Guideline

| | | |
|-------------------|----|-------------------------|
| Screw, cover part | M5 | 3.5 Nm (2.58 lbf ft) |
|-------------------|----|-------------------------|

- Mount and tighten screw ⑤.

Guideline

| | | |
|-------------------|----|-------------------|
| Screw, cover part | M6 | 6 Nm (4.4 lbf ft) |
|-------------------|----|-------------------|



- Mount and tighten screw ⑥.

Guideline

| | | |
|-------------------|----|-------------------|
| Screw, cover part | M6 | 6 Nm (4.4 lbf ft) |
|-------------------|----|-------------------|

- Mount and tighten screw ⑦.

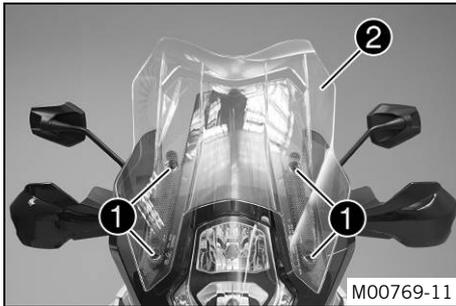
Guideline

| | | |
|-------------------|----|-------------------------|
| Screw, cover part | M5 | 3.5 Nm (2.58 lbf ft) |
|-------------------|----|-------------------------|

Finishing work

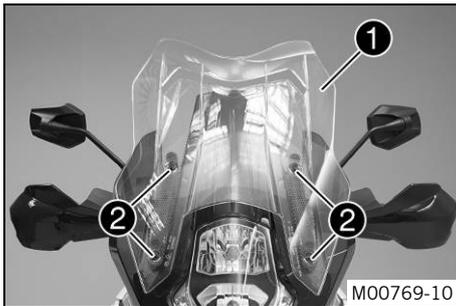
- Install the front side cover. (👉 p. 124)
- Install the crash bar. 🛠️ (👉 p. 147)
- Mount the front rider's seat. (👉 p. 109)
- Mount the passenger seat. (👉 p. 107)

13.27 Removing the wind shield



- Remove screws ① and wind shield ②.

13.28 Installing the wind shield

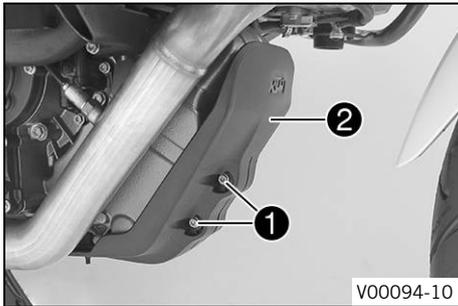


- Position wind shield ①.
- Mount and tighten screws ②.

Guideline

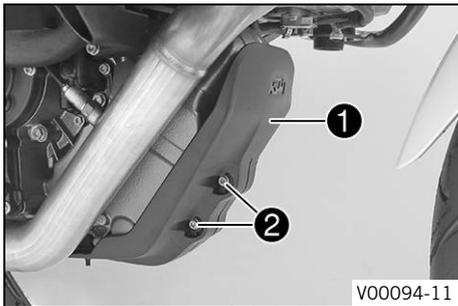
| | | |
|--------------------|----|-------------------------|
| Screw, wind shield | M5 | 3.5 Nm (2.58 lbf ft) |
|--------------------|----|-------------------------|

13.29 Removing the engine guard



- Remove screws ① and engine guard ②.

13.30 Installing the engine guard



- Position engine guard ①. Mount and tighten screws ②.

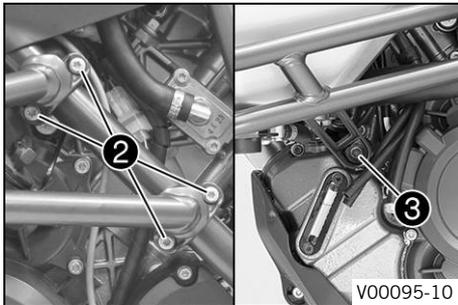
Guideline

| | | |
|---------------------|----|--------------------|
| Screw, engine guard | M6 | 10 Nm (7.4 lbf ft) |
|---------------------|----|--------------------|

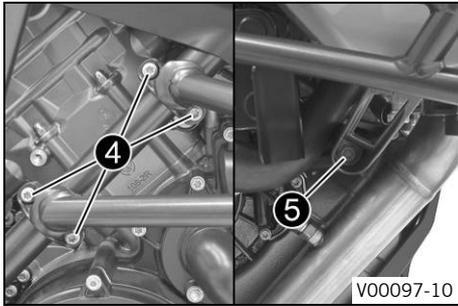
13.31 Removing the crash bar



- Remove screw connections **1**.

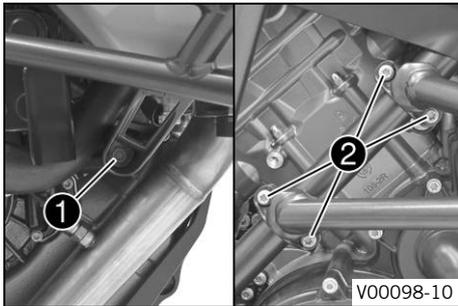


- Remove screws **2** and take off the clamp halves.
- Remove screw **3**.
- Take off the left crash bar.



- Remove screws ④ and take off the clamp halves.
- Remove screw ⑤.
- Take off the right crash bar.

13.32 Installing the crash bar ↗



- Position the right crash bar with the frame protector.
- ✓ The fuel tank support ring should be correctly positioned on the fuel tank.



Info

Cover the components to protect them against damage.

- Mount screw ①, but do not tighten yet.

Guideline

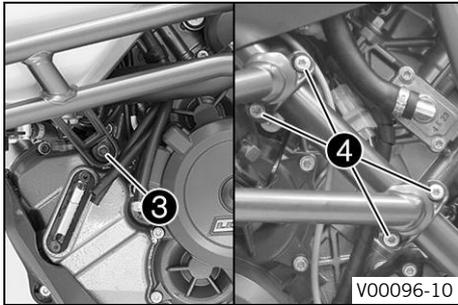
| | | |
|--------------------------|----|------------------------|
| Remaining chassis screws | M8 | 25 Nm (18.4 lbf ft) |
|--------------------------|----|------------------------|

- Mount screws ②, but do not tighten yet.

Guideline

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

13 SERVICE WORK ON THE CHASSIS



- Position the left crash bar with the frame protector.
- ✓ The fuel tank support ring should be correctly positioned on the fuel tank.

i Info
Cover the components to protect them against damage.

- Mount screw **3**, but do not tighten yet.

Guideline

| | | |
|--------------------------|----|------------------------|
| Remaining chassis screws | M8 | 25 Nm (18.4 lbf ft) |
|--------------------------|----|------------------------|

- Mount screws **4**, but do not tighten yet.

Guideline

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

- Mount and tighten fittings **5**.

Guideline

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

- ✓ The crash bars are evenly aligned with each other.

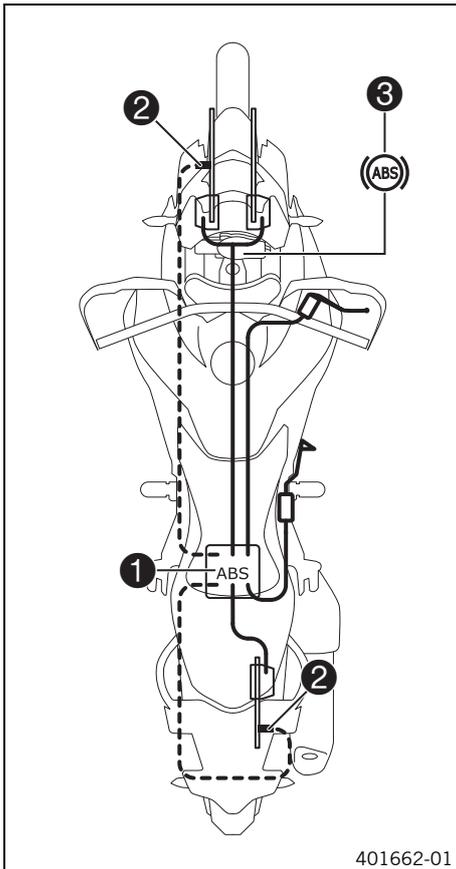
- Tighten all the screws of the crash bar.

Guideline

| | | |
|--------------------------|----|------------------------|
| Remaining chassis screws | M6 | 10 Nm (7.4 lbf ft) |
| Remaining chassis screws | M8 | 25 Nm (18.4 lbf ft) |



14.1 ABS (ABS)



The ABS unit **1**, which consists of a hydraulic unit, brake electronics control unit, and return pump, is installed under the seat. A wheel speed sensor **2** is located at the front and rear wheel respectively.



Warning

Danger of accidents Changes to the vehicle impair the function of the ABS.

- Only allow the rear wheel to spin with the front brake applied if the ABS is switched off (burn out).
- Do not make any changes to the suspension travel.
- Only use spare parts on the brake system which have been approved and recommended by KTM.
- Only use tires/wheels approved by KTM with the corresponding speed index.
- Maintain the specified tire air pressure.
- Service work and repairs must be performed professionally. (Your authorized KTM workshop will be glad to help.)

The **ABS** is a safety system that prevents locking of the wheels when driving straight ahead without the influence of lateral forces.



Warning

Danger of accidents Vehicle rollover

- It is not always possible to prevent vehicle rollover in extreme riding situations (e. g. luggage loaded with a high center of gravity, varying road surfaces, steep descents, full braking without disengaging the gear). Adapt your riding style to the road conditions and your driving ability.

ABS has two operating modes: the "**Road**" and "**Offroad**" ABS modes.

In the "**Road**" ABS mode, the brakes are also applied to the rear wheel when the front brake is applied. ABS can intervene on both wheels.

In the "**Offroad**" ABS mode, the front brake slows the front wheel. The rear brake slows the rear wheel. There is no ABS intervention on the rear wheel. The ABS lamp **3** flashes slowly to remind you that the "**Offroad**" ABS mode is enabled.



Info

In the "**Offroad**" ABS mode, the rear wheel may block and there is a risk of falling.

The ABS operates with two independent brake circuits (front and rear brakes). When the brake electronics control unit detects a locking tendency in a wheel, ABS begins regulating the brake pressure. The regulating process causes a slight pulsing of the hand and foot brake levers.

ABS lamp **3** must light up after the ignition is switched on and go out after starting off. If it does not go out after starting off or if it is lit while riding, this indicates a fault in the ABS. In this case, the ABS is no longer enabled and the wheels may lock during braking. The brake system itself stays functional; only ABS control is not available.

The ABS lamp may also light up if the rotating speeds of the front and rear wheels differ greatly under extreme riding conditions, for example when making wheelies or if the rear wheel spins. This causes the ABS to switch off.

To reenab the ABS, the vehicle must be stopped and the ignition switched off. The ABS is reenabled when the vehicle is switched on again. The ABS lamp goes out when you start off.

In the "**MTC/ABS**" menu, ABS can be switched off manually.



Info

After the ignition is switched back on, ABS is enabled again.

MSC

The **MSC** is a supplementary function for the ABS that can prevent blocking and slipping of the wheels during braking when the vehicle is inclined (riding in curves) within the physical limitations.

Using the 5D sensor, ABS control is now dependent on the inclination and pitch angle. ABS control that is dependent on the inclination and pitch angle improves the riding stability and braking effect in all riding situations. The **MSC** also reduces the righting moment

during hard braking in curves. This prevents the motorcycle from righting itself from an inclined angle and moving along a larger curve radius. Due to the additional electronic control of the brake force distribution between the two wheels, the braking force is optimally distributed and the motorcycle is additionally stabilized.



Info

The **MSC** is only active in ABS mode **"Road"**.

14.2 Checking the brake discs



Warning

Danger of accidents Reduced braking efficiency due to worn brake disc(s).

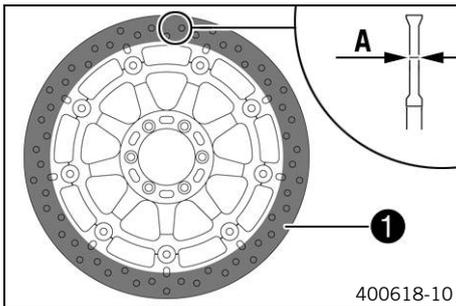
- Change the worn brake disc(s) without delay. (Your authorized KTM workshop will be glad to help.)

- Check the thickness of the front and rear brake discs at multiple points on each brake disc to ensure it is at least thickness **A**.



Info

Wear will reduce the thickness of the brake disc at the contact surface **1** of the brake linings.



| Brake discs - wear limit | |
|--------------------------|-------------------|
| Front | 4 mm (0.16 in) |
| Rear | 4.5 mm (0.177 in) |

- » If the brake disc thickness is less than the specified value.
 - Change the front brake discs. 🛠️
 - Change the rear brake discs. 🛠️

- Check the front and rear brake discs for damage, cracking, and deformation.
 - » If the brake disc exhibits damage, cracking, or deformation:
 - Change the front brake discs. 🛠️
 - Change the rear brake discs. 🛠️

14.3 Checking the brake fluid level of the front brake



Warning

Danger of accidents Failure of the brake system.

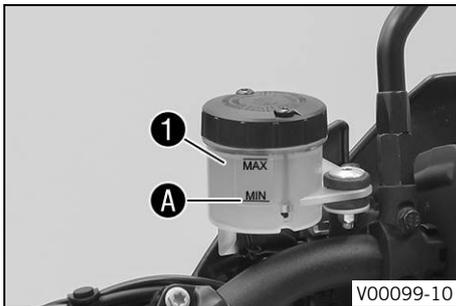
- If the brake fluid level falls below the **MIN** mark, this indicates a leakage in the brake system or worn-out brake linings. Check the brake system and do not continue riding. (Your authorized KTM workshop will be glad to help.)



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 brake fluid reservoir ①.
 - » If the brake fluid has dropped below marking **MIN** A:
 - Add front brake fluid. 🛠️ (👉 p. 153)

14.4 Adding front brake fluid



Warning

Danger of accidents Failure of the brake system.

- If the brake fluid level falls below the **MIN** mark, this indicates a leakage in the brake system or worn-out brake linings. 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.

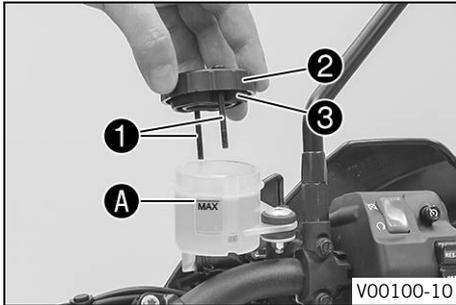


Info

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 front brake linings. (☛ p. 154)

Main work

- 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 the **MAX** mark **A**.

Brake fluid DOT 4 / DOT 5.1 (☛ p. 237)

- Position cover ② with membrane ③.
- Mount and tighten screws ①.



Info

Clean up overflowed or spilt brake fluid immediately with water.

14.5 Checking the front brake linings



Warning

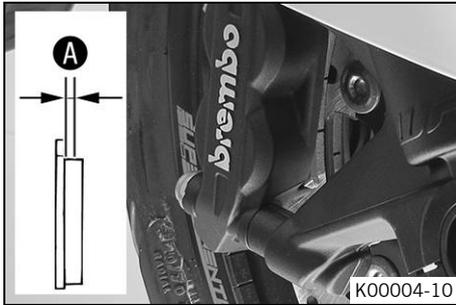
Danger of accidents Reduced braking efficiency caused by worn brake linings.

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

Note

Danger of accidents Reduced braking efficiency caused by damaged brake discs.

- If the brake linings are not changed in time, the steel brake lining carriers grind on the brake disc. The braking effect is greatly reduced and the brake discs are destroyed. Check the brake linings regularly.



- Check all brake linings on both brake calipers to ensure they have minimum thickness **A**.

| | |
|-------------------|---|
| Minimum thickness | $\geq 1 \text{ mm } (\geq 0.04 \text{ in})$ |
|-------------------|---|

- » If the minimum thickness is less than specified:
 - Change the front brake linings. 🛠️
- Check all brake linings on both brake calipers for damage and cracking.
 - » If there is damage or cracking:
 - Change the front brake linings. 🛠️

14.6 Checking the rear brake fluid level



Warning

Danger of accidents Failure of the brake system.

- If the brake fluid level falls below the **MIN** mark, this indicates a leakage in the brake system or worn-out brake linings. Check the brake system and do not continue riding. (Your authorized KTM workshop will be glad to help.)



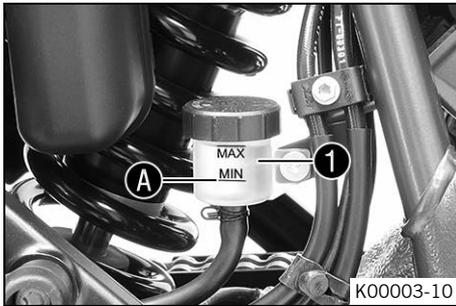
Warning

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.)

Preparatory work

- Raise the vehicle with the center stand. (🔧 p. 105)



Main work

- Check the brake fluid level in the brake fluid reservoir ①.
 - » If the fluid level reaches the **MIN** marking ①:
 - Add rear brake fluid. 🛠️ (👉 p. 156)

14.7 Adding rear brake fluid 🛠️



Warning

Danger of accidents Failure of the brake system.

- If the brake fluid level falls below the **MIN** mark, this indicates a leakage in the brake system or worn-out brake linings. 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

- Raise the vehicle with the center stand. (☞ p. 105)
- Check the rear brake linings. (☞ p. 158)

Main work

- Remove screw cap ❶ with membrane ❷.
- Add brake fluid to the **MAX** mark **A**.

Brake fluid DOT 4 / DOT 5.1 (☞ p. 237)

- Mount and tighten screw cap ❶ with membrane ❷.



Info

Clean up overflowed or spilled brake fluid immediately with water.



14.8 Checking the rear brake linings



Warning

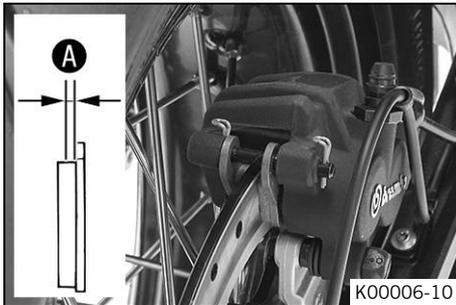
Danger of accidents Reduced braking efficiency caused by worn brake linings.

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

Note

Danger of accidents Reduced braking efficiency caused by damaged brake discs.

- If the brake linings are not changed in time, the steel brake lining carriers grind on the brake disc. The braking effect is greatly reduced and the brake discs are destroyed. Check the brake linings regularly.

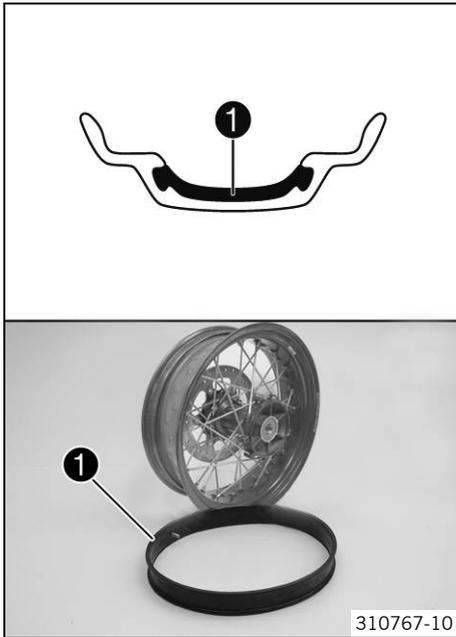


- Check the brake linings for minimum thickness **A**.

| | |
|----------------------------|---|
| Minimum thickness A | $\geq 1 \text{ mm } (\geq 0.04 \text{ in})$ |
|----------------------------|---|

- » If the minimum thickness is less than specified:
 - Change the rear brake linings. 🛠️
- Check the brake linings for damage and cracking.
 - » If there is wear or tearing:
 - Change the rear brake linings. 🛠️

15.1 Tubeless tire system



This vehicle makes use of a tubeless tire system in which a tubeless sealing profile ① is used instead of the conventional tube.

The advantage of the tubeless system is that there is no risk of a defective tube. This greatly reduces the risk of a sudden loss in pressure.

The masses and moments of inertia of these wheels are smaller than in conventional spoke wheels with a tube. This results in better handling and riding comfort.

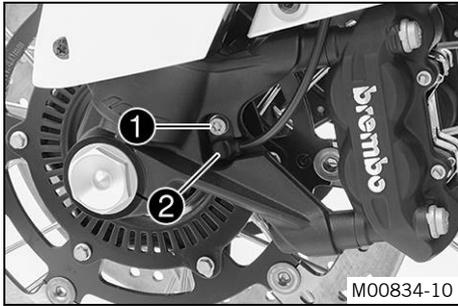
The rigid rim design results in a spoke wheel that is almost entirely maintenance-free.

KTM recommends that the tubeless sealing profile be changed after 5 years at the latest, regardless of the actual state of wear.

15.2 Removing the front wheel 🛠️

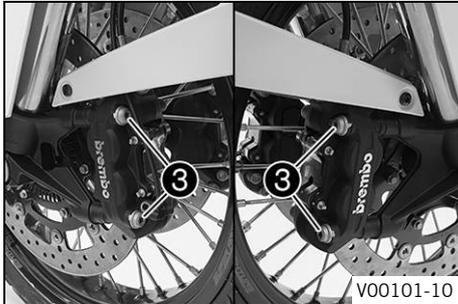
Preparatory work

- Raise the vehicle with the center stand. (👉 p. 105)



Main work

- Place a load on the rear of the vehicle.
 - ✓ The front wheel is not in contact with the ground.
- Remove screw ① and pull wheel speed sensor ② out of the hole.

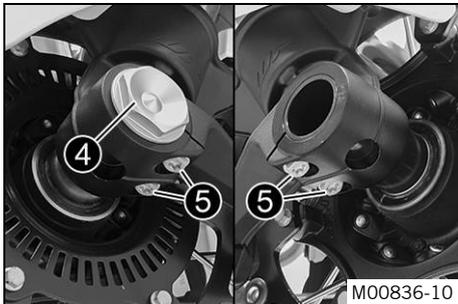


- Remove screws ③ from both brake calipers.
- Press back the brake linings with a slight lateral tilting of the brake calipers on the brake disc.
- Pull the brake calipers carefully back from the brake discs and hang them to one side loosely.



Info

Do not pull the hand brake lever when the brake caliper has been removed.



- Loosen screw ④ by several rotations.
- Loosen screws ⑤.
- Press on screw ④ to push the wheel spindle out of the axle clamp.
- Remove screw ④.



Warning

Danger of accidents Reduced braking efficiency due to damaged brake discs.

- Always lay down the wheel in such a way that the brake discs are not damaged.

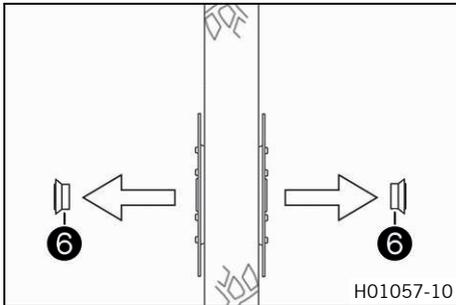
-
- Hold the front wheel and remove the wheel spindle. Take the front wheel out of the fork.



Info

Do not pull the hand brake lever when the front wheel is removed.

-
- Remove spacers **6**.



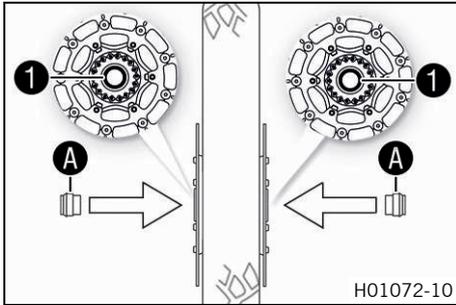
15.3 Installing the front wheel



Warning

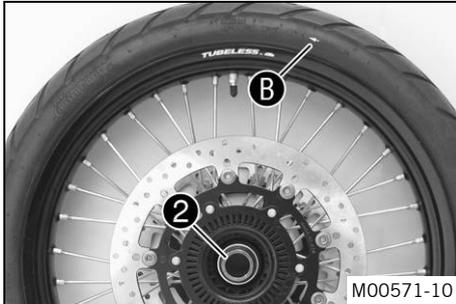
Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

- 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 front wheel bearing. 🛠️
- Clean and grease shaft seal rings **1** and contact surface **A** of the spacers.

Long-life grease (🛠️ p. 240)



- Insert wide spacer **2** on the left in the direction of travel.



Info

The arrow **B** indicates the direction of travel of the front wheel.
The ABS sensor wheel is on the left-hand side when looking in the direction of travel.

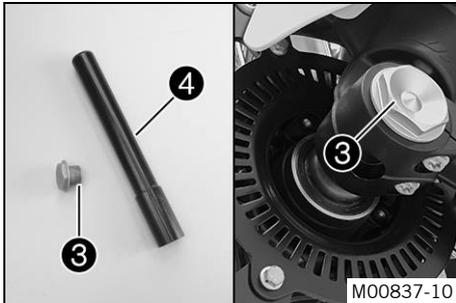
- Insert the narrow spacer on the right in the direction of travel.



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.



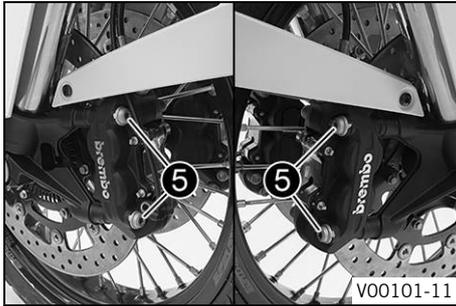
- Clean and grease screw **3** and wheel spindle **4**.

Long-life grease (🛠️ p. 240)

- Lift the front wheel into the fork, position it, and insert the wheel spindle.
- Mount and tighten screw ③.

Guideline

| | | | |
|----------------------------|---------|------------------------|----------------|
| Screw, front wheel spindle | M25x1.5 | 45 Nm (33.2 lbf ft) | Thread greased |
|----------------------------|---------|------------------------|----------------|



V00101-11

- Position the brake calipers.
 - ✓ The brake linings are correctly positioned.
- Mount screws ⑤ on both brake calipers but do not tighten yet.
- Operate the hand brake lever repeatedly until the brake linings are in contact with the brake disc and there is a pressure point. Fix the hand brake lever in the activated position.
 - ✓ The brake calipers straighten.
- Tighten screws ⑤ on both brake calipers.

Guideline

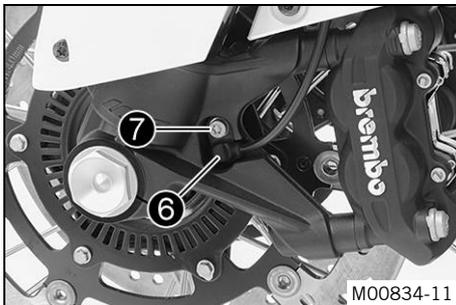
| | | | |
|----------------------------|-----|------------------------|----------------------|
| Screw, front brake caliper | M10 | 45 Nm (33.2 lbf ft) | Loctite® 243™ |
|----------------------------|-----|------------------------|----------------------|

- Remove the fixation of the hand brake lever.
- Position wheel speed sensor ⑥ in the drill hole.
- Mount and tighten screw ⑦.

Guideline

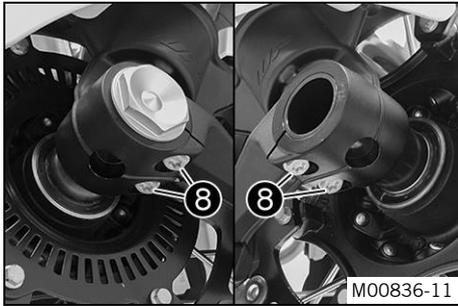
| | | |
|--------------------------|----|--------------------|
| Remaining chassis screws | M6 | 10 Nm (7.4 lbf ft) |
|--------------------------|----|--------------------|

- Remove the vehicle from the center stand. (☛ p. 105)



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15 WHEELS, TIRES

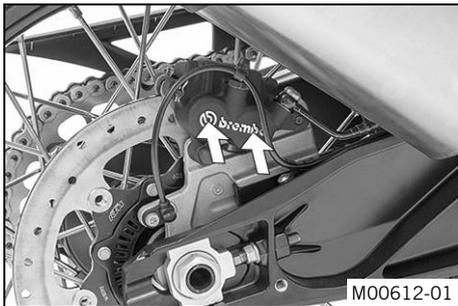


- Operate the front brake and compress the fork a few times firmly.
✓ The fork legs straighten.
- Tighten screws ⑧.

Guideline

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

15.4 Removing the rear wheel ↩

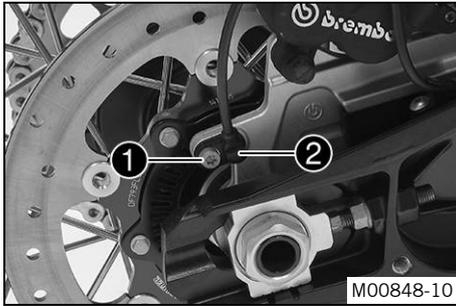


Preparatory work

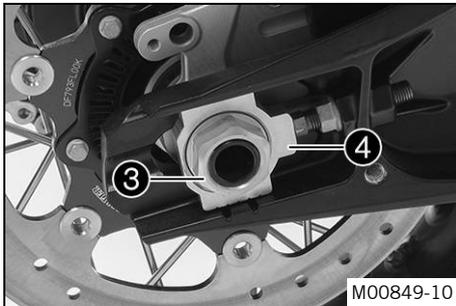
- Raise the vehicle with the center stand. (↩ p. 105)

Main work

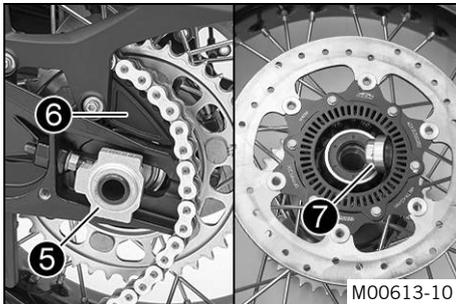
- Press the brake caliper by hand on to the brake disc in order to press back the brake pistons.



- Remove screw ① and pull wheel speed sensor ② out of the hole.



- Remove nut ③. Remove chain adjuster ④.



- Pull out wheel spindle ⑤ only far enough to allow the rear wheel to be pushed forward.
- Push the rear wheel forward as far as possible. Take the chain off of the rear sprocket and place it on chain sprocket guard ⑥.



Warning

Danger of accidents Reduced braking effect caused by damaged brake discs.

- Always lay the wheel down in such a way that the brake discs are not damaged.

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

**Info**

Do not operate the foot brake when the rear wheel is removed.

- Remove the spacer ⑦.

15.5 Installing the rear wheel ↘

**Warning**

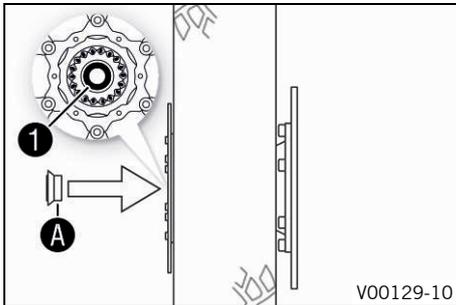
Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

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

**Warning**

Danger of accidents No braking effect when operating the rear brake.

- After installing the rear wheel, always operate the foot brake until the pressure point is reached.

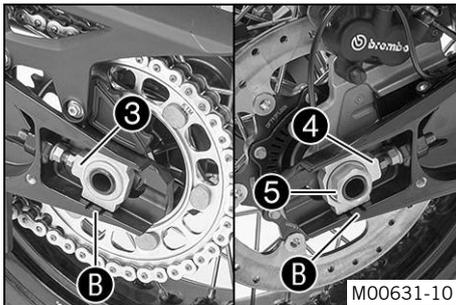
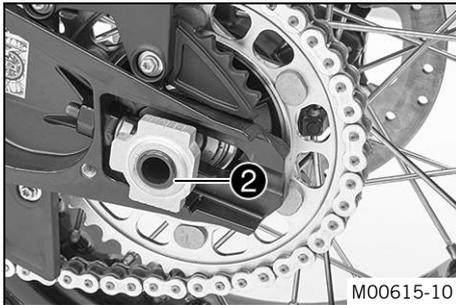


- Check the rear hub rubber dampers. ↘ (☞ p. 168)
- Check the wheel bearing for damage and wear.
 - » If the wheel bearing is damaged or worn:
 - Change the rear wheel bearing. ↘
- Clean and grease shaft seal ring ① and contact surface A of the spacer.

Long-life grease (☞ p. 240)

- Insert the spacer.
- Clean and grease the thread of the wheel spindle and nut.

Long-life grease (☞ p. 240)



- Install the rubber dampers and rear sprocket carrier on the rear wheel.
- Place the rear wheel in the swingarm and bring the brake disc into contact with the brake caliper.
- Mount wheel spindle ② but do not push it in all the way.
- Push the rear wheel as far forward as possible and place the chain on the rear sprocket.

- Push the wheel spindle in all the way and mount chain adjuster ④ and nut ⑤.



Info

Mount chain adjusters ③ and ④ in the same position.

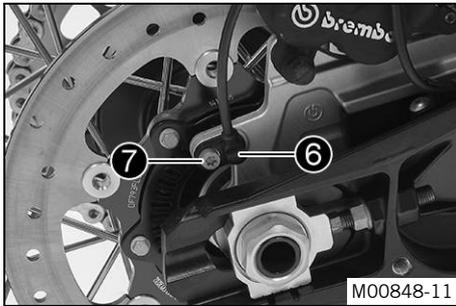
- Make sure that the chain adjusters are fitted correctly on the adjusting screws.
- Guideline

In order for the rear wheel to be correctly aligned, the markings on the left and right chain adjusters must be in the same position relative to the reference marks **B**.

- Tighten nut ⑤.

Guideline

| | | | |
|-------------------------|---------|------------------------|----------------|
| Nut, rear wheel spindle | M25x1.5 | 90 Nm (66.4 lbf ft) | Thread greased |
|-------------------------|---------|------------------------|----------------|



- Position wheel speed sensor **6** in the drill hole.
- Mount and tighten screw **7**.

Guideline

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

- Operate the foot brake lever repeatedly until the brake linings are in contact with the brake disc and there is a pressure point.

15.6 Checking the rear hub rubber dampers ↘

i Info

The engine power is transmitted from the rear sprocket to the rear wheel via 6 rubber dampers. The rubber dampers wear out during operation. If the rubber dampers are not changed in time, the rear sprocket carrier and the rear hub will be damaged.

Preparatory work

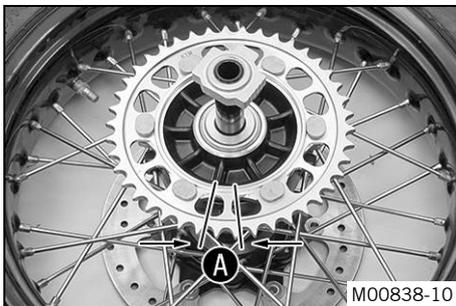
- Raise the vehicle with the center stand. (↖ p. 105)
- Remove the rear wheel. ↘ (↖ p. 164)

Main work

- Lay the rear wheel on a workbench with the rear sprocket facing upwards and insert the wheel spindle in the hub.
- Check the rear sprocket play **A**.

i Info

Measure the play on the outside of the rear sprocket.



| | |
|------------------------------------|-------------------|
| Play in rubber dampers, rear wheel | ≤ 5 mm (≤ 0.2 in) |
|------------------------------------|-------------------|

- » If clearance **A** is larger than the specified value:
 - Change all rubber dampers in the rear hub. 🛠️

Finishing work

- Install the rear wheel. 🛠️ (📖 p. 166)

15.7 Checking the tire condition



Warning

Danger of accidents Uncontrollable vehicle handling in the event of a flat tire.

- In the interest of safety, replace damaged or worn tires immediately. (Your authorized KTM workshop will be glad to help.)



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 Non-approved or non-recommended tires and wheels impact the handling characteristic.

- Only use tires/wheels approved by KTM with the corresponding speed index.



Warning

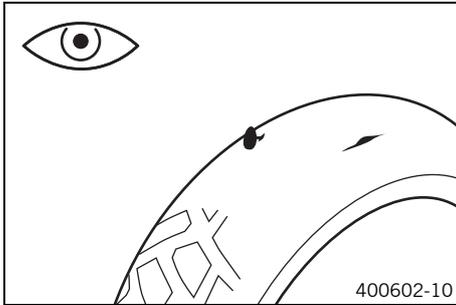
Danger of accidents Reduced road grip with new tires.

- New tires have a smooth rolling surface and therefore cannot provide full road grip. The entire rolling surface must be roughened in the first 200 kilometers (124.3 miles) by moderate riding at alternating angles. The full grip levels are not achieved until the tires have been run in.



Info

The type, condition and air pressure of the tires all have an impact on the braking and riding response of the vehicle. Worn tires have a negative effect on vehicle handling, especially on wet surfaces.



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

i **Info**

Note local national regulations concerning the minimum tread depth.

| | |
|---------------------|---|
| Minimum tread depth | $\geq 2 \text{ mm } (\geq 0.08 \text{ in})$ |
|---------------------|---|

- » If the tread depth is less than the minimum permissible depth:
 - Change the tires.
- Check the age of the tires.

i **Info**

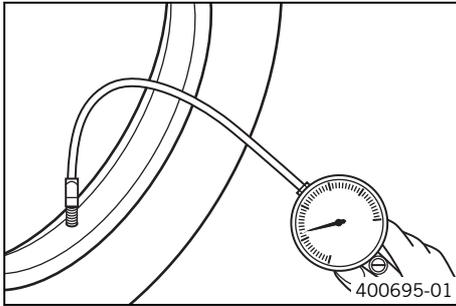
The tire's date of manufacture is usually part of the tire markings and is indicated by the last four digits of the **DOT** marking. The first two digits refer to the week of manufacture and last two digits refer to the year of manufacture. KTM recommends that the tires be changed after 5 years at the latest, regardless of the actual state of wear.

-
- » If a tire is more than five years old:
 - Change the tires.

15.8 Checking the tire air pressure

i **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, solo/with passenger/full payload | |
|---|------------------|
| Front: with cold tires | 2.4 bar (35 psi) |
| Rear: with cold tires | 2.9 bar (42 psi) |

| | |
|------------------------|------------------|
| Front: with cold tires | 2.4 bar (35 psi) |
| Rear: with cold tires | 2.9 bar (42 psi) |

- » If the tire pressure does not meet specifications:
 - Correct the tire pressure.
- Mount the dust cap.

15.9 Checking spoke tension



Warning

Danger of accidents Instable handling due to incorrect spoke tension.

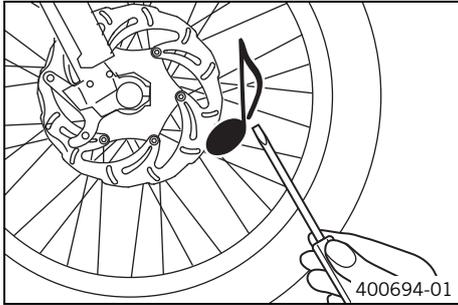
- Ensure that the spoke tension is correct. (Your authorized KTM workshop will be glad to help.)



Info

A loose spoke can easily cause lateral or radial runout on the wheel. More spokes loosen in a short period. If the spokes are too tight, they can break due to local overload. Check the spoke tension regularly, especially on a new motorcycle.

15 WHEELS, TIRES



- Strike each spoke briefly using a screwdriver blade.



Info

The frequency of the sound is a function of the spoke length and spoke diameter.

If spokes of the same length and diameter vibrate with a different tone, this is an indication that the spoke tensions differ.

You should hear a high note.

- » If the spoke tension differs:
 - Correct the spoke tension. 🛠️

16.1 daytime running light



The daytime running light/parking light is integrated in the main headlight. The daytime running light (DRL) can be switched on when visibility conditions are good. Activate the daytime running light in the combination instrument. Control is provided by the brightness sensor in the combination instrument. When visibility conditions are good, the low beam is switched off and the daytime running light is switched on. It is four times brighter than the parking light. When the daytime running light is switched off, it serves as a parking light.



Info

Note the legal regulations regarding the daytime running light.

16.2 Cornering headlight



The cornering headlight is located to the left and the right in the side cover.



Info

To activate the cornering light, the low beam must be switched on and the daytime running light switched off.

The cornering headlights are activated with:

| | |
|-------------------------------|--|
| Lean angle for the lower LED | $\geq 10^\circ$ |
| Lean angle for the middle LED | $\geq 20^\circ$ |
| Lean angle for the upper LED | $\geq 30^\circ$ |
| Speed | $\geq 6 \text{ km/h}$ ($\geq 3.7 \text{ mph}$) |

16.3 Removing the battery ↴



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.



Caution

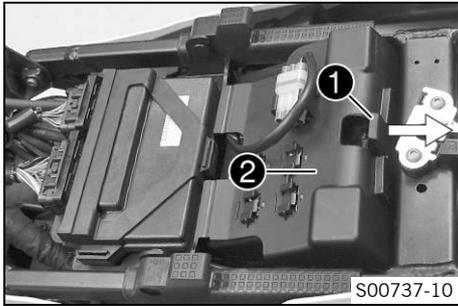
Danger of accidents If the vehicle is operated with a discharged battery or without a battery, electronic components and safety equipment may be damaged.

- Never operate the vehicle with a discharged battery or without a battery.

Preparatory work

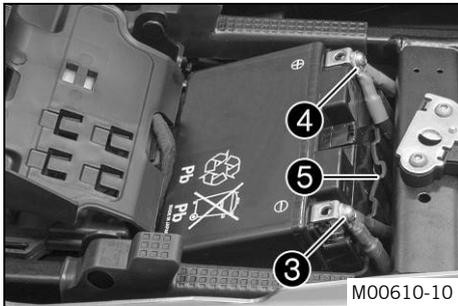
- Switch off all power consumers and switch off the engine.
- Remove the passenger seat. (↵ p. 106)
- Remove the front rider's seat. (↵ p. 108)

16 ELECTRICAL SYSTEM



Main work

- Pull locking mechanism ① in the direction of the arrow.
- Fold open cover ②.



- Disconnect negative cable ③ from the battery.
- Disconnect positive cable ④ from the battery.
- Take the battery and battery case ⑤ out of the battery compartment.

16.4 Installing the battery ↱



Warning

Risk of injury Battery acid and battery gases cause serious chemical burns.

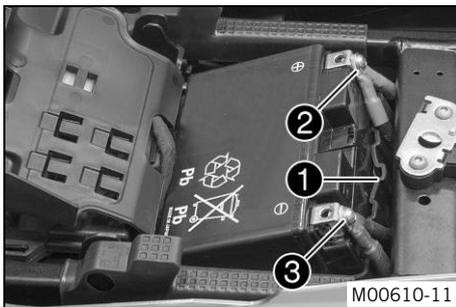
- Keep batteries out of the reach of children.
- Wear suitable protective clothing and goggles.
- Avoid contact with battery acid and battery gases.
- Keep sparks and open flames away from the battery. Only charge in well-ventilated rooms.
- In the event of skin contact, rinse with large amounts of water. If battery acid gets in the eyes, rinse with water for at least 15 minutes and contact a physician.



Caution

Danger of accidents If the vehicle is operated with a discharged battery or without a battery, electronic components and safety equipment may be damaged.

- Never operate the vehicle with a discharged battery or without a battery.



Main work

- Position the battery in battery case ❶.

Guideline

The even side of the battery case must be opposite the poles.

- Position the battery and battery case in the battery compartment.
- Position the positive cable ❷ and mount and tighten the screw.

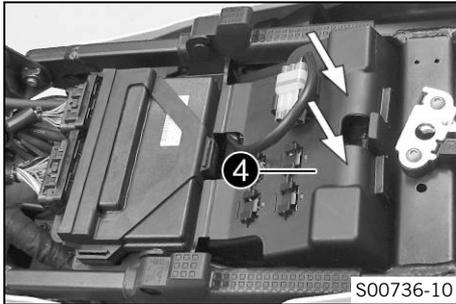
Guideline

| | | |
|-------------------------|----|-------------------------|
| Screw, battery terminal | M6 | 4.5 Nm (3.32 lbf ft) |
|-------------------------|----|-------------------------|

- Position the negative cable ❸ and mount and tighten the screw.

Guideline

| | | |
|-------------------------|----|-------------------------|
| Screw, battery terminal | M6 | 4.5 Nm (3.32 lbf ft) |
|-------------------------|----|-------------------------|



- Close the cover **4** and push down slightly.
✓ The cover engages with an audible click.

Finishing work

- Mount the front rider's seat. (👉 p. 109)
- Mount the passenger seat. (👉 p. 107)
- Set the time and date.

16.5 Recharging the battery 🛠️



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.



Info

Even when there is no load on the battery, it discharges 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.

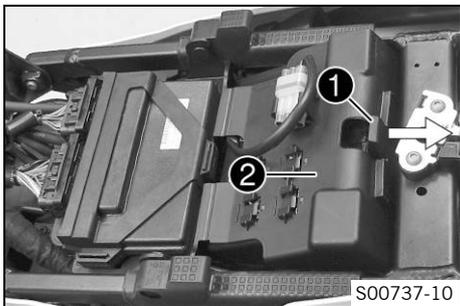
If the battery is left in a discharged state for an extended period, it will become over-discharged and sulfate, destroying the battery.

The battery is maintenance-free, i.e., the acid level does not have to be checked.

If the battery is not charged using the KTM battery charger, the battery must be removed for charging. Otherwise, overvoltage may damage electronic components. Charge the battery according to the instructions on the battery housing.

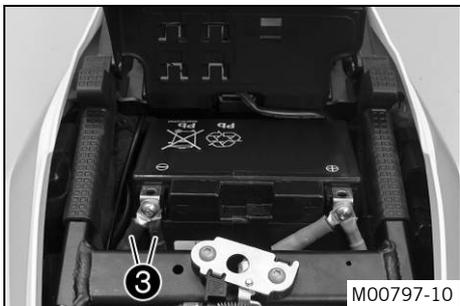
Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the passenger seat. (☛ p. 106)
- Remove the front rider's seat. (☛ p. 108)



Main work

- Pull locking mechanism ① in the direction of the arrow.
- Fold open cover ②.



- Disconnect negative cable ③ of the battery to avoid damage to the motorcycle's electronics.



- Connect the battery charger to the battery. Switch on the battery charger.

Battery charger (58429074000)

Info

You can also use the battery charger to test the open-circuit voltage and start potential of the battery, and to test the alternator. With this device, you cannot overcharge the battery.
Charge the battery with a maximum of 10% of the capacity specified on the battery housing.

- Switch off the battery charger after charging and disconnect from the battery.

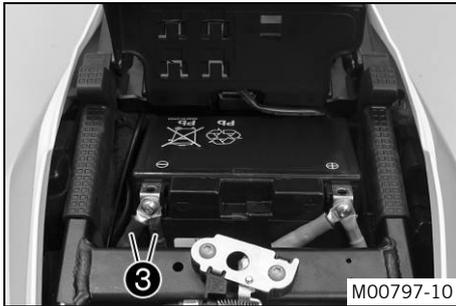
Guideline

| | |
|---|----------|
| The charging current, charging voltage, and charging time must not be exceeded. | |
| Charge the battery regularly when the motorcycle is not in use | 3 months |

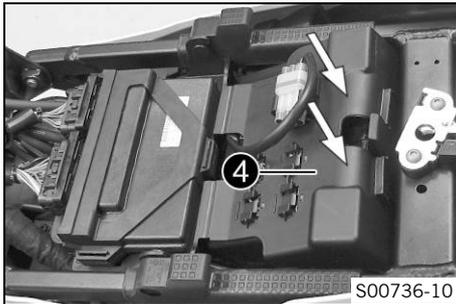
- Connect both negative cables ③ with the battery.

Guideline

| | | |
|-------------------------|----|-------------------------|
| Screw, battery terminal | M6 | 4.5 Nm (3.32 lbf ft) |
|-------------------------|----|-------------------------|



- Close cover ④ and push down slightly.
✓ The cover engages with an audible click.



Finishing work

- Mount the front rider's seat. (👉 p. 109)
- Mount the passenger seat. (👉 p. 107)

- Set the time and date.

16.6 Changing the main fuse



Warning

Fire hazard The electrical system can be overloaded if the wrong fuses are used.

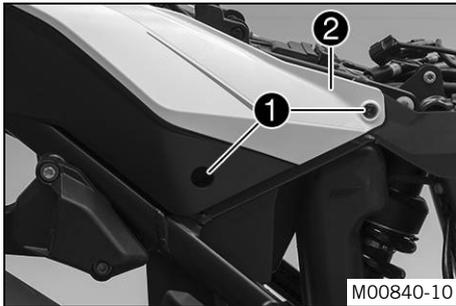
- Use only fuses with the prescribed amperage. Never bypass or repair fuses.

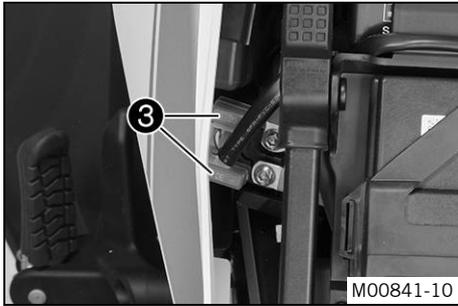
Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the passenger seat. (👉 p. 106)
- Remove the front rider's seat. (👉 p. 108)

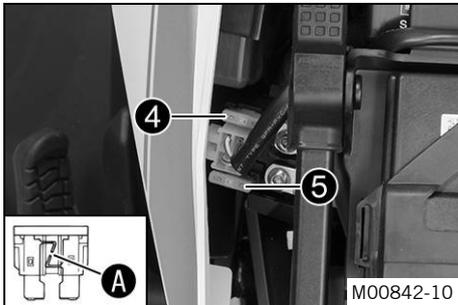
Main work

- Remove screws ①.
- Raise rear fairing ② slightly.





- Remove protection caps **3**.



- Remove the faulty main fuse **4**.

i **Info**

A defective fuse is indicated by a burned-out fuse wire **A**.
A spare fuse **5** is located in the starter relay.
The main fuse protects all power consumers of the vehicle.

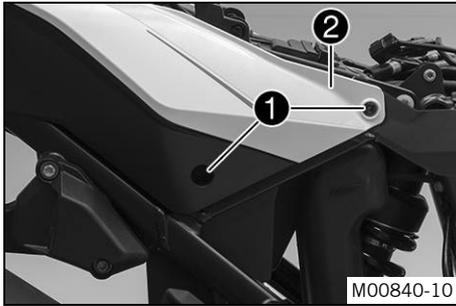
- Install a new main fuse.

Fuse (58011109130) (👉 p. 231)

- Check that the electrical equipment is functioning properly.
- Mount the protection caps.

i **Tip**

Insert a new spare fuse into the starter relay to have it available when needed.



- Position rear fairing **2**.
- ✓ Heat protector is correctly positioned.
- Mount and tighten screws **1**.

Guideline

| | | |
|-------------------|----|-------------------------|
| Screw, cover part | M5 | 3.5 Nm (2.58 lbf ft) |
|-------------------|----|-------------------------|

Finishing work

- Mount the front rider's seat. (☞ p. 109)
- Mount the passenger seat. (☞ p. 107)
- Set the time and date.

16.7 Changing the fuses in the fuse box



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.

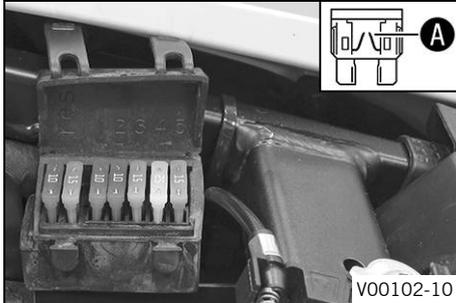
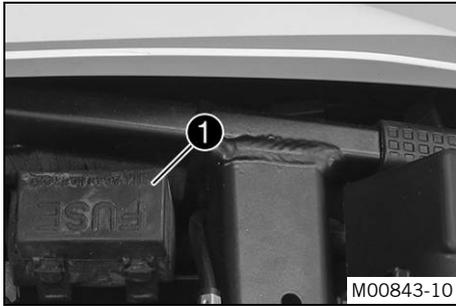


Info

The fuse box containing the fuses of individual power consumers is located under the seat.

Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the passenger seat. (☞ p. 106)
- Remove the front rider's seat. (☞ p. 108)



Main work

- Open fuse box cover ❶.

- Check the fuses.



Info

A defective fuse is indicated by a burned-out fuse wire ❷.

- Remove the defective fuse.

Guideline

| |
|--|
| Fuse res - 10 A - spare fuse |
| Fuse res - 15 A - spare fuse |
| Fuse 1 - 10 A - power supply for control units and components |
| Fuse 2 - 10 A - socket (ACC1) |
| Fuse 3 - 15 A - ABS hydraulic unit |
| Fuse 4 - 25 A - ABS return pump |
| Fuse 5 - 15 A - semi-active suspension |

- Use spare fuses with the correct rating only.

| |
|-------------------------------|
| Fuse (58011109110) (🔧 p. 231) |
| Fuse (58011109115) (🔧 p. 231) |

Fuse (58011109125) (☛ p. 231)



Tip

Insert a spare fuse so that it is available if needed.

- Check that the power consumer is functioning properly.
- Close the fuse box cover.

Finishing work

- Mount the front rider's seat. (☛ p. 109)
- Mount the passenger seat. (☛ p. 107)

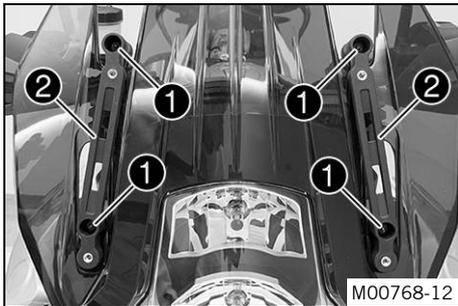
16.8 Removing the headlight mask with the headlight

Preparatory work

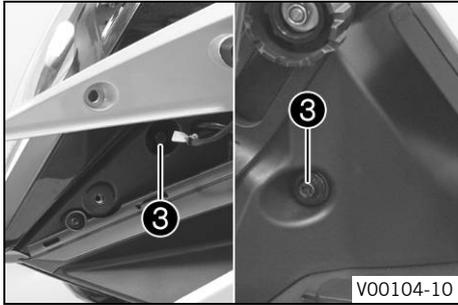
- Switch off all power consumers and switch off the engine.
- Remove the wind shield. (☛ p. 144)
- Loosen the mask spoiler. (☛ p. 133)

Main work

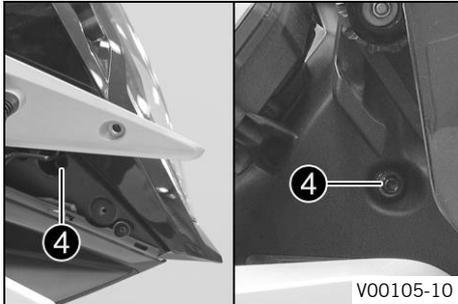
- Remove screws ①.
- Take off windshield adapter ②.



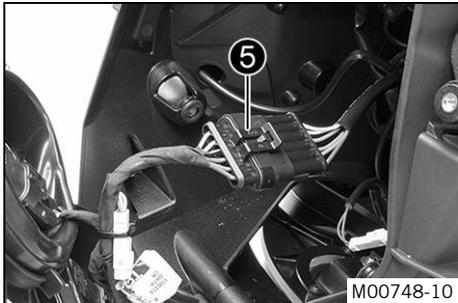
16 ELECTRICAL SYSTEM



- Remove screws ③.

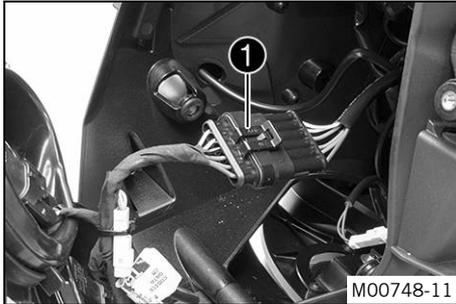


- Remove screws ④.
- Fold the headlight mask forward.



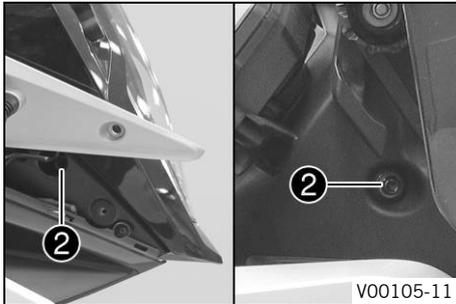
- Disconnect plug-in connector ⑤.
- Put the the headlight mask on a soft cloth so that the headlight does not get damaged.

16.9 Installing the headlight mask with the headlight



Main work

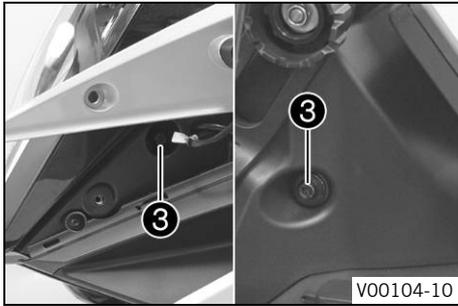
- Connect plug-in connector ① of the headlight.
- Check that the lighting is functioning properly.
- Position the headlight mask.



- Mount and tighten screws ②.

Guideline

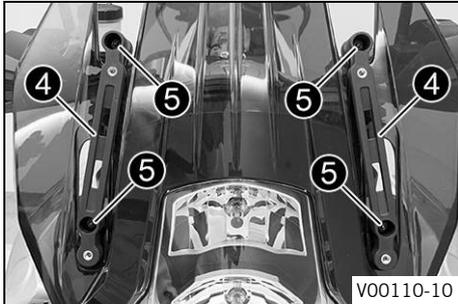
| | | |
|------------------|----|-------------------|
| Screw, headlight | M6 | 5 Nm (3.7 lbf ft) |
|------------------|----|-------------------|



- Mount and tighten screws ③.

Guideline

| | | |
|------------------|----|-------------------|
| Screw, headlight | M6 | 5 Nm (3.7 lbf ft) |
|------------------|----|-------------------|



- Position windshield adapter ④.
- Mount and tighten screws ⑤.

Guideline

| | | |
|-------------------|----|-------------------------|
| Screw, cover part | M5 | 3.5 Nm (2.58 lbf ft) |
|-------------------|----|-------------------------|

Finishing work

- Position the mask spoiler. (☛ p. 135)
- Install the wind shield. (☛ p. 144)
- Check the setting of the lighting system. (☛ p. 193)

16.10 Changing the low beam bulb

Note

Damage to reflector Reduced brightness.

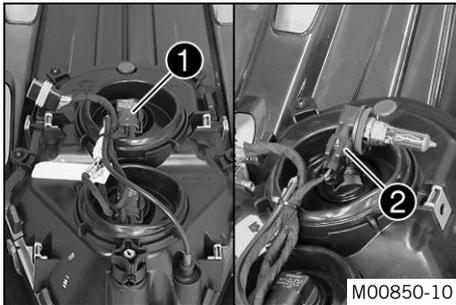
- Grease on the lamp will evaporate due to the heat and be deposited on the reflector. Clean the lamp and keep it free of grease before mounting.

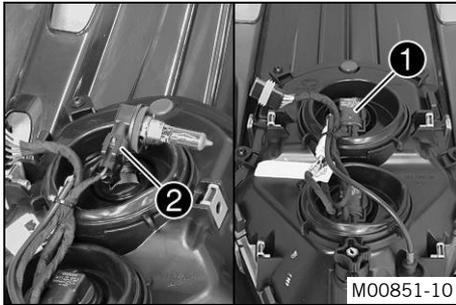
Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the wind shield. (☛ p. 144)
- Loosen the mask spoiler. (☛ p. 133)
- Remove the headlight mask with the headlight. (☛ p. 185)

Main work

- Push headlight bulb ❶ lightly into the bulb socket, turn it all the way counterclockwise, and pull it out.
- Unplug connector ❷.





- Plug connector ② into the new headlight bulb.

Low beam (H11/socket PGJ19-2) (☛ p. 231)

- Position headlight bulb ① into the bulb socket and turn it all the way clockwise.
✓ The headlight bulb is locked into the bulb socket.

Finishing work

- Install the headlight mask with the headlight. (☛ p. 187)
- Position the mask spoiler. (☛ p. 135)
- Install the wind shield. (☛ p. 144)
- Check the setting of the lighting system. (☛ p. 193)

16.11 Changing the high beam bulb

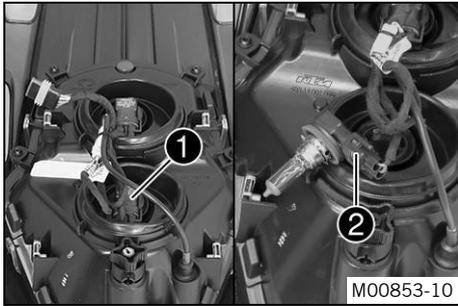
Note

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.

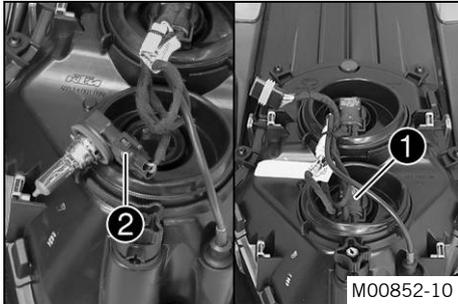
Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the wind shield. (☛ p. 144)
- Loosen the mask spoiler. (☛ p. 133)
- Remove the headlight mask with the headlight. (☛ p. 185)



Main work

- Push headlight bulb ① lightly into the bulb socket, turn it all the way counterclockwise, and pull it out.
- Unplug connector ②.



- Plug connector ② into the new headlight bulb.

High beam (H11/socket PGJ19-2) (☛ p. 231)

- Position headlight bulb ① into the bulb socket and turn it all the way clockwise.
✓ The headlight bulb is locked into the bulb socket.

Finishing work

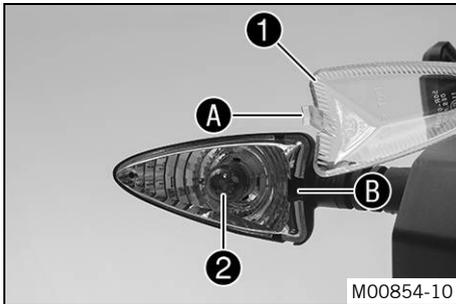
- Install the headlight mask with the headlight. (☛ p. 187)
- Position the mask spoiler. (☛ p. 135)
- Install the wind shield. (☛ p. 144)
- Check the setting of the lighting system. (☛ p. 193)

16.12 Changing the turn signal bulb (Super Adventure CN)

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.



- Remove the screw on the front of the turn signal housing.
- Carefully remove diffuser ①.
- Press bulb ② carefully into the socket, turn it counterclockwise by about 30°, and pull it out of the socket.

i Info

Do not touch the reflector with your fingers, and keep it free from grease.

- Press the new bulb carefully into the socket and turn it clockwise until it stops.

Turn signal (RY10W / socket BAU15s) (☛ p. 231)

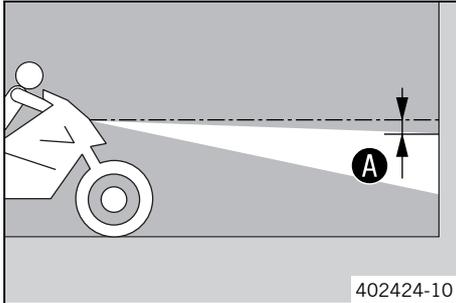
- Check the turn signal to make sure it is functioning properly.
- Position the diffuser.

i Info

Hook in projection ① A at recess ② B.

- Insert the screw and first turn it counterclockwise until it engages in the thread. Tighten the screw slightly.

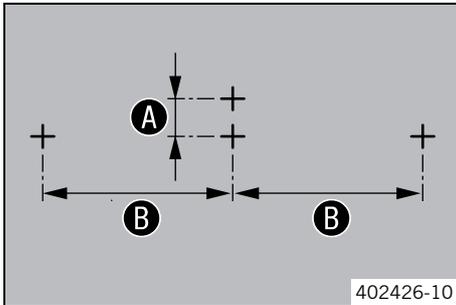
16.13 Checking the setting of the lighting system



- 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 a second mark at a distance **A** under the first mark.

Guideline

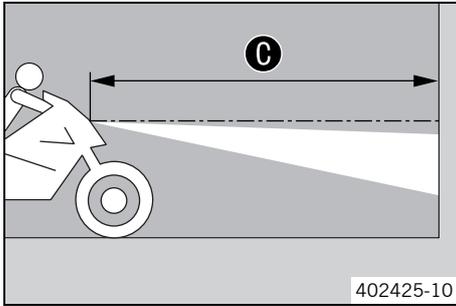
| | |
|-------------------|-------------|
| Distance A | 5 cm (2 in) |
|-------------------|-------------|



- Make two further marks spaced apart **B** to the left and the right of the second marking.

Guideline

| | |
|-------------------|--------------------|
| Distance B | 71.5 cm (28.15 in) |
|-------------------|--------------------|



- Position the vehicle perpendicular to the wall at a distance **C** from the wall and switch on the low beam.

Guideline

| | |
|-------------------|-------------|
| Distance C | 5 m (16 ft) |
|-------------------|-------------|

- The rider, with luggage and passenger if applicable, now mounts the motorcycle.
- Check the headlight setting.

The light-dark boundary of the low beam must lie exactly on the lower mark when the motorcycle is ready to operate with the rider mounted along with any luggage and a passenger if applicable.

» If the boundary between light and dark does not meet specifications:

- Adjust the headlight range. (☛ p. 195)

- Press the **UP** or **DOWN** button until the "**Settings**" menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Press the **UP** or **DOWN** button until "**cLightTest**" is highlighted in black on the matrix display. Pressing the **SET** button again starts the cornering light test.
- Wait for a few seconds until the upper segment of the left cornering light lights up continuously.
- Checking the left cornering light setting.

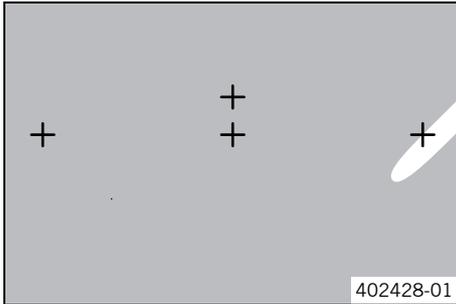
The light-dark boundary of the upper segment must run exactly through the left marking.

» If the boundary between light and dark does not meet specifications:

- Adjust the cornering light range. (☛ p. 196)

- Press the **SET** button.
 - ✓ The left cornering light is switched off.
 - ✓ The right cornering light test is started.



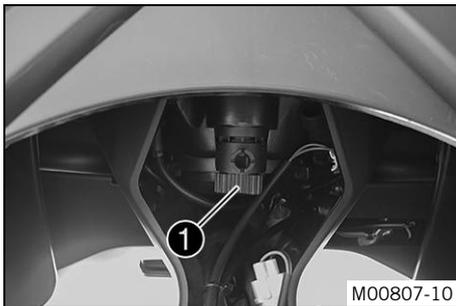


- Wait for a few seconds until the upper segment of the right cornering light lights up continuously.
- Checking the right cornering light setting.

The light-dark boundary of the upper segment must run exactly through the right marking.

- » If the boundary between light and dark does not meet specifications:
 - Adjust the cornering light range. (☛ p. 196)
- Press the **SET** button.
- ✓ The cornering light is switched off.

16.14 Adjusting the headlight range



Preparatory work

- Check the setting of the lighting system. (☛ p. 193)
- Remove the bottom triple clamp cover. (☛ p. 121)

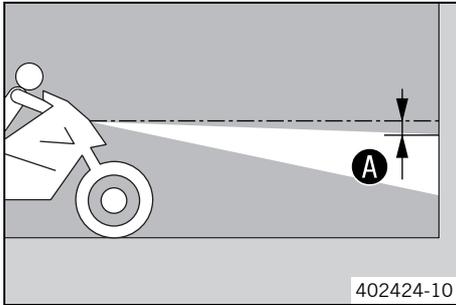
Main work

- Turn adjusting screw **1** to adjust the headlight range.

i Info

Turn clockwise to increase the headlight range; turn counterclockwise to reduce the headlight range.

If you have a payload, you may have to correct the headlight range.



- Set the headlight to marking **A**.

Guideline

The light-dark boundary must lie exactly on the lower mark **A** when the motorcycle is ready to operate with the rider mounted along with any luggage and a passenger if applicable.

Finishing work

- Install the bottom triple clamp cover. (☛ p. 122)

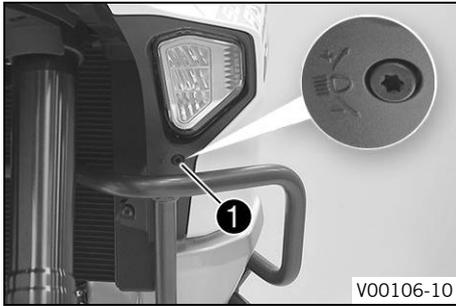
16.15 Adjusting the cornering light range

Preparatory work

- Check the setting of the lighting system. (☛ p. 193)

Main work

- Press the **UP** or **DOWN** button until the "**Settings**" menu appears on the matrix display. Pressing the **SET** button opens the menu.
- Press the **UP** or **DOWN** button until "**cLightTest**" is highlighted in black on the matrix display. Pressing the **SET** button again starts the cornering light test.
- Wait for a few seconds until the upper segment of the left cornering light lights up continuously.

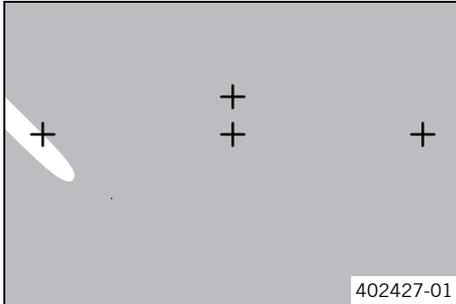


- Turn adjusting screw **1** to adjust the left cornering light range.



Info

Turn clockwise to increase the headlight range; turn counterclockwise to reduce the headlight range.



- Set the upper segment on the left marking.

Guideline

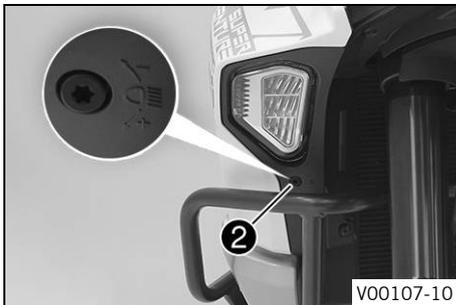
The light-dark boundary of the upper segment must run exactly through the left marking.

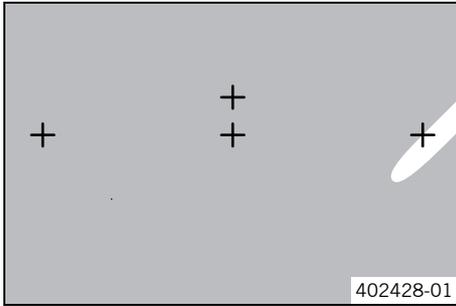
- Press the **SET** button.
 - ✓ The left cornering light is switched off.
 - ✓ The right cornering light test is started.
- Wait for a few seconds until the upper segment of the right cornering light lights up continuously.
- Turn adjusting screw **2** to adjust the right cornering light range.



Info

Turn clockwise to increase the headlight range; turn counterclockwise to reduce the headlight range.





- Set the upper segment on the left marking.

Guideline

The light-dark boundary of the upper segment must run exactly through the right marking.

- Press the **SET** button.
 - ✓ The cornering light is switched off.

16.16 Activating/deactivating the ignition key

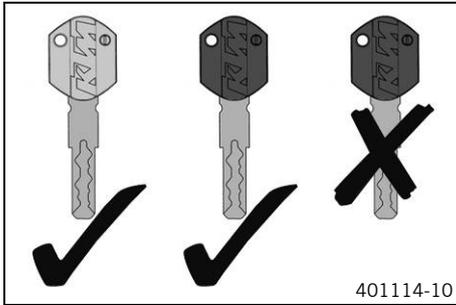


Info

The orange programming key must only be used for activating and deactivating!

If a black ignition key is lost or needs to be replaced, the individual black ignition keys need to be enabled or disabled using the orange programming key. This prevents the vehicle from being operated with the lost black ignition key.

You can activate or deactivate up to four black ignition keys. Only the black ignition keys programmed during an activation procedure are valid. All black ignition keys not programmed during the activation procedure are invalid, but can be reprogrammed in a further activation procedure.

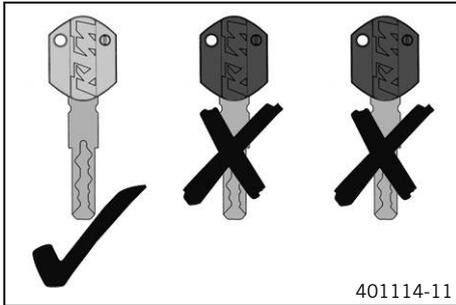


Loss of a black ignition key (additional black ignition keys are available):

The following procedure deactivates all activated black ignition keys that are not included in the procedure.

- Press the emergency OFF switch to the position **ON** ○.

- Insert the orange programming key in the ignition lock.
- Switch on the ignition by turning the orange programming key to the **ON** position ○.
 - ✓ Immobilizer ■ indicator lamp lights up.
- Switch off the ignition by turning the orange programming key to the **OFF** position ☒.
- Pull out the orange programming key.
- Insert the black ignition key in the ignition lock.
- Switch on the ignition by turning the black ignition key to the position **ON** ○.
 - ✓ Immobilizer ■ indicator lamp lights up.
- Switch off the ignition by turning the black ignition key to the position **OFF** ☒.
- Remove the black ignition key.
- Insert the orange programming key in the ignition lock.
- Switch on the ignition by turning the orange programming key to the **ON** position ○.
 - ✓ The immobilizer ■ indicator lamp flashes according to the number of functional black ignition keys including the orange programming key. In this case, it flashes twice.
- Switch off the ignition by turning the orange programming key to the **OFF** position ☒.
- Pull out the orange programming key.
 - ✓ The lost black ignition key is deactivated.



- ✓ The existing black ignition key is reactivated.

Loss of all black ignition keys (no black ignition keys are available):

This procedure is important to prevent misuse of the lost black ignition key.

- Press the emergency OFF switch to the position **ON** ○.
- Insert the orange programming key in the ignition lock.
- Switch on the ignition by turning the orange programming key to the **ON** position ○.
- ✓ Immobilizer ■ indicator lamp lights up.
- Switch off the ignition by turning the orange programming key to the **OFF** position ⊗.
- Switch on the ignition by turning the orange programming key to the **ON** position ○.
- ✓ The immobilizer ■ indicator lamp flashes according to the number of functional black ignition keys including the orange programming key. In this case, it flashes once since all black ignition keys are deactivated.
- Switch off the ignition by turning the orange programming key to the **OFF** position ⊗.
- Pull out the orange programming key.
- ✓ All black ignition keys are deactivated.
- Order a new black ignition key according to the key number on the **KEYCODECARD** and activate it.

To activate up to three black ignition keys:

- Press the emergency OFF switch to the position **ON** ○.
- Insert the orange programming key in the ignition lock.

- Switch on the ignition by turning the orange programming key to the **ON** position ○.
 - ✓ Immobilizer ■ indicator lamp lights up.
- Switch off the ignition by turning the orange programming key to the **OFF** position ☒.
- Pull out the orange programming key.
- Insert the black ignition key in the ignition lock.
- Switch on the ignition by turning the black ignition key to the position **ON** ○.
 - ✓ Immobilizer ■ indicator lamp lights up.
- Switch off the ignition by turning the black ignition key to the position **OFF** ☒.
- Remove the black ignition key.
- If two other black ignition keys are to be activated, repeat the last steps with the respective ignition key.
- If the last black ignition key was activated, insert the orange programming key into the ignition lock.
- Switch on the ignition by turning the orange programming key to the **ON** position ○.
 - ✓ The immobilizer ■ indicator lamp flashes according to the number of functional black ignition keys including the orange programming key.
- Switch off the ignition by turning the orange programming key to the **OFF** position ☒.
- Pull out the orange programming key.



Info

Activation of the ignition key is finished.

To activate four black ignition keys:

- Press the emergency OFF switch to the position **ON** ○.
- Insert the orange programming key in the ignition lock.
- Switch on the ignition by turning the orange programming key to the **ON** position ○.
 - ✓ Immobilizer ■ indicator lamp lights up.

- Switch off the ignition by turning the orange programming key to the **OFF** position ☒.
- Pull out the orange programming key.
- Insert the black ignition key in the ignition lock.
- Switch on the ignition by turning the black ignition key to the position **ON** ○.
- ✓ Immobilizer ■ indicator lamp lights up.
- Switch off the ignition by turning the black ignition key to the position **OFF** ☒.
- Remove the black ignition key.
- If three other black ignition keys are to be activated, repeat the last steps with the respective ignition key.



Info

After the fourth black ignition key has been activated, programming is finished.

17.1 Checking the coolant level in the compensating tank



Warning

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

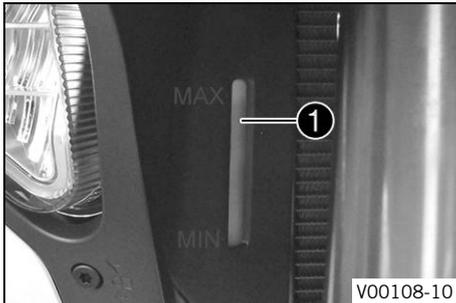
- Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.



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 fuel 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.

The radiator is completely full.

- Park the motorcycle on a horizontal surface.
- Check the coolant level in the compensating tank ①.

The coolant level must be between **MIN** and **MAX**.

- » If there is no coolant in the compensating tank:
 - Check the cooling system for leaks. 🛠️



Info

Do not start up the motorcycle!

- Add coolant/bleed the cooling system. 🛠️
- » If the coolant in the compensating tank is not at the required level, but the tank is not empty:

- Correct the coolant level in the compensating tank. (🔧 p. 204)

17.2 Correcting the coolant level in the compensating tank



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 fuel 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.

The radiator is completely full.

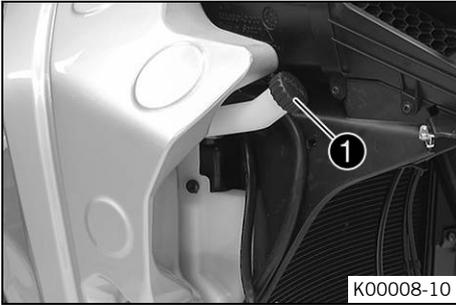
Preparatory work

- Check the coolant level in the compensating tank. (🔧 p. 203)
- Remove the crash bar. 🛠️ (🔧 p. 146)
- Remove the front side cover. (🔧 p. 122)



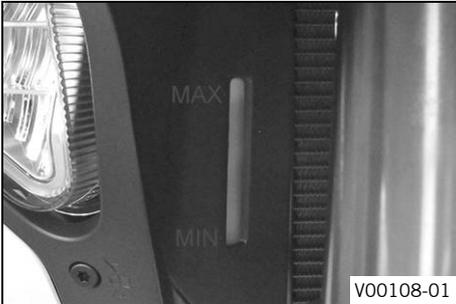
Info

Only disassemble the right-hand side.



Main work

- Remove cover ① of the compensating tank.



- Add coolant until the coolant reaches the specified level.

Guideline

The coolant level must be between **MIN** and **MAX**.

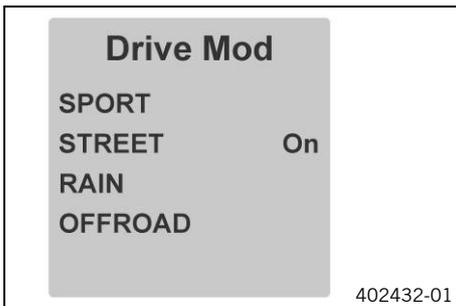
Coolant (☛ p. 237)

- Mount the cover of the compensating tank.

Finishing work

- Install the front side cover. (☛ p. 124)
- Install the crash bar. 🛠 (☛ p. 147)

18.1 "Drive Mod"



Possible states

- Sport – Homologated performance with very direct response; the motorcycle traction control allows greater slip on the rear wheel
- Street – Homologated performance with balanced response; the motorcycle traction control allows normal slip on the rear wheel
- RAIN – Reduced homologated performance for better rideability; the motorcycle traction control allows normal slip on the rear wheel
- Offroad – Reduced homologated performance for better rideability; the motorcycle traction control allows high slip on the rear wheel

Various vehicle tunings can be selected in the **"Drive Mod"** menu. You can choose from **"SPORT"**, **"STREET"**, **"RAIN"** and **"OFFROAD"**.

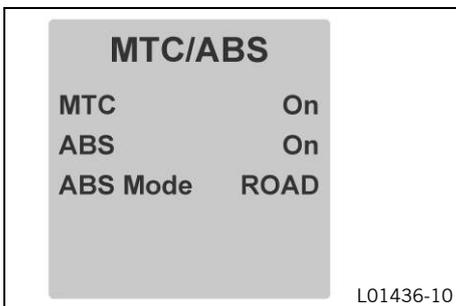
The drive mode selected last is displayed on the right in the segment display.



Info

The drive mode selection has no influence on the ABS.

18.2 Motorcycle traction control (MTC)



The motorcycle traction control (MTC) lowers the tightening torque in case of loss of traction in the rear wheel. Depending on the motorcycle traction control setting, a slight slip on the rear wheel may be desirable. Example: Offroad.



Info

When motorcycle traction control is switched off, the rear wheel may spin during high acceleration and on surfaces with low grip. After the ignition is switched back on, the motorcycle traction control is enabled again.

The motorcycle traction control is controlled via the "**Drive Mode**" (🔑 p. 206) menu on the combination instrument. The motorcycle traction control can be switched off in the "**MTC/ABS**" menu.



Info

When motorcycle traction control is active, the TC light 🚗 flashes.

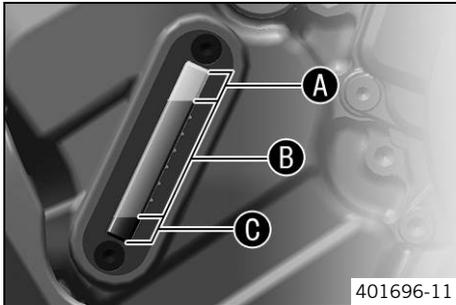
When motorcycle traction control is switched off, the TC light 🚗 lights up.

19.1 Checking the engine oil level



Info

Oil consumption depends on the riding style and the operating conditions.



Condition

The engine is at operating temperature.

Preparatory work

- Stand the motorcycle upright on a horizontal surface.

Main work

- Check the engine oil level in the engine oil level viewer.



Info

After switching off the engine, wait one minute before checking the level.

The engine oil level should be in the upper part of the range **B** of the engine oil level viewer.

- » When the engine oil level is in area **A** of the engine oil level viewer:
 - Do not add engine oil.
- » When the engine oil level is in area **B** of the engine oil level viewer:
 - Engine oil can be added.
- » When the engine oil level is in area **C** of the engine oil level viewer:
 - Add engine oil. (🔧 p. 213)

19.2 Changing the engine oil and oil filter, cleaning the oil screens 🛠️



Warning

Danger of scalding Engine oil and gear oil get very hot when the motorcycle is ridden.

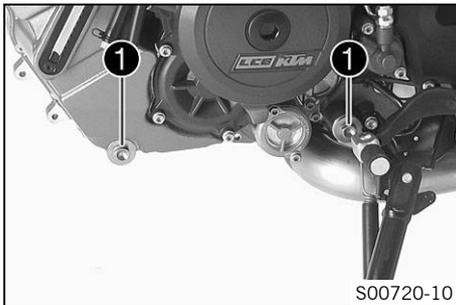
- Wear appropriate protective clothing and safety gloves. In case of burns, rinse immediately with lukewarm water.



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.



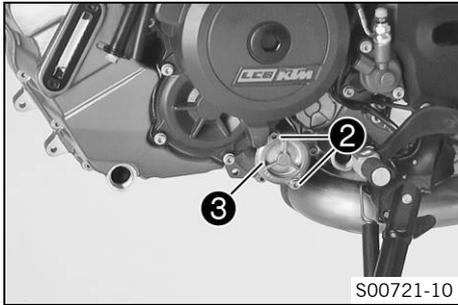
Preparatory work

- Remove the engine guard. (🔧 p. 145)

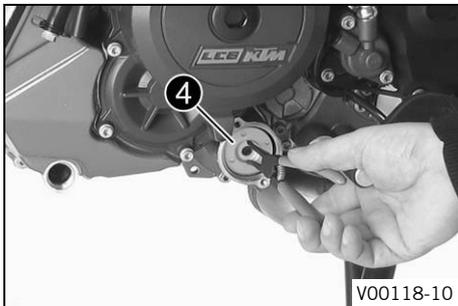
Main work

- Stand the motorcycle on its side stand on a horizontal surface.
- Place a suitable container under the engine.
- Remove oil drain plugs ❶ with the magnets, O-rings, and oil screens.

19 SERVICE WORK ON THE ENGINE



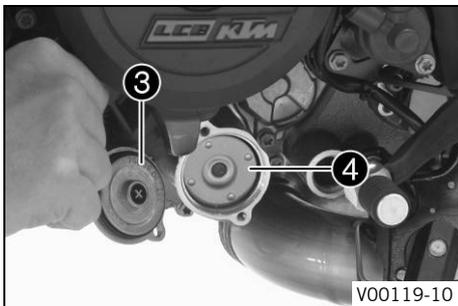
- Remove screws ②. Remove oil filter cover ③ with the O-ring.



- Pull oil filter ④ out of the oil filter housing.

Circlip pliers reverse (51012011000)

- Completely drain the engine oil.
- Thoroughly clean the parts and sealing surface.



- Insert oil filter ④.

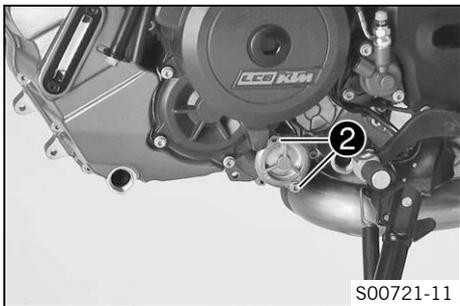


Info

Only insert the oil filter by hand.

- Lubricate the O-ring of the oil filter cover. Mount oil filter cover ③.

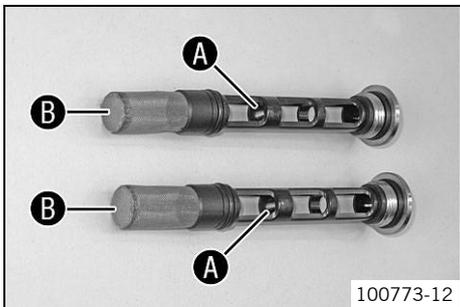
19 SERVICE WORK ON THE ENGINE



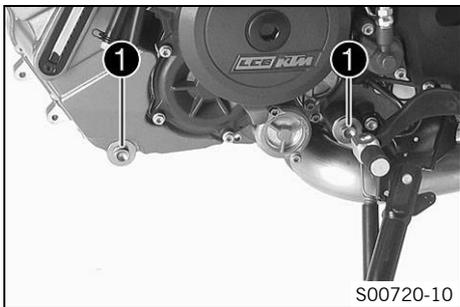
- Mount and tighten screws 2.

Guideline

| | | |
|-------------------------|----|-------------------|
| Remaining engine screws | M5 | 6 Nm (4.4 lbf ft) |
|-------------------------|----|-------------------|



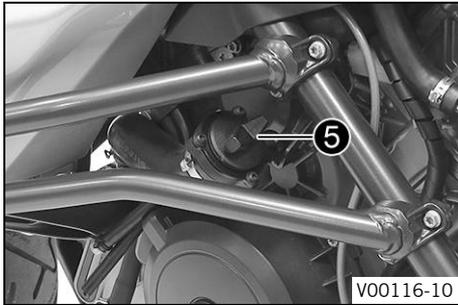
- Thoroughly clean magnets A and oil screens B of the oil drain plugs.



- Mount and tighten oil drain plugs 1 with the magnets, O-rings, and oil screens.

Guideline

| | | |
|----------------|---------|------------------------|
| Oil drain plug | M20x1.5 | 20 Nm (14.8 lbf ft) |
|----------------|---------|------------------------|



- The oil must be added in two steps.

| | | | |
|------------|------------------|--|------------------------------------|
| Engine oil | 3.60 l (3.8 qt.) | Outside temperature: ≥ 0 °C (≥ 32 °F) | Engine oil (SAE 10W/50) (☛ p. 237) |
| | | Outside temperature: < 0 °C (< 32 °F) | Engine oil (SAE 5W/40) (☛ p. 238) |

- Remove screw plug **5** and fill in engine oil.

| | | | |
|-----------------------------------|-----------------|--|------------------------------------|
| Engine oil (1st quantity) approx. | 3.0 l (3.2 qt.) | Outside temperature: ≥ 0 °C (≥ 32 °F) | Engine oil (SAE 10W/50) (☛ p. 237) |
| | | Outside temperature: < 0 °C (< 32 °F) | Engine oil (SAE 5W/40) (☛ p. 238) |

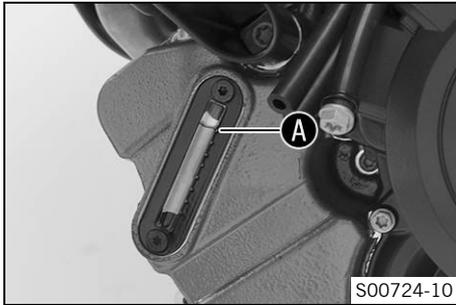
- Mount screw plug **5**.



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.



- Remove the screw plug and add the remaining engine oil to the upper marking **A** on the engine oil level viewer.
- Mount the screw 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 engine oil level. (🔧 p. 208)
- Install the engine guard. (🔧 p. 145)

19.3 Adding engine oil



Info

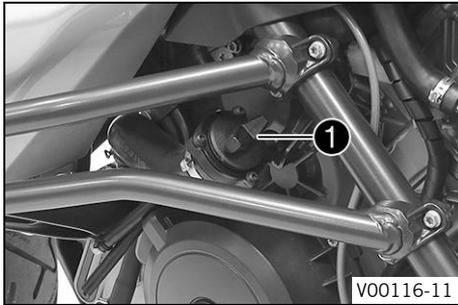
Too little engine oil or poor-quality engine oil results in premature wear to the engine. The engine may be damaged if the engine oil level is too high.

Condition

The engine is at operating temperature.

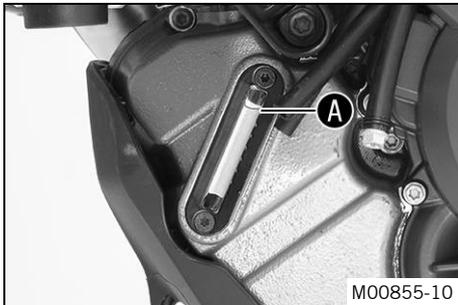
Preparatory work

- Stand the motorcycle upright on a horizontal surface.
- Check the engine oil level. (🔧 p. 208)



Main work

- Remove screw plug 1.



- Add engine oil to the upper marking A on the engine oil level viewer.

Condition

Outside temperature: $\geq 0\text{ }^{\circ}\text{C}$ ($\geq 32\text{ }^{\circ}\text{F}$)

Engine oil (SAE 10W/50) (☛ p. 237)

Condition

Outside temperature: $< 0\text{ }^{\circ}\text{C}$ ($< 32\text{ }^{\circ}\text{F}$)

Engine oil (SAE 5W/40) (☛ p. 238)



Info

In order to achieve optimal engine performance, it is not advisable to mix different engine oils.

KTM recommends changing the engine oil.

- Mount the screw 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 engine oil level. (👉 p. 208)

20.1 Cleaning 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

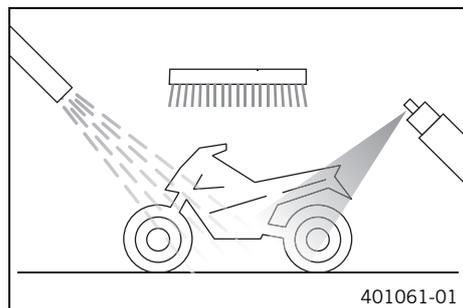
Environmental hazard Hazardous substances cause environmental damage.

- 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 sunshine on the motorcycle during cleaning.



- Close off the exhaust system to keep water from entering.
- First remove coarse dirt particles with a gentle spray of water.
- Spray very dirty areas with a normal motorcycle cleaner and then clean with a brush.

Motorcycle cleaner (☛ p. 240)



Info

Use warm water containing normal motorcycle cleaner and a soft sponge.
Never apply motorcycle cleaner to a dry vehicle; always rinse the vehicle with water first.
If the vehicle was operated in road salt, clean it with cold water. Warm water would enhance the corrosive effects of salt.

- After rinsing the motorcycle with a gentle spray of water, allow it to dry thoroughly.
- Remove the closure of 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, ride the vehicle a short distance until the engine warms up.



Info

The heat produced causes water at inaccessible locations in the engine and on the brake system to evaporate.

- Push back the protection caps of the handlebar controls to allow any water that has penetrated to evaporate.
- After the motorcycle has cooled off, lubricate all moving parts and bearings.
- Clean the chain. (☛ p. 111)
- Treat bare metal parts (except for brake discs and exhaust system) with corrosion inhibitor.

Preserving materials for paints, metal and rubber (☛ p. 241)

- Treat the painted parts with a mild paint polish.

Perfect Finish and high gloss polish for paints (☛ p. 241)



Info

Do not polish plastic parts that are matte when the vehicle is delivered as this would seriously impair the material quality.

- Treat the 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. 241)

- Oil the ignition/steering lock, tank lock, and seat lock.

Universal oil spray (🔧 p. 241)

20.2 Checks and maintenance steps for winter operation

i Info

If you use the motorcycle in winter, you must expect salt on the roads. You should therefore take precautions against aggressive road salt.

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. 216)
- Clean the brakes.

i Info

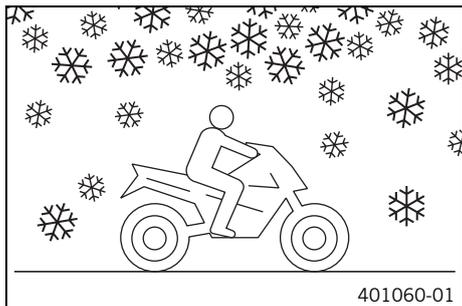
After **EVERY** trip on salted roads, thoroughly wash the brake calipers and brake linings with cold water and dry carefully. This should be done after the parts are cooled down and while they are installed.

After riding on salted roads, thoroughly wash the motorcycle with cold water and dry it well.

- Treat the engine, the swingarm, and all other bare or galvanized parts (except brake discs) with a wax-based corrosion inhibitor.

i Info

Corrosion inhibitor must not come into contact with the brake discs. This would severely lower the braking effect.



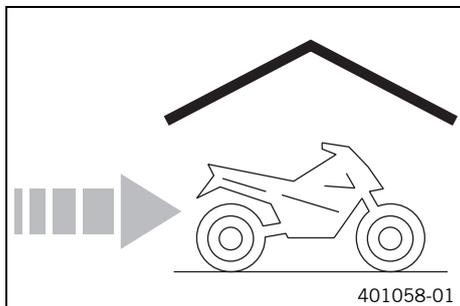
401060-01

- Clean the chain. (☛ p. 111)

21.1 Storage

i Info

If you plan to garage the motorcycle for a longer period, perform the following steps or have them performed. 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.



- When refueling for the last time before taking the motorcycle out of service, add fuel additive.

| |
|--------------------------|
| Fuel additive (☞ p. 240) |
|--------------------------|

- Refuel. (☞ p. 97)
- Clean the motorcycle. (☞ p. 216)
- Change the engine oil and oil filter and clean the oil screens. 🛠️ (☞ p. 209)
- Check the coolant fill level and antifreeze. 🛠️
- Check the tire air pressure. (☞ p. 170)
- Remove the battery. 🛠️ (☞ p. 174)

Guideline

| | |
|--|--------------------------|
| Storage temperature of battery without direct sunshine | 0... 35 °C (32... 95 °F) |
|--|--------------------------|

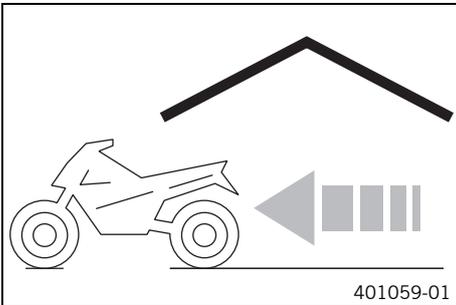
- Recharge the battery. 🛠️ (☞ p. 177)
- Store the vehicle in a dry location that is not subject to large fluctuations in temperature.
- Raise the vehicle with the center stand. (☞ p. 105)
- Cover the vehicle with a tarp or similar cover that is permeable to air.

**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. Since the engine cannot warm up properly, the water vapor produced during combustion condenses and causes valves and the exhaust system to rust.

21.2 Preparing for use after storage



- Remove the vehicle from the center stand. (🔧 p. 105)
- Install the battery. 🔧 (🔧 p. 176)

**Info**

If the battery was removed, the time and date must be set.

- Perform checks and maintenance measures when preparing for use. (🔧 p. 85)
- Take a test ride.

| Faults | Possible cause | Action |
|---|---|---|
| Combination instrument shows nothing on the display | Fuse 1 blown | – Change the fuses in the fuse box. (☞ p. 183) |
| | Main fuse burned out | – Change the main fuse. (☞ p. 181) |
| | The battery is discharged | – Recharge the battery. ☞ (☞ p. 177) – Check the open-circuit current. ☞ |
| | Ignition/steering lock is faulty | – Check the ignition/steering lock. ☞ |
| Engine does not crank when the electric starter button is pressed | Emergency OFF switch is off | – Press the emergency OFF switch to the position ON ○. |
| | Operating error | – Carry out the start procedure. (☞ p. 86) |
| | The battery is discharged | – Recharge the battery. ☞ (☞ p. 177) – Check the open-circuit current. ☞ |
| | Safety start system is faulty | – Read out the fault memory using the KTM diagnostics tool. ☞ |
| | ICU is not enabled | – Activate the ICU. ☞ |
| | CAN bus communication error | – Read out the fault memory using the KTM diagnostics tool. ☞ |
| | Fault in EFI control unit. | – Read out the fault memory using the KTM diagnostics tool. ☞ |
| | Fault in MCU control unit. | – Read out the fault memory using the KTM diagnostics tool. ☞ |
| Engine turns only if the clutch lever is drawn | The vehicle is in gear | – Shift the transmission to idle N . |
| | Safety start system is faulty | – Read out the fault memory using the KTM diagnostics tool. ☞ |
| Engine turns although a gear is engaged | Safety start system is faulty | – Read out the fault memory using the KTM diagnostics tool. ☞ |
| Engine turns but does not start | The plug-in connection of the fuel hose connection is not connected | – Connect the plug-in connection of the fuel line. |

| Faults | Possible cause | Action |
|---|---|--|
| Engine turns but does not start | Fault in fuel injection system | – Read out the fault memory using the KTM diagnostics tool. 🛠️ |
| | Fuel quality is insufficient | – Add suitable fuel. |
| Engine dies during the trip | Lack of fuel | – Refuel. (🔧 p. 97) |
| | Fault in fuel injection system | – Read out the fault memory using the KTM diagnostics tool. 🛠️ |
| The engine warning lamp lights up/flashes | Fault in fuel injection system | – Read out the fault memory using the KTM diagnostics tool. 🛠️ |
| The ABS warning lamp lights up | ABS fuse is blown | – Change the fuses in the fuse box. (🔧 p. 183) |
| | Wheel speeds of front and rear wheels differ greatly | – Stop, switch off the ignition, start again. |
| | Malfunction in ABS | – Read out the fault memory using the KTM diagnostics tool. 🛠️ |
| High oil consumption | Engine oil level too high | – Check the engine oil level. (🔧 p. 208) |
| | Engine oil too thin (low viscosity) | – Change the engine oil and oil filter and clean the oil screens. 🛠️ (🔧 p. 209) |
| The battery is discharged | A power consumer is connected to the socket/ACC1. | – Disconnect the power consumer from the socket/ACC1. – Recharge the battery. 🛠️ (🔧 p. 177) |
| | The hazard warning flasher is switched on | – Switch off the hazard warning flasher. – Recharge the battery. 🛠️ (🔧 p. 177) |
| | Battery is not charged by alternator | – Check the charging voltage. 🛠️ |
| | Ignition was not switched off when vehicle was parked | – Recharge the battery. 🛠️ (🔧 p. 177) |

23.1 Engine

| | |
|------------------------------|--|
| Design | 2-cylinder 4-stroke Otto engine, 75° V arrangement, water-cooled |
| Displacement | 1,301 cm ³ (79.39 cu in) |
| Stroke | 71 mm (2.8 in) |
| Bore | 108 mm (4.25 in) |
| Compression ratio | 13.1:1 |
| Idle speed | 1,300... 1,500 rpm |
| Control | DOHC, 4 valves per cylinder, chain-driven |
| Valve - valve plate diameter | |
| Intake | 42 mm (1.65 in) |
| Exhaust | 34 mm (1.34 in) |
| Valve clearance | |
| Exhaust at: 20 °C (68 °F) | 0.25... 0.30 mm (0.0098... 0.0118 in) |
| Intake at: 20 °C (68 °F) | 0.10... 0.15 mm (0.0039... 0.0059 in) |
| Crankshaft bearing | Sleeve bearing |
| Conrod bearing | Sleeve bearing |
| Piston | Forged light alloy |
| Piston ring | 1 upper compression (rectangular) ring, 1 lower compression ring, 1 oil scraper ring |
| Engine lubrication | Pressure circulation lubrication with three rotary pumps |
| Primary transmission | 40:76 |
| Clutch | Antihopping clutch in oil bath/hydraulically operated |
| Transmission | 6-speed claw gears |
| Transmission ratio | |

| | |
|---------------------------|---|
| 1st gear | 12:35 |
| 2nd gear | 15:32 |
| 3rd gear | 18:30 |
| 4th gear | 20:27 |
| 5th gear | 24:27 |
| 6th gear | 35:32 |
| Mixture preparation | Electronically controlled fuel injection |
| Ignition system | Contactless controlled fully electronic ignition with digital ignition adjustment |
| Alternator | 12 V, 450 W |
| Spark plug | |
| Inside spark plug | NGK LKAR9BI-10 |
| Outside spark plug | NGK LMAR7DI-10 |
| Electrode gap, spark plug | 1.0 mm (0.039 in) |
| Cooling | Water cooling, permanent circulation of coolant by water pump |
| Cold start device | Electric starter |

23.2 Engine tightening torques

| | | | |
|---|----------------------------|----------------------|----------------------|
| Screw, damping plate | EJOT Altracs® M6x14 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |
| Screw, retaining bracket, valve cover, rear | EJOT Altracs® M6x10 | 10 Nm (7.4 lbf ft) | – |
| Hose clip, intake flange | M4 | 1.5 Nm (1.11 lbf ft) | – |
| Oil nozzle | M5 | 2 Nm (1.5 lbf ft) | Loctite® 243™ |
| Remaining engine screws | M5 | 6 Nm (4.4 lbf ft) | – |
| Screw, bearing retainer | M5 | 6 Nm (4.4 lbf ft) | Loctite® 243™ |

23 TECHNICAL DATA

| | | | |
|--|-----------|---------------------|---------------|
| Screw, bearing shells retaining bracket | M5 | 6 Nm (4.4 lbf ft) | Loctite® 243™ |
| Screw, engine oil level viewer | M5 | 4 Nm (3 lbf ft) | – |
| Screw, gear sensor | M5 | 6 Nm (4.4 lbf ft) | Loctite® 243™ |
| Screw, pulse generator | M5 | 6 Nm (4.4 lbf ft) | Loctite® 243™ |
| Swing angle sensor screw | M5 | 5 Nm (3.7 lbf ft) | Loctite® 243™ |
| Bleeder screw, water pump cover | M6 | 10 Nm (7.4 lbf ft) | – |
| Freewheel ring bolt | M6 – 10.9 | 15 Nm (11.1 lbf ft) | Loctite® 648™ |
| Nut, cylinder head | M6 | 9 Nm (6.6 lbf ft) | – |
| Plug, vacuum connection | M6 | 5 Nm (3.7 lbf ft) | Loctite® 243™ |
| Remaining engine screws | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, camshaft bearing support | M6 – 10.9 | 10 Nm (7.4 lbf ft) | – |
| Screw, clutch cover | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, clutch spring | M6 | 12 Nm (8.9 lbf ft) | – |
| Screw, coolant connection on cylinder head | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, engine case | M6x60 | 10 Nm (7.4 lbf ft) | – |
| Screw, engine case | M6x80 | 10 Nm (7.4 lbf ft) | – |
| Screw, engine case | M6x90 | 10 Nm (7.4 lbf ft) | – |
| Screw, freewheel holder | M6 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |
| Screw, locking lever | M6 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |
| Screw, oil pump cover | 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 | 18 Nm (13.3 lbf ft) | Loctite® 243™ |
| Screw, starter motor | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, stator | M6 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |

23 TECHNICAL DATA

| | | | |
|---|-----------|---|---|
| Screw, valve cover | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, water pump cover | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, water pump wheel | M6 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |
| Stud, chain shaft | M6 | 8 Nm (5.9 lbf ft) | – |
| Nozzle 100 | M6x0.75 | 4 Nm (3 lbf ft) | Loctite® 243™ |
| Plug, crankshaft retainer | M8 | 15 Nm (11.1 lbf ft) | – |
| Screw, camshaft bearing support | M8 – 10.9 | Step 1 10 Nm (7.4 lbf ft) Step 2 18 Nm (13.3 lbf ft) | – |
| Screw, camshaft bearing support | M8 – 10.9 | Step 1 8.5 Nm (6.27 lbf ft) Step 2 14.5 Nm (10.7 lbf ft) | Only applies when using: Hex key bit (61229025000) |
| Screw, engine case | M8 | 18 Nm (13.3 lbf ft) | – |
| Screw, timing chain guide rail | M8 | 15 Nm (11.1 lbf ft) | Loctite® 243™ |
| Stud, exhaust flange | M8 | 10 Nm (7.4 lbf ft) | – |
| Timing chain tensioning rail screw | M8 | 15 Nm (11.1 lbf ft) | Loctite® 243™ |
| Screw, engine bearer | M10 | 45 Nm (33.2 lbf ft) | – |
| Oil pressure sensor | M10x1 | 10 Nm (7.4 lbf ft) | – |
| Plug, cam lever axis | M10x1 | 15 Nm (11.1 lbf ft) | – |
| Plug, clutch lubrication | M10x1 | 10 Nm (7.4 lbf ft) | – |
| Screw plug, spreading transmission lock | M10x1 | 12 Nm (8.9 lbf ft) | – |

| | | | |
|---------------------------------------|-----------|--|----------------------------|
| Screw, conrod bearing | M10x1 | Step 1 25 Nm (18.4 lbf ft) Step 2 30 Nm (22.1 lbf ft) Step 3 90° | – |
| Screw, timing chain tensioner release | M10x1 | 10 Nm (7.4 lbf ft) | – |
| Spark plug | M10x1 | 11 Nm (8.1 lbf ft) | – |
| Cylinder head screw | M11x1.5 | Tightening sequence: Using a crisscross pattern Step 1 15 Nm (11.1 lbf ft) Step 2 30 Nm (22.1 lbf ft) Step 3 90° Step 4 90° | Lubricated with engine oil |
| Coolant temperature sensor | M12x1.5 | 12 Nm (8.9 lbf ft) | – |
| Rotor screw | M12x1.5 | 115 Nm (84.8 lbf ft) | – |
| Spark plug | M12x1.5 | 18 Nm (13.3 lbf ft) | – |
| Nut of engine sprocket | M20x1.5 | 100 Nm (73.8 lbf ft) | Loctite® 243™ |
| Oil drain plug | M20x1.5 | 20 Nm (14.8 lbf ft) | – |
| Nut, inner clutch hub | M22x1.5 | 120 Nm (88.5 lbf ft) | Loctite® 243™ |
| Plug, timing-chain tensioner | M24x1.5 | 25 Nm (18.4 lbf ft) | – |
| Screw in alternator cover | M24x1.5 | 8 Nm (5.9 lbf ft) | – |
| Nut, primary gear | M33LHx1.5 | 130 Nm (95.9 lbf ft) | Loctite® 243™ |

23.3 Capacities

23.3.1 Engine oil

| | | | |
|------------|------------------|--|---------------------------------------|
| Engine oil | 3.60 l (3.8 qt.) | Outside temperature: $\geq 0\text{ }^{\circ}\text{C}$ ($\geq 32\text{ }^{\circ}\text{F}$) | Engine oil (SAE 10W/50) (☛ p. 237) |
| | | Outside temperature: $< 0\text{ }^{\circ}\text{C}$ ($< 32\text{ }^{\circ}\text{F}$) | Engine oil (SAE 5W/40) (☛ p. 238) |

23.3.2 Coolant

| | | |
|---------|-------------------|--------------------|
| Coolant | 2.40 l (2.54 qt.) | Coolant (☛ p. 237) |
|---------|-------------------|--------------------|

23.3.3 Fuel

| | | |
|-----------------------------------|-------------------|--|
| Fuel reserve, approx. | 4 l (1.1 US gal) | |
| Total fuel tank capacity, approx. | 30 l (7.9 US gal) | Super unleaded (ROZ 95/RON 95/PON 91) (☛ p. 239) |

23.4 Chassis

| | | |
|-------------------|---|--|
| Frame | Lattice frame made of chrome molybdenum steel tubing, powder-coated | |
| Fork | WP Performance Systems Semi-active Suspension | |
| Shock absorber | WP Performance Systems Semi-active Suspension | |
| Suspension travel | | |
| Front | 200 mm (7.87 in) | |
| Rear | 200 mm (7.87 in) | |
| Brake system | | |

| | |
|---|---|
| Front | Double disc brake with radially mounted four-pot brake calipers, floating brake discs |
| Rear | Single disc brake with dual-piston brake caliper, floating brake disc |
| Brake discs - diameter | |
| Front | 320 mm (12.6 in) |
| Rear | 267 mm (10.51 in) |
| Brake discs - wear limit | |
| Front | 4 mm (0.16 in) |
| Rear | 4.5 mm (0.177 in) |
| Tire air pressure, solo/with passenger/full payload | |
| Front: with cold tires | 2.4 bar (35 psi) |
| Rear: with cold tires | 2.9 bar (42 psi) |
| Secondary drive ratio | 17:42 |
| Chain | 5/8 x 5/16" (525) X-ring |
| Steering head angle | 64° |
| Wheelbase | 1,560±15 mm (61.42±0.59 in) |
| Seat height, unloaded | 860/875 mm (860/875 in) |
| Ground clearance, unloaded | 220 mm (8.66 in) |
| Weight without fuel, approx. | 229 kg (505 lb.) |
| Maximum permissible front axle load | 175 kg (386 lb.) |
| Maximum permissible rear axle load | 285 kg (628 lb.) |
| Maximum permissible total weight | 460 kg (1,014 lb.) |

23.5 Electrical system

| | | |
|---|-----------------------|--|
| Battery | YTZ14S | Battery voltage: 12 V Nominal capacity: 11.2 Ah maintenance-free |
| Fuse | 58011109110 | 10 A |
| Fuse | 58011109115 | 15 A |
| Fuse | 58011109125 | 25 A |
| Fuse | 58011109130 | 30 A |
| Low beam | H11/socket PGJ19-2 | 12 V 55 W |
| High beam | H11/socket PGJ19-2 | 12 V 55 W |
| Parking light | LED | |
| Cornering light | LED | |
| Instrument lights and indicator lamps | LED | |
| Turn signal (Super Adventure EU/FR/AU/JP) | LED | |
| Turn signal (Super Adventure CN) | RY10W / socket BAU15s | 12 V 10 W |
| Tail light | LED | |
| Brake light | LED | |
| License plate lamp | LED | |

23.6 Tires

| | |
|--|--|
| Front tires | Rear tires |
| 120/70 ZR 19 M/C 60W TL Continental ContiTrailATTACK 2 K | 170/60 ZR 17 M/C 72W TL Continental ContiTrailATTACK 2 K |
| Additional information is available in the Service section under: http://www.ktm.com | |

23.7 Fork

| | | |
|--------------------------------------|---|--|
| Fork part number | 14.18.1P.26 | |
| Fork | WP Performance SystemsSemi-active Suspension | |
| Spring length with preload spacer(s) | 440 mm (17.32 in) | |
| Spring rate | | |
| Medium (standard) | 12 N/mm (69 lb/in) | |
| Fork length | 885 mm (34.84 in) | |
| Fork oil, fork leg, left | 680 ml (22.99 fl. oz.) | Fork oil (SAE 4) (48601166S1) (☛ p. 238) |
| Fork oil, fork leg, right | 430 ml (14.54 fl. oz.) | Fork oil (SAE 4) (48601166S1) (☛ p. 238) |

23.8 Shock absorber

| | | |
|-------------------------------|---|--|
| Shock absorber article number | 01.18.1P.26 | |
| Shock absorber | WP Performance SystemsSemi-active Suspension | |
| Spring rate | | |
| Medium (standard) | 160 N/mm (914 lb/in) | |
| Spring length | 198.5 mm (7.815 in) | |

| | |
|------------|-----------------|
| Static sag | 25 mm (0.98 in) |
|------------|-----------------|

23.9 Chassis tightening torques

| | | | |
|--|-------------------------------|----------------------|-----------------------|
| Nut, passenger seat heating switch | PG21 | 2 Nm (1.5 lbf ft) | – |
| Nut, tire pressure sensor | ISO 10V2 | 12 Nm (8.9 lbf ft) | Loctite® 2701™ |
| Screw, fixed grip handlebar | EJOT Spiralfom® M4x6-K | 2.7 Nm (1.99 lbf ft) | – |
| Screw, combination switch, left | M4 | 2 Nm (1.5 lbf ft) | – |
| Screw, side stand switch | M4 | 2 Nm (1.5 lbf ft) | – |
| Remaining screws for radiator | M5 | 3.5 Nm (2.58 lbf ft) | – |
| Remaining screws, chassis | M5 | 5 Nm (3.7 lbf ft) | – |
| Screw, brake line holder on frame | M5 | 2 Nm (1.5 lbf ft) | – |
| Screw, brake line holder on swingarm | M5 | 5 Nm (3.7 lbf ft) | – |
| Screw, cable channel | M5 | 5 Nm (3.7 lbf ft) | – |
| Screw, cable guide, wheel speed sensor, rear | M5 | 3 Nm (2.2 lbf ft) | – |
| Screw, chain sliding guard | M5 | 5 Nm (3.7 lbf ft) | – |
| Screw, combination switch, right | M5 | 3.5 Nm (2.58 lbf ft) | – |
| Screw, cover part | M5 | 3.5 Nm (2.58 lbf ft) | – |
| Screw, filler cap | M5 | 3 Nm (2.2 lbf ft) | – |
| Screw, foot brake lever stub | M5 | 6 Nm (4.4 lbf ft) | Loctite® 243™ |
| Screw, fuel level sensor | M5 | 3 Nm (2.2 lbf ft) | – |
| Screw, heat guard on main silencer | M5 | 4 Nm (3 lbf ft) | – |
| Screw, wind shield | M5 | 3.5 Nm (2.58 lbf ft) | – |
| Spoke nipple | M5 | 5 Nm (3.7 lbf ft) | – |

| | | | |
|--|----|----------------------|----------------------|
| Ground fitting on frame | M6 | 6 Nm (4.4 lbf ft) | – |
| Nut, ABS unit fixation | M6 | 8 Nm (5.9 lbf ft) | – |
| Remaining chassis nuts | M6 | 10 Nm (7.4 lbf ft) | – |
| Remaining chassis screws | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, acceleration sensor | M6 | 6 Nm (4.4 lbf ft) | – |
| Screw, angle sensor | M6 | 6 Nm (4.4 lbf ft) | Loctite® 243™ |
| Screw, ball joint of push rod on foot brake cylinder | M6 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |
| Screw, battery terminal | M6 | 4.5 Nm (3.32 lbf ft) | – |
| Screw, brake line holder on bottom triple clamp | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, cable channel | M6 | 5 Nm (3.7 lbf ft) | – |
| Screw, chain guide | M6 | 5 Nm (3.7 lbf ft) | – |
| Screw, clutch assembly | M6 | 5 Nm (3.7 lbf ft) | – |
| Screw, cooler retaining bracket | M6 | 7 Nm (5.2 lbf ft) | – |
| Screw, cover part | M6 | 6 Nm (4.4 lbf ft) | – |
| Screw, engine guard | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, exhaust clamp | M6 | 8 Nm (5.9 lbf ft) | – |
| Screw, foot brake cylinder | M6 | 10 Nm (7.4 lbf ft) | Loctite® 243™ |
| Screw, front brake disc | M6 | 14 Nm (10.3 lbf ft) | Loctite® 243™ |
| Screw, fuel pump | M6 | 6 Nm (4.4 lbf ft) | – |
| Screw, fuel tank | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, fuel tap | M6 | 6 Nm (4.4 lbf ft) | – |
| Screw, headlight | M6 | 5 Nm (3.7 lbf ft) | – |
| Screw, lower rear part | M6 | 6 Nm (4.4 lbf ft) | – |

23 TECHNICAL DATA

| | | | |
|---|-----|---------------------|---------------|
| Screw, magnetic holder on side stand | M6 | 6 Nm (4.4 lbf ft) | Loctite® 243™ |
| Screw, rear brake disc | M6 | 14 Nm (10.3 lbf ft) | Loctite® 243™ |
| Screw, retaining bracket, angle sensor | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, voltage regulator | M6 | 6 Nm (4.4 lbf ft) | – |
| Screw, wheel speed sensor, front | M6 | 10 Nm (7.4 lbf ft) | – |
| Screw, wheel speed sensor, rear | M6 | 10 Nm (7.4 lbf ft) | – |
| Remaining chassis nuts | M8 | 25 Nm (18.4 lbf ft) | – |
| Remaining chassis screws | M8 | 25 Nm (18.4 lbf ft) | – |
| Screw, bottom triple clamp | M8 | 12 Nm (8.9 lbf ft) | – |
| Screw, exhaust clamp | M8 | 25 Nm (18.4 lbf ft) | – |
| Screw, foot brake lever | M8 | 25 Nm (18.4 lbf ft) | Loctite® 243™ |
| Screw, fork stub | M8 | 15 Nm (11.1 lbf ft) | – |
| Screw, front footrest bracket | M8 | 25 Nm (18.4 lbf ft) | Loctite® 243™ |
| Screw, handlebar clamp | M8 | 20 Nm (14.8 lbf ft) | – |
| Screw, ignition lock (tamper-proof screw) | M8 | 25 Nm (18.4 lbf ft) | Loctite® 243™ |
| Screw, rear footrest bracket | M8 | 25 Nm (18.4 lbf ft) | Loctite® 243™ |
| Screw, steering damper | M8 | 25 Nm (18.4 lbf ft) | Loctite® 243™ |
| Screw, steering damper clamp | M8 | 12 Nm (8.9 lbf ft) | – |
| Screw, suitcase hook | M8 | 20 Nm (14.8 lbf ft) | Loctite® 243™ |
| Screw, top triple clamp | M8 | 20 Nm (14.8 lbf ft) | – |
| Engine carrying screw | M10 | 45 Nm (33.2 lbf ft) | – |
| Remaining chassis nuts | M10 | 45 Nm (33.2 lbf ft) | – |
| Remaining chassis screws | M10 | 45 Nm (33.2 lbf ft) | – |
| Screw, front brake caliper | M10 | 45 Nm (33.2 lbf ft) | Loctite® 243™ |

23 TECHNICAL DATA

| | | | |
|------------------------------|----------|--|----------------|
| Screw, handlebar support | M10 | 40 Nm (29.5 lbf ft) | Loctite® 243™ |
| Screw, side stand | M10 | 35 Nm (25.8 lbf ft) | Loctite® 243™ |
| Screw, side stand bracket | M10 | 45 Nm (33.2 lbf ft) | Loctite® 243™ |
| Banjo bolt, brake line | M10x1 | 25 Nm (18.4 lbf ft) | – |
| Lambda sensor | M12x1.25 | 25 Nm (18.4 lbf ft) | – |
| Screw, bottom shock absorber | M14x1.5 | 80 Nm (59 lbf ft) | Thread greased |
| Screw, top shock absorber | M14x1.5 | 80 Nm (59 lbf ft) | Thread greased |
| Nut, socket | M18x1 | 4 Nm (3 lbf ft) | – |
| Nut, swingarm pivot | M19x1.5 | 130 Nm (95.9 lbf ft) | Thread greased |
| Screw, steering head, top | M22x1.5 | 50 Nm (36.9 lbf ft) | – |
| Nut, rear wheel spindle | M25x1.5 | 90 Nm (66.4 lbf ft) | Thread greased |
| Screw, front wheel spindle | M25x1.5 | 45 Nm (33.2 lbf ft) | Thread greased |
| Nut, steering head, top | M28x1.0 | Step 1 10 Nm (7.4 lbf ft) Step 2 (loosen, counterclockwise) 60° | – |

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 (SAE 10W/50)

Standard/classification

- JASO T903 MA (☛ p. 242)
- SAE (☛ p. 242) (SAE 10W/50)

Guideline

- Use only engine oils that comply with the specified standards (see specifications on the container) and that possess the corresponding properties.

Fully synthetic engine oil

Recommended supplier

Motorex®

- Power Synt 4T

Engine oil (SAE 5W/40)

Standard/classification

- JASO T903 MA (☛ p. 242)
- SAE (☛ p. 242) (SAE 5W/40)

Guideline

- Use only engine oils that comply with the specified standards (see specifications on the container) and that possess the corresponding properties.

Synthetic engine oil

Recommended supplier

Motorex®

- Power Synt 4T

Fork oil (SAE 4) (48601166S1)

Standard/classification

- SAE (☛ p. 242) (SAE 4)

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).

Chain cleaner

Recommended supplier

Motorex®

- Chain Clean

Chain lube for road use

Guideline

Recommended supplier

Motorex®

- Chainlube Road

Fuel additive

Recommended supplier

Motorex®

- Fuel Stabilizer

Long-life grease

Recommended supplier

Motorex®

- Bike Grease 2000

Motorcycle cleaner

Recommended supplier

Motorex®

- Moto Clean

Perfect Finish and high gloss polish for paints

Recommended supplier

Motorex®

- Moto Polish & Shine

Preserving materials for paints, metal and rubber

Recommended supplier

Motorex®

- Moto Protect

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.

| | | |
|------|---------------------------------|---|
| ABS | ABS | Safety system that prevents locking of the wheels when driving straight ahead without the influence of lateral forces |
| ATIR | Automatic Turn Indicator Reset | Software, which automatically switches the indicator off according to a time or travel distance counter |
| DRL | Daytime Running Light | Light, which enhances the visibility of the vehicle during the day but is not focused, and in contrast to low beam does not illuminate the road surface |
| HHC | Hill Hold Control | Assist, which prevents the vehicle from rolling backwards on an incline |
| MSR | Motor Slip Regulation | Auxiliary function of the motor control, which prevents rear wheel locking with excessive engine braking effect, by lightly opening the throttle valve |
| MSC | Motorcycle Stability Control | The is an auxiliary function for the ABS, which can prevent blocking and slipping of the wheels during braking on an inclined position, within the physical limitations |
| MTC | Motorcycle Traction Control | Auxiliary function of the motor control, which reduces engine torque with spinning rear wheel |
| TPMS | Tire Pressure Monitoring System | Safety system, which monitors tire air pressure, with the help of sensors in the tire, and displays it to the rider |

28 LIST OF ABBREVIATIONS

| | |
|----------|----------------|
| Art. no. | Article number |
| ca. | circa |
| cf. | compare |
| e.g. | for example |
| etc. | et cetera |
| i.a. | inter alia |
| no. | number |
| poss. | possibly |

29.1 Red symbols

Red symbols indicate an error condition that requires immediate intervention.

| | |
|--|---|
|  | The immobilizer indicator lamp lights up or flashes red – Status or error message for immobilizer/alarm system. |
|  | The oil pressure warning lamp lights up red – Engine oil pressure is too low. |

29.2 Yellow and orange symbols

Yellow and orange symbols indicate an error condition that requires prompt intervention. Active driving aids are also represented by yellow or orange symbols.

| | |
|--|---|
|  | The general warning lamp lights up yellow – An operating safety (warning) message was detected. This is also shown on the matrix display. |
|  | The engine warning lamp lights up/flashes yellow – The engine control unit has detected a fault. |
|  | The ABS lamp lights up/flashes yellow – ABS is not active. The ABS lamp also lights up when a fault is detected. |
|  | The TC lamp lights up/flashes yellow – The motorcycle traction control is not enabled or is currently intervening. The TC lamp also lights up when an error is detected. In addition, the TC lamp flashes if the HHC (optional) is active. |
|  | The cruise control system lamp lights up yellow – The cruise control system function is switched on, but the speed control is not active. |

29.3 Green and blue symbols

Green and blue symbols reflect information.

| | |
|--|---|
|  | The high beam indicator lamp lights up blue – The high beam is switched on. |
|  | The left turn signal lamp flashes green simultaneously with the turn signal – The left turn signal is switched on. |
|  | The idle indicator lamp lights up green – The transmission is shifted to neutral. |
|  | The right turn signal lamp flashes green simultaneously with the turn signal – The right turn signal is switched on. |
|  | The cruise control system lamp lights up green – The cruise control system function is switched on and the speed control is active. |

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READY TO RACE

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