

BEDIENUNGSANLEITUNG

OWNER'S MANUAL
MANUALE D'USO
MANUEL D'UTILISATION
MANUAL DE INSTRUCCIONES

2003



IMPORTANT

PLEASE READ THIS MANUAL THOROUGHLY BEFORE LETTING YOUR YOUNGSTER RIDE THE MOTORCYCLE FOR THE FIRST TIME. THIS MANUAL CONTAINS IMPORTANT INFORMATION AND RECOMMENDATIONS THAT WILL HELP YOU AND YOUR YOUNGSTER TO OPERATE AND HANDLE THE MOTORCYCLE PROPERLY.

IN THE INTEREST OF EVERYBODY INVOLVED, WE URGE YOU TO PAY PARTICULAR ATTENTION TO INSTRUCTIONS AND INFORMATION MARKED AS FOLLOWS:

⚠ **WARNING** ⚠

IGNORING THESE INSTRUCTIONS CAN BE DANGEROUS TO LIFE AND LIMB.

! **CAUTION** !

IGNORING THESE INSTRUCTIONS MAY DAMAGE PARTS OF THE MOTORCYCLE OR IMPAIR THE MOTORCYCLE'S TRAFFIC SAFETY.

Please insert the serial numbers of your motorcycle in the boxes below

Chassis number

Engine number

Stamp of dealer

KTM SPORTMOTORCYCLE AG RESERVES THE RIGHT TO MODIFY ANY EQUIPMENT, TECHNICAL SPECIFICATIONS, COLORS, MATERIALS, SERVICES OFFERED AND RENDERED, AND THE LIKE SO AS TO ADAPT THEM TO LOCAL CONDITIONS WITHOUT PRIOR NOTICE AND WITHOUT GIVING REASONS, OR TO CANCEL ANY OF THE ABOVE ITEMS WITHOUT SUBSTITUTING THEM WITH OTHERS. IT SHALL BE ACCEPTABLE TO STOP MANUFACTURING A CERTAIN MODEL WITHOUT PREVIOUS ANNOUNCEMENT. IN THE EVENT OF SUCH MODIFICATIONS, PLEASE ASK YOUR LOCAL KTM DEALER FOR INFORMATION.

Introduction

Now you own a modern motorcycle that you and your youngster will certainly enjoy, provided that you service and maintain it properly. This manual contains important information on the operation and maintenance of your new KTM motorcycle. It went to press describing your model's latest state of development. Nevertheless, the descriptions may deviate slightly from the current design as our motorcycles are permanently improved. The Owner's Manual is an integral part of the motorcycle and must be handed over to the new owner when the motorcycle is sold.

We expressly point out that work marked with an asterisk in the chapter "Maintenance work on the chassis and engine" must be performed by a KTM workshop. If maintenance work should become necessary during a competition, it must be performed by a trained mechanic.

Please strictly observe the prescribed running-in periods and inspection and maintenance intervals. Compliance with these instructions will significantly prolong the life of your motorcycle.

Be sure to have the maintenance work carried out by a KTM workshop to avoid losing your right to claim under the warranty.

For the safety of your child, only use spare parts and accessories approved by KTM. KTM shall not assume any liability for other products or consequential damage resulting from the use of such products.

When special needs arise, please contact a KTM dealer, who will seek the assistance of the KTM importer if necessary.

PARENTS SHOULD KEEP IN MIND that the safety of their youngsters always depends on the efforts made by the parents to ensure that the motorcycle is kept in good working order and only used on safe terrains. Nevertheless, driving the motorcycle, like driving any other vehicle, involves a potential risk. Therefore, please make sure that all fundamental precautions are taken. Please also read the „INFORMATION ON SAFE DRIVING FOR PARENTS“ on page 4.

Riding an off-highway motorcycle is a wonderful form of outdoor recreation and we certainly hope that you and your youngsters will enjoy it to the full. However, this enjoyable outdoor activity can cause environmental problems or lead to conflicts with other people. Responsible use of the motorcycle will prevent such problems and conflicts. You can contribute to securing the future of motorcycling by making sure that you and your youngsters only use the motorcycle within the limits established by the applicable laws, making environmental protection one of your top priorities and never violating other people's rights.

In this spirit, we hope that you and your youngsters will always safely enjoy your motorcycle!

KTM SPORTMOTORCYCLE AG
5230 MATTIGHOFEN, AUSTRIA

Attachments: 1 spare parts manual chassis & engine

ALL RIGHTS RESERVED TO MAKE ALTERATIONS TO DESIGN AND MODEL.

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IMPORTANT WARRANTY AND GUARANTEE INFORMATION

KTM mini-sports motorcycles are designed and constructed to resist the usual wear and tear of normal use in competitions.

The motorcycles comply with the regulations and categories currently in effect with the leading international motorcycle associations.

Observance of the service, maintenance and tuning instructions for the engine and chassis specified in the Owner's Manual is a prerequisite for faultless operation and the avoidance of premature wear. An improperly tuned chassis can lead to damage and breakage of the chassis components (see chapter on checking the basic chassis setting).

The service work specified in the "Lubrication and Maintenance Schedule" must be performed by a KTM workshop and recorded in the service manual otherwise claims under the warranty shall become void.

The fuels and lubricants specified in the Owner's Manual or automotive fluids with equivalent specifications must be used in accordance with the maintenance schedule.

No claims can be filed under the warranty for damage or consequential damage caused by manipulations or conversions to the motorcycle.

The use of the motorcycle under extreme conditions, e.g. on extremely muddy and wet terrain, can lead to higher than average wear on components such as the drive train or the brakes. In this case it may become necessary to service or replace wear parts before the service limit specified in the maintenance schedule has been reached.



REG.NO. 12 100 6061

In accordance with the international quality management ISO 9001 standard, KTM uses quality assurance processes that lead to the highest possible product quality.



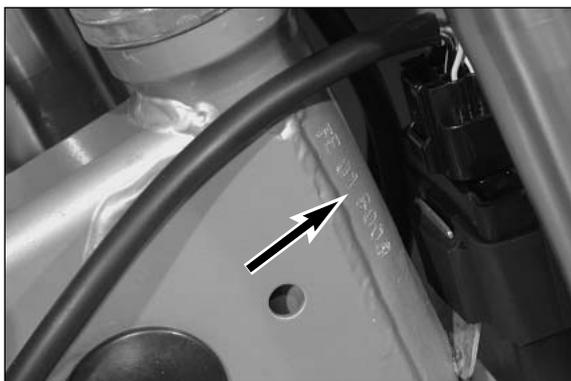
The 65 SX mini motorcycles are off-road motorcycles designed for one person only. They are not allowed on public roads.

The vehicle dimensions and components are designed for children from 6 to 10 years of age with a maximum weight of 50 kg (22,65 lb) and a maximum height of 160 cm.(63,04 in)

- Have your youngster wear proper protective gear whenever he or she rides the motorcycle: helmet, eye protection, chest, back, arm and leg protectors, gloves and boots. To set a good example, be sure to wear protective gear yourself whenever riding a motorcycle!
- Adjust the clutch lever and hand brake lever to match your child's hand size (with gloves).
- Adjust the basic setting of the foot brake pedal to your child's seating position.
- Before your youngster takes his or her first ride, explain how each of the controls works and check if your youngster has understood what you explained. We recommend to review the entire owner's manual with your youngster item by item, paying particular attention to the specially marked warnings and pointing out the danger of injury.
- Instruct your youngster about riding and falling techniques, explain how the motorcycle will respond to shifting of the rider's weight, etc.
- Before starting the motorcycle for the first time check whether the basic fork and shock absorber settings are suitable for your child's weight (see chapter on checking the basic chassis setting)
- Before using the motorcycle you should always check all components for proper operation (see maintenance schedule). Have your youngster perform these technical checks himself / herself as well.
- Whenever you go for a ride with your youngster, keep in mind that the speed should be adjusted to your youngster and not the other way around.
- Your youngster must understand that all instructions he or she receives from you or any other supervising adult must be followed.
- Your child must be physically ready to ride a motorcycle. This means that he or she must at least be able to ride a bicycle. Being good at sports that require fast reactions is an additional advantage. Your youngster should be strong enough to pick up the motorcycle after a fall.
- Never demand too much of your youngster. Give him or her time to get used to the motorcycle and to improve his / her riding skills. Do not even consider letting your youngster participate in a race before his / her physical condition, riding skills and motivation have sufficiently developed.
- Explain to your youngster that he / she should always adjust his / her riding speed to the local conditions as well as to his / her own riding skills and that excessive speed can cause falls and severe injuries. Always keep in mind that youngsters tend to underestimate dangers or fail to recognize them altogether. The riding speed must be reduced, in particular, on unknown terrain.
- Never let your youngster ride the motorcycle without supervision. An adult should always be present.
- The motorcycle is designed for one rider only. Your youngster is not allowed to transport a passenger.
- When you go for a ride, somebody at home should always know where you are going and when you will be back. This makes it easier to send you help, should problems occur.

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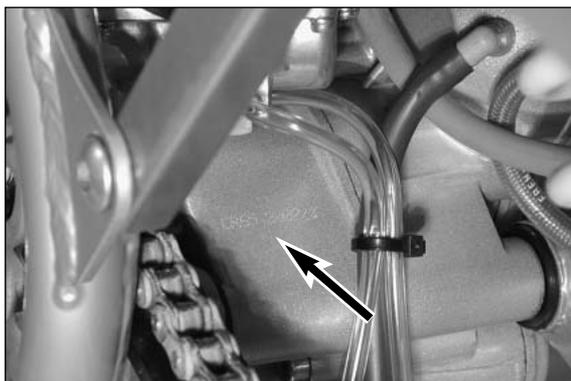
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SERIAL NUMBER LOCATIONS

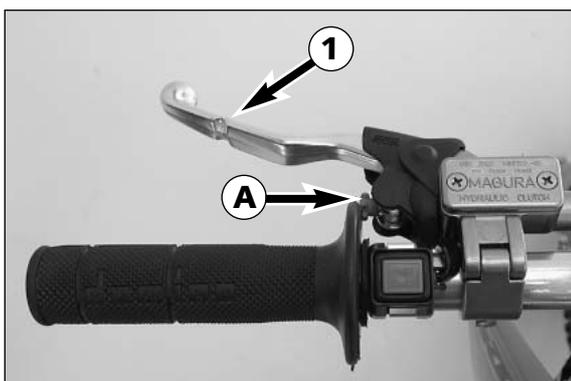
Chassis number

The chassis number is stamped on the right side of the steering head tube. Enter this number in the field on page no 1.



Engine number

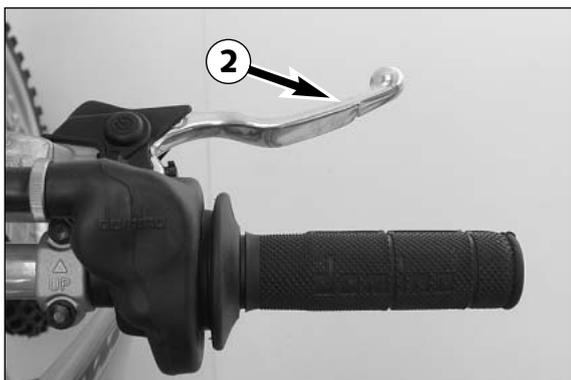
The engine number is stamped into the engine housing underneath the carburetor. Enter this number in the field on page no 1.



OPERATION INSTRUMENTS

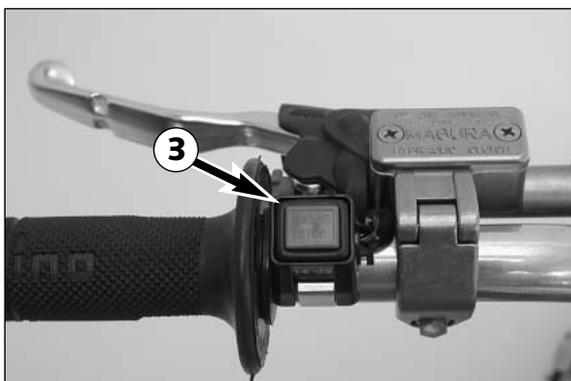
Clutch lever

The clutch lever ① is located on the left side of the handlebar. The adjusting screw A is used to change the original position of the clutch lever (see maintenance work on chassis and engine).



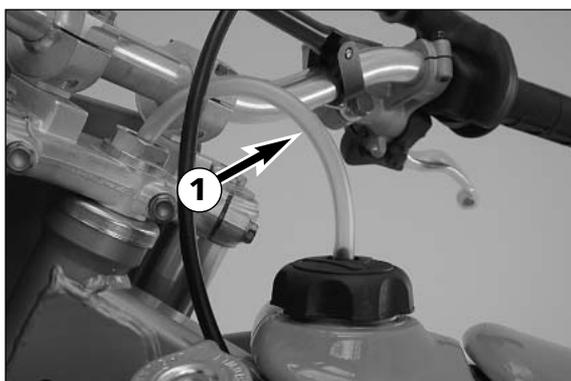
Hand brake lever

The hand brake lever ② is mounted on the handle bars on the right and actuates the front wheel brake.



Short circuit button

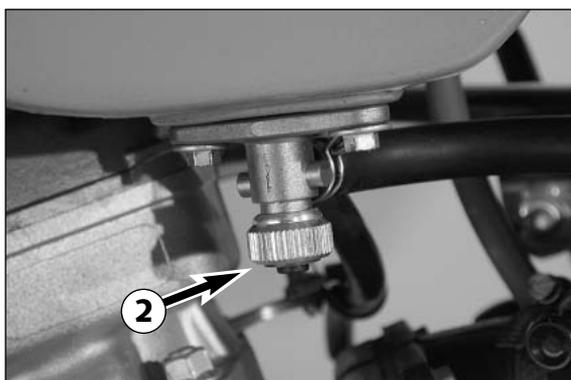
The short circuit button ③ turns off the engine. When pressing this button, the ignition circuit is short-circuited.



Filler cap

To open it: turn filler cap counter-clockwise.

To close it: put filler cap back on and tighten it by turning it clockwise. Install tank breather hose ❶ without kinks.

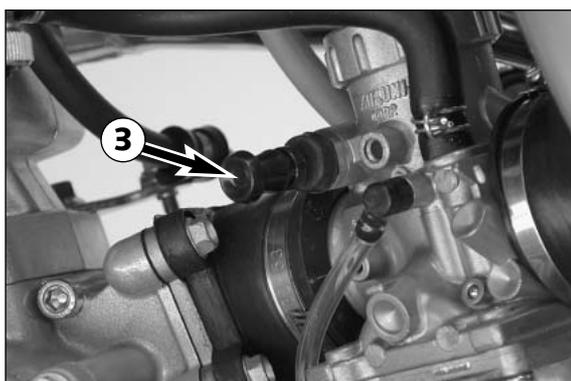


Fuel tap

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

Opening the fuel tap: Turn the knob all the way to the left.

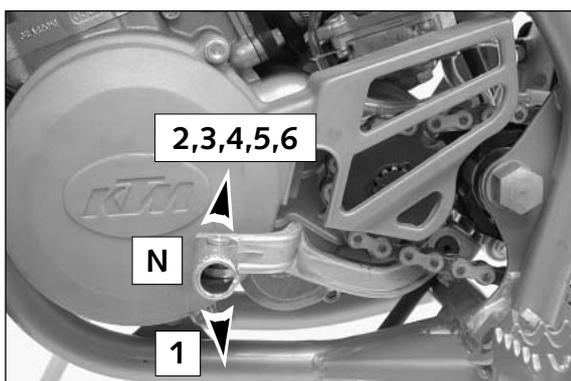
Closing the fuel tap: Turn the knob all the way to the right.



Choke

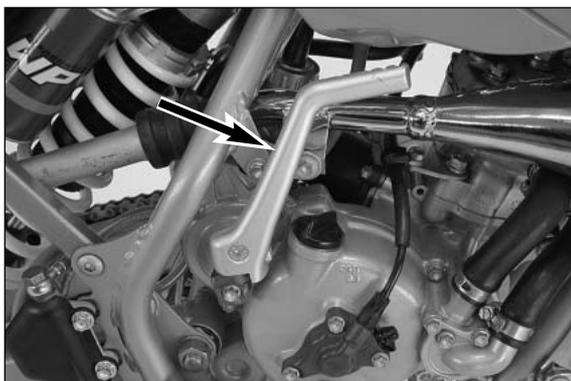
The choke button ❸ is located on the left side of the carburetor. Pulling the choke button ❸ all the way out opens a bore in the carburetor through which the engine can take in additional fuel, thus achieving the "rich" fuel air mixture needed for cold starting.

Pushing the choke button back in closes the bore in the carburetor.



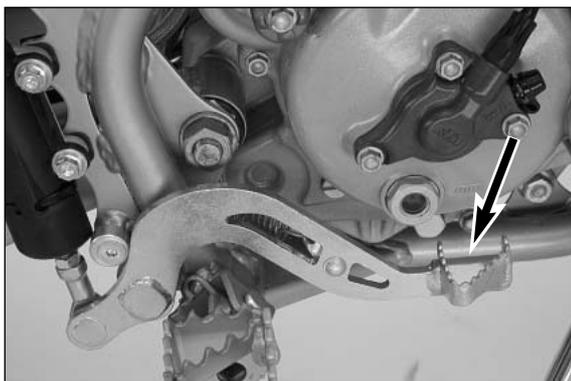
Shift lever

The shift lever is mounted on the left side of the engine. The position of the gears is shown in the illustration. Neutral, or the idle speed, is located between first and second gear.



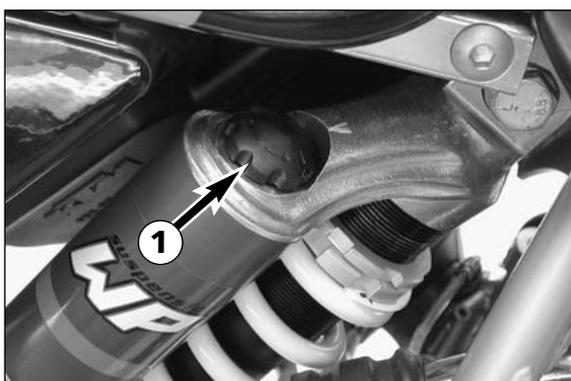
Kickstarter

The kickstarter is mounted on the right side of the engine. Its upper part can be swivelled.



Foot brake pedal

The foot brake pedal is located in front of the right foot rest. Its basic position can be adjusted to your seat position (see maintenance work).



Compression damping of shock absorber

The degree of damping of the compression can be adjusted with the knob ❶. Turn the knob counterclockwise to increase damping, turn it clockwise to reduce damping during rebounding.

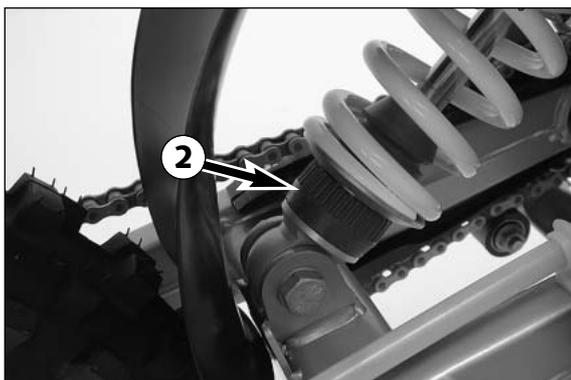
STANDARD SETTING: 3



WARNING



THE DAMPING UNIT OF THE SHOCK ABSORBER IS FILLED WITH HIGH COMPRESSED NITROGEN. NEVER TRY TO TAKE THE SHOCK ABSORBER APART OR TO DO ANY MAINTENANCE WORK YOURSELF. SEVERE INJURIES COULD BE THE RESULT.



Rebound damping function of the shock absorber

The damping effect of the rebound damping mechanism can be adjusted by levels by means of the setting wheel ❷. Turn the setting wheel clockwise (in) to increase and counterclockwise (out) to reduce the damping effect.

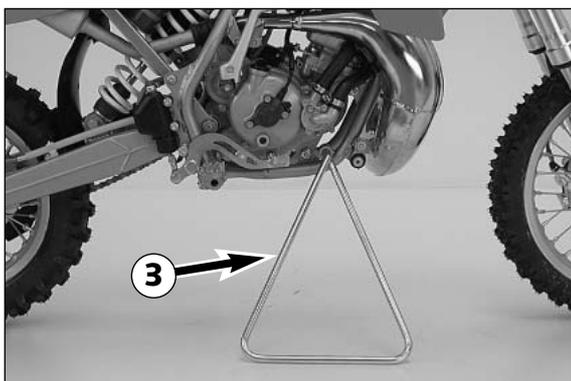
STANDARD SETTING: 6 CLICKS OPEN



WARNING



- NEVER TURN THE SETTING WHEEL MORE THAN TWO CLICKS BETWEEN TWO TEST RIDES.
- DO NOT TRY TO DISASSEMBLE THE SHOCK ABSORBER OR TO PERFORM MAINTENANCE WORK YOURSELF. DANGER OF INJURY!



Plugin- Stand

A socket is provided on the right side of the frame into which you can plug the stand ❸.

GENERAL TIPS AND WARNINGS FOR STARTING THE MOTORCYCLE



Instructions for the first ride

- Verify that your KTM dealer performed the PREPARATION OF VEHICLE jobs (see Customer Service Manual).
- Before your youngster takes his or her first ride, explain how each of the controls works and check if your youngster has understood what you explained. We recommend to review the entire owner's manual with your youngster item by item, paying particular attention to the specially marked warnings and pointing out the danger of injury.
- Adjust the clutch lever, hand lever and foot brake pedal so your child can operate them easily!
- To prevent injury, teach your youngster the basic riding skills on soft ground, e.g. on a meadow or in the garden. Be sure that there is room enough to maneuver, and that no other riders are close.
- To ensure that your youngster gets the feel of the hand brake, have your youngster operate the hand brake while you push the motorcycle. Do not start the engine before your youngster has learned to apply hand brake with appropriate pressure.
- To familiarize your youngster with the operation of the hand brake let him or her practice to operate the hand brake while you are pushing the motorcycle. Do not start the engine before he or she is thoroughly familiar with the use of the hand brake.
- Initially, your youngster should ride back and forth between two persons who help the young rider to stop the motorcycle. However, you should also teach your youngster how to stop the motorcycle himself/herself.
- To improve his/her riding skills, your youngster should practise riding the motorcycle standing on the footpegs or to riding at the slowest possible speed. Additionally, you can arrange a series of obstacles and have your youngster drive around them, etc.
- Pay attention to the running-in procedure.

Running in

- Even very precisely machined sections of engine components have rougher surfaces than components which have been sliding across one another for quite some time. Therefore, every engine needs to be broken in. For this reason, during its first 30 minutes the engine must not be revved up to its performance limits.
- Apply low but changing loads for running-in.
- DO NOT DRIVE AT FULL LOAD FOR THE FIRST 30 MINUTES!



WARNING



- HAVE YOUR YOUNGSTER WEAR PROPER PROTECTIVE GEAR WHENEVER HE OR SHE RIDES THE MOTORCYCLE: HELMET, EYE PROTECTION, CHEST, BACK, ARM AND LEG PROTECTORS, GLOVES AND BOOTS. TO SET A GOOD EXAMPLE, BE SURE TO WEAR PROTECTIVE GEAR YOURSELF WHENEVER RIDING A MOTORCYCLE!
- ONLY USE ACCESSORY PARTS RECOMMENDED BY KTM.
- THE FRONT AND REAR WHEEL ARE ONLY ALLOWED TO BE TIRED WITH TIRES THAT HAVE THE SAME PROFILE TYPE.
- YOUR YOUNGSTER'S DRIVING SPEED SHOULD ALWAYS BE ADJUSTED TO HIS/HER DRIVING SKILLS AS WELL AS TO THE TERRAIN.
- YOUR YOUNGSTER SHOULD NEVER BE ALLOWED TO RIDE THE MOTORCYCLE WITHOUT SUPERVISION.
- REPLACE THE HELMET VISOR OR GOGGLE GLASSES EARLY ENOUGH. WHEN LIGHT SHINES DIRECTLY ON A SCRATCHED VISOR OR GOGGLES, YOU WILL BE PRACTICALLY BLIND.
- NEVER LEAVE YOUR MOTORCYCLE WITHOUT SUPERVISION AS LONG AS THE ENGINE IS RUNNING.

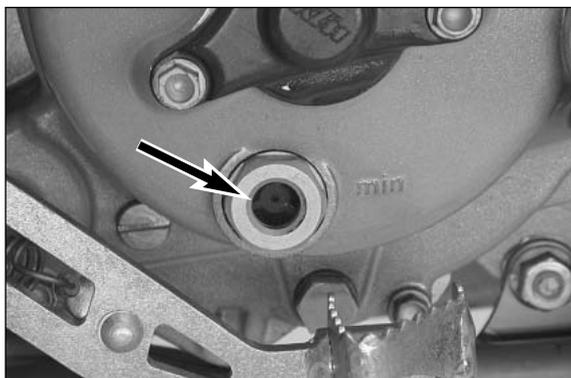


WARNING



- SX MODELS ARE DESIGNED FOR ONE PERSON ONLY. PASSENGERS ARE NOT ALLOWED.
- THESE MODELS DO NOT COMPLY WITH THE REGULATIONS AND SAFETY STANDARDS ESTABLISHED BY THE LAW. THEREFORE, THEY ARE NOT PERMITTED ON PUBLIC ROADS.
- ALWAYS KEEP IN MIND THAT OTHER PEOPLE FEEL MOLESTED BY EXCESSIVE NOISE.

DRIVING INSTRUCTIONS

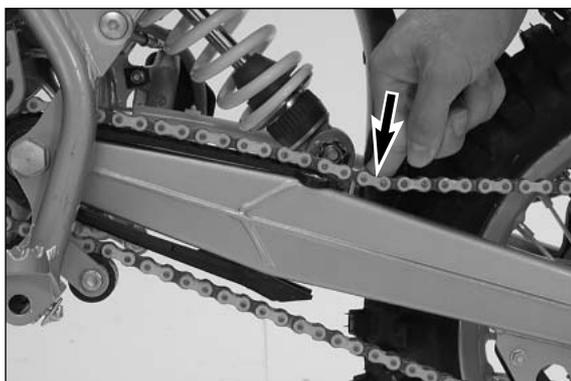


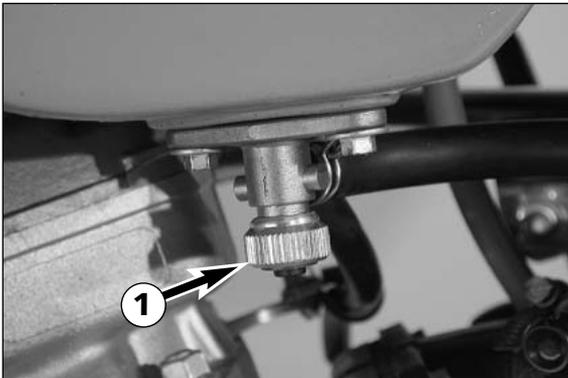
What you should check before each start

When you start off, the motorcycle must be in a perfect technical condition. For safety reasons, you should make it a habit to perform an overall check of your motorcycle before each start.

The following checks should be performed:

- 1 CHECK TRANSMISSION OIL LEVEL.**
A lack of gear oil leads to premature wear and finally results in destruction of the gear wheels.
 - 2 FUEL**
Check that there is sufficient fuel in the tank; when closing the filler cap, check that the tank venting hose is free of kinks.
 - 3 CHAIN**
A loose chain may fall off the chain wheels; an extremely worn chain may tear, and insufficient lubrication may result in unnecessary wear of the chain and chain wheels.
 - 4 TIRES**
Check for damaged tires. Tires showing cuts or dents must be replaced. Also check the air pressure. Insufficient tread and incorrect air pressure deteriorate the driving performance.
 - 5 BRAKES**
Check the correct functioning of the braking system. Verify that there is sufficient brake fluid in the reservoir. The reservoirs have been designed in such a way that brake fluid does not need to be refilled even when the brake pads are worn. If the level of brake fluid falls below the minimum value, this indicates a leak in the braking system or completely worn out brake pads. Always have the brake system checked by a KTM workshop to avoid brake failure.
Also check the state of the brake hose and the thickness of the brake linings.
Check free travel at the hand brake lever and foot brake lever.
-
- ⚠ WARNING ⚠**
- IF THE RESISTANCE IN THE HAND BRAKE LEVER FEELS "SPONGY" (TOO MUCH PLAY), THIS IS AN INDICATION THAT SOMETHING IS WRONG WITH THE BRAKE SYSTEM. DON'T LET YOUR CHILD RIDE THE MOTORCYCLE ANYMORE WITHOUT FIRST HAVING THE BRAKE SYSTEM LOOKED OVER BY A KTM DEALER.
- 6 CABLES**
Check correct setting and easy running of all control cables.
 - 7 COOLING FLUID**
Check the level of cooling fluid when the engine is cold.





Starting when the engine is cold

- 1 Open fuel tap ❶ .
- 2 Put the gear in neutral
- 3 Activate the cold-starting aid (choke) ❷.
- 4 Leave throttle closed and kick down the kickstarter vigorously all the way.



WARNING



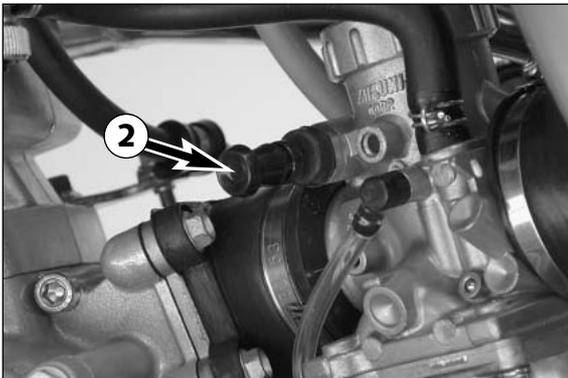
- TO AVOID INJURY WHEN STARTING THE ENGINE, ALWAYS WEAR STRONG BIKERS BOOTS! YOU MAY SLIP OFF THE KICKSTARTER, OR THE ENGINE MAY KICK BACK IF YOU DO NOT KICK HARD ENOUGH.
- DO NOT START THE ENGINE AND ALLOW IT TO IDLE IN A CLOSED AREA. EXHAUST FUMES ARE POISONOUS AND CAN CAUSE LOSS OF CONSCIOUSNESS AND DEATH. ALWAYS PROVIDE ADEQUATE VENTILATION WHILE THE ENGINE IS RUNNING.



CAUTION



DO NOT RIDE YOUR MOTORCYCLE AT FULL LOAD AND DO NOT REV UP THE ENGINE WHEN COLD. SINCE THE PISTON WARMS UP AND EXPANDS FASTER THAN THE WATER COOLED CYLINDER, THIS MIGHT CAUSE ENGINE DAMAGE. ALWAYS LET ENGINE IDLE UNTIL WARM OR DRIVE IT WARM AT LOW R.P.M. SPEEDS.



Starting when the engine is warm

- 1 Open fuel tap
- 2 Put the gear in neutral
- 3 Leave throttle closed and kick down kickstarter vigorously all the way.

What to do when the engine is "flooded"

- 1 Close fuel tap
- 2 Start engine with full throttle. If necessary, unscrew spark plug and dry it.
- 3 Once the engine is running, open fuel tap again.

Starting off

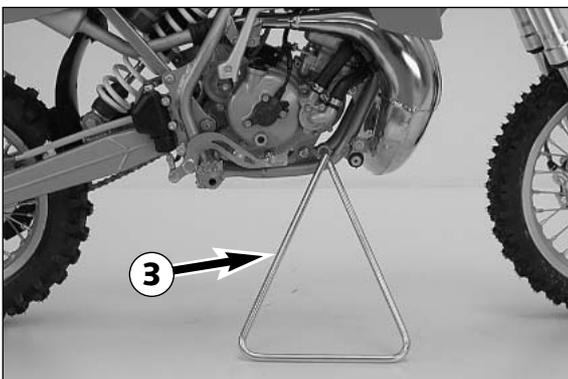
Pull the clutch lever. Put the engine into first gear, slowly release the clutch lever and accelerate at the same time.



WARNING



ALWAYS REMOVE THE PLUG-IN ❸ STAND BEFORE YOUR CHILD RIDES THE MOTORCYCLE.



Shifting/Riding

You are now in first gear, referred to as the drive or uphill gear. Depending on the conditions (traffic, hill size, etc.), you can shift to a higher gear. Turn down the throttle, at the same time pull clutch lever in and shift to the next higher gear. Let clutch lever go again and open the throttle. If you turned on the choke, make sure you turn it off again as soon as engine is warm.

When shifting down, use the brakes if necessary and turn down at the same time. Pull clutch lever and shift down to the next lower gear. Let the clutch lever go slowly and open throttle or shift down again.



WARNING



- AFTER FALLING WITH THE MOTORCYCLE, CHECK ALL ITS FUNCTIONS THOROUGHLY BEFORE USING IT AGAIN.
- A TWISTED HANDLEBAR MUST ALWAYS BE REPLACED. DO NOT ADJUST THE HANDLEBAR, IT WILL LOSE STABILITY.



! CAUTION !

- DRIVING A COLD ENGINE AT HIGH SPEED WILL REDUCE THE LIFE OF THE ENGINE. WE RECOMMEND TO WARM THE ENGINE UP AT A MEDIUM ENGINE SPEED FOR SEVERAL MINUTES BEFORE SWITCHING TO FULL LOAD.
- NEVER HAVE THE THROTTLE WIDE OPEN WHEN CHANGING DOWN TO A LOWER GEAR. THE ENGINE WILL OVERREV, DAMAGING THE VALVES. IN ADDITION, THE REAR WHEEL BLOCKS SO THAT THE MOTORCYCLE CAN EASILY GET OUT OF CONTROL.
- IF THE ENGINE RUNS WITHOUT THROTTLE DURING LONGER DOWNHILL TRAVEL, THE ENGINE SHOULD BE ACCELERATED OCCASIONALLY TO ENSURE THAT IT IS SUPPLIED WITH SUFFICIENT LUBRICANT WHICH IS MIXED IN THE FUEL.
- IN THE EVENT THAT, WHILE YOUR CHILD IS RIDING ON THE MOTORCYCLE, YOU NOTICE ANY UNUSUAL OPERATION-RELATED NOISE, YOUR CHILD SHOULD STOP IMMEDIATELY, TURN THE ENGINE OFF, AND CONTACT AN AUTHORIZED KTM DEALER.

Braking

Turn off the gas and apply the hand and foot brakes at the same time. When driving on sandy, wet or slippery ground use mainly the rear wheel brake. Always brake with feeling, blocking wheels can cause you to skid or fall. Also change down to lower gears depending on your speed.

⚠ WARNING ⚠

- IN CASE OF RAIN, AFTER WASHING THE MOTORCYCLE, AFTER RIDES THROUGH WATER AND IN CASE OF RIDES ON WET OFF-ROAD TRACKS, HUMID OR DIRTY BRAKE DISCS CAN DELAY THE BRAKING EFFECT. THE BRAKES MUST BE PULLED UNTIL THEY ARE DRY OR CLEAN.
- DIRTY BRAKE DISCS CAUSE INCREASED TEAR OF BRAKE PADS AND BRAKE DISCS.
- WHEN YOU BRAKE, THE BRAKE DISCS, BRAKE PADS, BRAKE CALIPER AND BRAKE FLUID HEAT UP. THE HOTTER THESE PARTS GET, THE WEAKER THE BRAKING EFFECT. IN EXTREME CASES, THE ENTIRE BRAKING SYSTEM CAN FAIL.

Stopping

Brake motorcycle and shift gears to idling. To switch off the engine, depress short circuit switch until the engine stops. Close fuel tap.

⚠ WARNING ⚠

MOTORCYCLE ENGINES PRODUCE A GREAT AMOUNT OF HEAT WHILE RUNNING. THE ENGINE, EXHAUST PIPE, MUFFLER, BRAKE ROTORS, AND SHOCK ABSORBERS CAN BECOME VERY HOT. DO NOT TOUCH ANY OF THESE PARTS AFTER STARTING THE MOTORCYCLE, AND TAKE CARE TO PARK IT WHERE PEDESTRIANS ARE NOT LIKELY TO TOUCH IT AND GET BURNED.

! CAUTION !

- CLOSE THE FUEL TAP WHEN LEAVING YOUR VEHICLE. OTHERWISE THE CARBURETOR MAY GET FLOODED AND FUEL WILL ENTER THE ENGINE.
- THE PLUG-IN STAND IS ONLY DESIGNED FOR THE WEIGHT OF THE MOTORCYCLE. IF YOU GET ON YOUR MOTORCYCLE AND THUS PUT ADDITIONAL WEIGHT ON THE MOTORCYCLE, THE PLUG-IN STAND OR THE FRAME CAN BE DAMAGED OR THE MOTORCYCLE MAY FALL ON THE SIDE.

Refueling, fuel

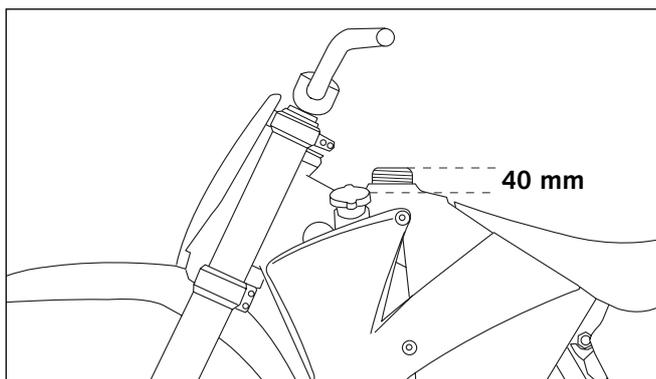
Oil (high-grade two-stroke engine oil; i.e. Shell Advance Racing X) must be mixed with the fuel (ROZ 95) at a mixing ratio of 1:40.

⚠ WARNING ⚠

GASOLINE IS HIGHLY FLAMMABLE AND POISONOUS. EXTREME CAUTION SHOULD BE USED WHEN HANDLING GASOLINE. NEVER REFUEL THE MOTORCYCLE NEAR OPEN FLAMES OR BURNING CIGARETTES. ALWAYS SWITCH OFF THE ENGINE BEFORE REFUELING. BE CAREFUL NOT TO SPILL GASOLINE ON THE ENGINE OR EXHAUST PIPE WHILE THE ENGINE IS HOT. WIPE UP SPILLS PROMPTLY. IF GASOLINE IS SWALLOWED OR SPLASHED IN THE EYES, SEEK A DOCTOR'S ADVICE IMMEDIATELY.

! CAUTION !

- ONLY USE PREMIUM-GRADE GASOLINE ROZ 95 MIXED WITH HIGH-GRADE TWO-STROKE ENGINE OIL. OTHER TYPES OF GASOLINE CAN CAUSE ENGINE FAILURE.
- ONLY USE KNOWN BRANDS OF HIGH-GRADE 2-STROKE ENGINE OIL (SHELL ADVANCE RACING X).
- NOT ENOUGH OIL OR LOW-GRADE OIL CAN CAUSE EROSION OF THE PISTON. WHEN USING TOO MUCH OIL, THE ENGINE MAY START SMOKING AND FOUL THE SPARK PLUG.
- FUEL EXPANDS WHEN ITS TEMPERATURE RISES. THEREFORE DO NOT FILL THE TANK TO THE TOP. (SEE FIG.)



A clean motorcycle can be checked more quickly which saves money!

Service every 20 hours

once a year

		Service every 20 hours	once a year
ENGINE	Check transmission oil level	●	
	Change transmission oil		●
	Check spark plug, change it if necessary, set electrode gap	●	
CARBURETOR	Check carburetor for a tight fit at intake flange	●	
	Check the intake flange and carburetor connection boot for cracks and tightness	●	
	Check idle setting when engine is warm	●	
	Check the bleeder hose for damage, kinkless installation and passage		●
ADD-ON-PARTS	Check cooling system for leaks, antifreeze protection	●	
	Check exhaust system for leaks and suspension	●	
	Check actuating cables for damage, smooth operation, and kinkless arrangement, and adjust and lubricate	●	
	Check oil level of the clutch master cylinder	●	
	Clean air filter and air filter box	●	
BRAKES	Check brake fluid level, lining thickness, brake discs	●	
	Check brake lines for damage and leaks	●	
	Check function/adjust smooth operation, free travel of handbrake levers	●	
	Check screws of brake system for a tight fit	●	
CHASSIS	Check suspension strut and fork for leaks and a proper function	●	
	Clean dust bellows		●
	Bleed fork legs		●
	Check swinging-fork pivot	●	
	Check/adjust steering-head bearing	●	
	Check all chassis screws for a tight fit (fork plates, axle nuts, swinging-fork pivot, suspension strut)	●	
WHEELS	Check spoke tension and rim joint	●	
	Check tire condition and inflation pressure	●	
	Check chain, chain wheels, chain wheel, chain joint guides for wear, tight fit, and tension	●	
	Lubricate chain	●	
	Check wheel bearings for play	●	

IMPORTANT RECOMMENDED MAINTENANCE PROCEDURES TO BE PERFORMED BASED ON A SEPARATE SUPPLEMENTARY ORDER

	once a year
Perform complete fork maintenance	●
Perform complete suspension strut maintenance	●
Clean and lubricate the swinging-arm bearing	●
Clean and lubricate the steering-head bearing and sealing elements	●
Clean and adjust carburetor	●
Change hydraulic clutch fluid	●
Change brake fluid	●

MAINTENANCE WORK DONE BY KTM AUTHORISED WORKSHOPS IS NOT A SUBSTITUTE FOR CARE AND CHECKS DONE BY THE RIDER!

VITAL CHECKS AND CARE PROCEDURES TO BE CONDUCTED BY THE OWNER OR THE MECHANIC

	before each start	after every cleaning	for cross country use	once a year
Check transmission oil level	●			
Check coolant level	●			
Check brake fluid level	●			
Check brake pads for wear	●			
Check brake performance	●	●		
Lubricate and adjust actuating gas cable and nipples		●		
Remove and clean dust sleeves of telescopic fork at regular intervals			●	
Bleed fork legs regularly			●	
Clean and lubricate chain, check tension and readjust it if necessary		●	●	
Clean air filter and filter box			●	
Check tire inflation pressure and wear	●			
Check fuel line for leaks	●			
Drain and clean float chamber		●		
Verify smooth operation of all controls	●			
Treat exposed metal components (except for the brake and exhaust systems) with wax-based anti-corrosion agents		●		
Treat all electric plug-in connections with contact spray		●		
Check all screws, nuts, and hose clamps for their tight fit at regular intervals				●

as of 03.2002

RECOMMENDED INSPECTION OF THE 65 SX ENGINE BY YOUR KTM WORKSHOP (ADDITIONAL ORDER FOR THE KTM'S WORKSHOP)

	30 hours	45 hours	60 hours	90 hours	120 hours	135 hours
Check the reed-type intake valve for wear	●	●	●	●	●	●
Check the clutch shoes for wear	●	●	●	●	●	●
Check the length of the clutch springs	●	●	●	●	●	●
Check the cylinder and piston for wear	●	●	●	●	●	●
Check the eccentricity of the crankshaft journal	●	●	●	●	●	●
Check the radial clearance of the conrod bearings	●		●		●	
Check the radial clearance of the piston pin main bearing	●		●		●	
Check the crankshaft main bearing for wear	●		●		●	
Replace the crankshaft bearings and conrod bearings		●		●		●
Check the entire transmission including roller and bearings for wear		●		●		●

NOTE: IF THE INSPECTION ESTABLISHES THAT PERMISSIBLE TOLERANCES ARE EXCEEDED, THE RESPECTIVE COMPONENTS MUST BE REPLACED.

MAINTENANCE WORK ON CHASSIS AND ENGINE



WARNING



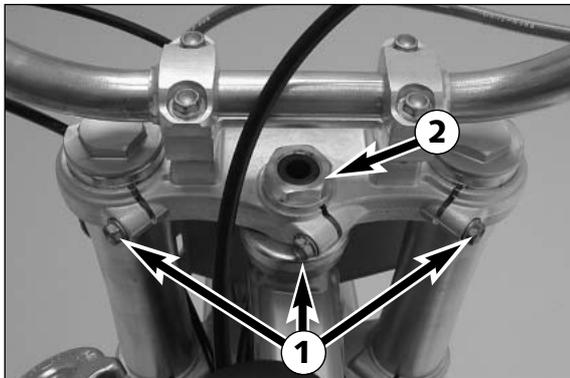
ALL MAINTENANCE AND ADJUSTMENT OPERATIONS THAT ARE MARKED WITH AN ASTERISK * REQUIRE SPECIALIST KNOWLEDGE. FOR YOUR OWN SECURITY, LET THESE TASKS BE CARRIED OUT BY A KTM-DEALER WHERE YOUR MOTORCYCLE WILL BE OPTIMALLY SERVICED BY APPROPRIATELY QUALIFIED, SKILLED STAFF.



CAUTION



- WHEN CLEANING THE MOTORCYCLE, DO NOT USE A HIGH PRESSURE CLEANING UNIT IF POSSIBLE, OTHERWISE WATER WILL PENETRATE THE BEARINGS, CARBURETOR, ELECTRIC CONNECTORS, ETC.
- WHEN TRANSPORTING YOUR KTM, ENSURE THAT IT IS HELD UPRIGHT WITH RESTRAINING STRAPS OR OTHER MECHANICAL FASTENING DEVICES AND THAT THE FUEL TAP IS IN THE OFF POSITION - IF THE MOTORCYCLE SHOULD FALL OVER, NO FUEL CAN LEAK FROM THE CARBURETOR OR FUEL TANK
- ONLY USE SPECIAL SCREWS WITH AN APPROPRIATE THREAD LENGTH SUPPLIED BY KTM TO FIX THE SPOILERS ON THE TANK. USING OTHER SCREWS OR LONGER SCREWS CAN CAUSE LEAKS IN THE TANK THROUGH WHICH FUEL CAN FLOW OUT.
- DO NOT USE TOOTHED WASHERS OR SPRING RINGS WITH THE ENGINE FASTENING SCREWS, AS THESE WORK INTO THE FRAME PARTS AND KEEP WORKING LOOSE. INSTEAD, USE SELF-LOCKING NUTS.
- LET YOUR MOTORCYCLE COOL DOWN BEFORE BEGINNING ANY MAINTENANCE WORK IN ORDER TO AVOID GETTING BURNED.
- DISPOSE OF OILS, FATTY MATTERS, FILTERS, FUELS, WASHING DETERGENTS, ETC. PROPERLY.
- UNDER NO CIRCUMSTANCES MAY USED OIL BE DISPOSED OF IN THE SEWAGE SYSTEM OR IN THE OPEN COUNTRYSIDE. 1 LITER OF USED OIL CONTAMINATES 1,000,000 LITERS OF WATER.



Checking and adjusting the steering head bearing *

Check steering head bearing for play periodically. To check, put motorcycle on the stand so that the front wheel is off the ground. Now try to move the fork forward and backward. For readjusting, loosen the three clamp screws **1** of the top triple clamp and turn steering stem bolt clockwise **2** until there is no more play. Don't tighten the steering stem bolt all the way, otherwise the bearings will be damaged. With a plastic hammer, lightly rap on the triple clamp to release tension. Retighten the three clamp screws to 20 Nm.



WARNING



IF THE STEERING HEAD BEARING IS NOT ADJUSTED TO BE FREE OF PLAY, THE MOTORCYCLE WILL EXHIBIT UNSTEADY DRIVING CHARACTERISTICS AND CAN GET OUT OF CONTROL.

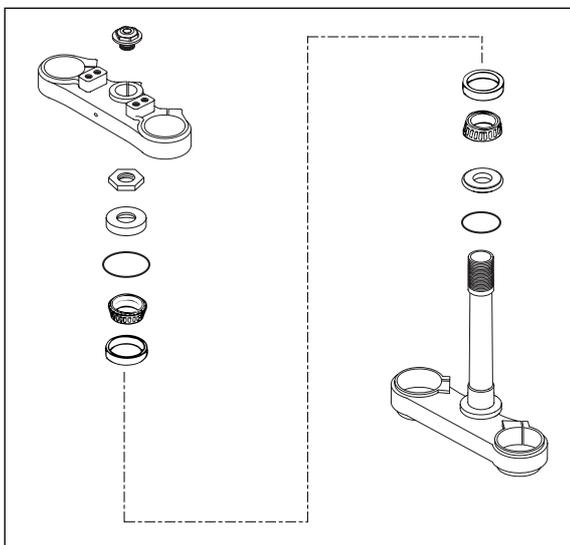


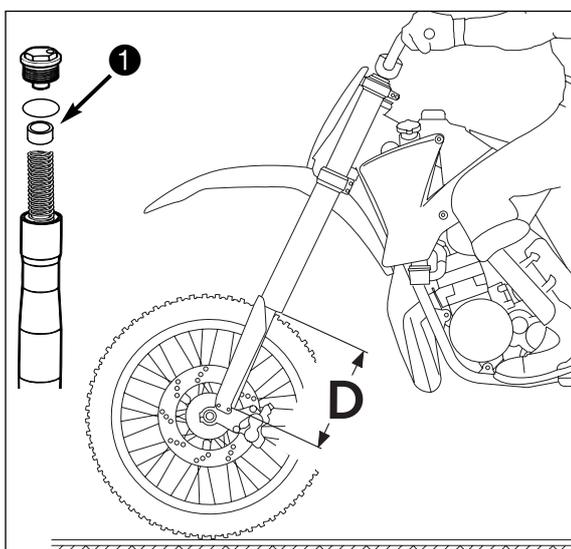
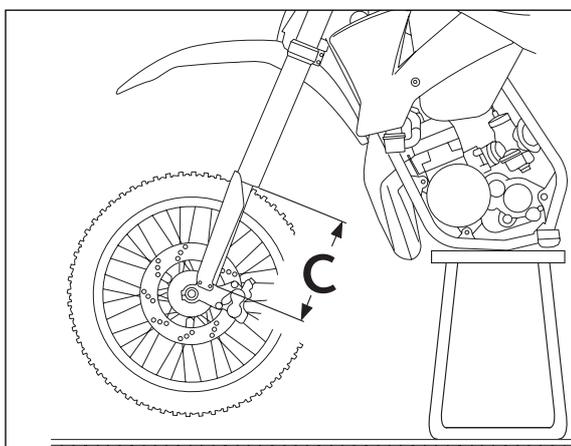
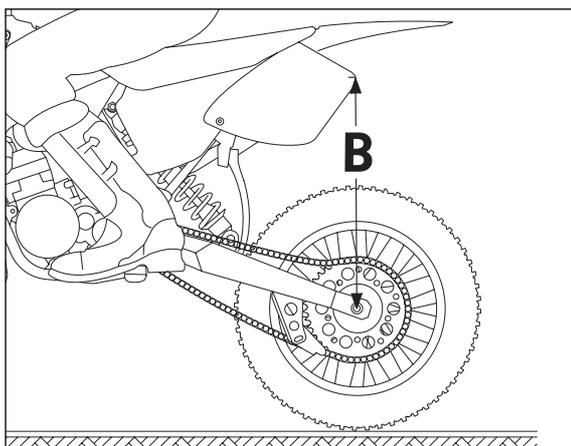
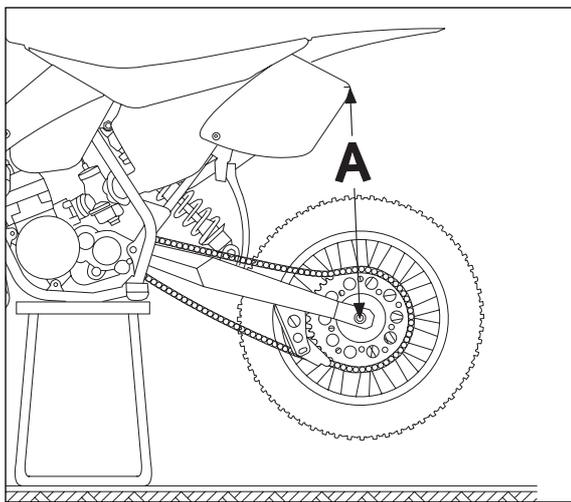
CAUTION



IF YOU DRIVE WITH PLAY IN THE STEERING HEAD BEARING FOR LONGER PERIODS, THE BEARINGS AND SUBSEQUENTLY THE BEARING SEATS IN THE FRAME WILL BE DESTROYED.

The steering head bearings should be regreased at least once a year (i.e. Shell Advance Grease).





Basic suspension setup for the weight of the driver

To achieve maximum handling performance and to prevent the telescopic fork and shock absorber from being damaged, the basic setup of the suspension components must be suitable for your child's weight. At delivery, KTM's 65 SX motorcycles are set to accommodate a driver weighing 35 – 45 kg (wearing full protective clothing). If your child's weight exceeds or falls short of this range, you will need to adjust the spring preload for the telescopic fork and shock absorber accordingly.

To adjust, check the sag of the shock absorber and telescopic fork. The motorcycle should be filled up and your child should be wearing full protective clothing.

To determine the sag of the shock absorber

- Jack up the motorcycle until the rear wheel no longer touches the ground.
- Measure the vertical distance between the rear wheel axle and a fixed point (e.g. a mark on the side cover) and write it down as dimension A.
- Place the motorcycle on the ground again.
- Have your child sit on the motorcycle in a normal seating position (feet on the footrests) wearing full protective clothing and bounce up and down a few times to allow the rear wheel suspension to become level.
- Holding your child and the bike, have another person measure the distance between the same two points with the load on the motorcycle to establish dimension B.
- The sag is the difference between dimensions A and B.

EXAMPLE:

Motorcycle jacked up (dimension A)	430 mm
Motorcycle on ground with driver seated (dimension B)	- 340 mm
Sag	90 mm

The sag should be 90 mm (± 5 mm)

If the sag is lower, the spring preload of the shock absorber must be reduced, if the sag is higher, the spring preload must be increased..

To determine the sag of the telescopic fork

- Jack up the motorcycle until the rear wheel no longer touches the ground.
- Measure the distance between the upper edge of the slider tube and the triple clamp and write it down as dimension C.
- Have your child sit on the motorcycle in a normal seating position (feet on the footrests) wearing full protective clothing, and bounce up and down a few times to allow the telescopic fork to become level.
- Holding your child and the bike, have another person measure the distance between the same two points with the load on the motorcycle to establish dimension D.
- The sag is the difference between dimensions C and D.

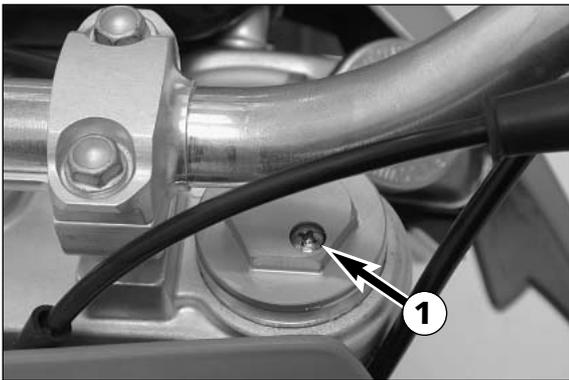
EXAMPLE:

Motorcycle jacked up (dimension C)	200 mm
Motorcycle on ground with driver seated (dimension D)	- 160 mm
Sag	40 mm

The sag should be 45 mm (± 5 mm).

If the sag is lower, the spring preload of the telescopic fork must be reduced, if the sag is higher, the spring preload must be increased.

The preload on the fork spring is determined by the length of preload spacer ❶. If an adjustment is necessary, demount the fork legs, remove the plugs and shorten the pretensioning sleeves or replace with longer ones.

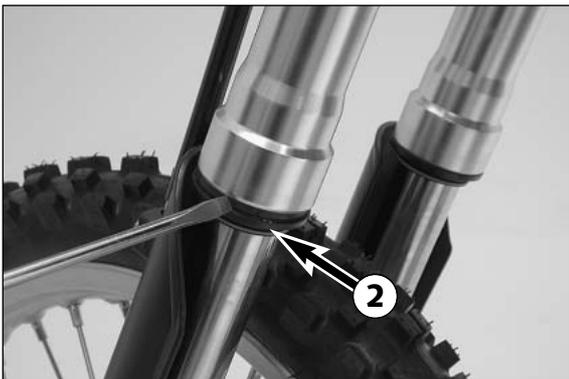


Breather plug front fork

The telescopic fork should be ventilated at regular intervals. Jack up the motorcycle until the front wheel no longer touches the ground. Unscrew vent screws ❶ several turns to let any excess pressure escape from the inside of the fork.

! CAUTION !

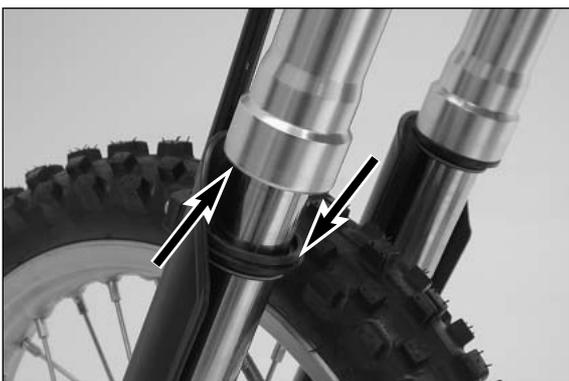
EXCESSIVE PRESSURE IN THE INTERIOR OF THE FORK CAN CAUSE LEAKS IN THE FORK. IF YOUR FORK IS LEAKING, IT IS RECOMMENDED TO OPEN THE BREATHER PLUGS BEFORE HAVING THE SEALS REPLACED.



Cleaning the dust sleeves of the telescopic fork

The dust-protection bellows ❷ are to remove dust and coarse dirt particles from the fork tube. However, after some time, dirt may also get in behind the dust-protection bellows. If this dirt is not removed, the oil sealing rings located behind it may start to leak.

Use a screwdriver to lift the dust-protection bellows out of the outer tubes and slide them downward.

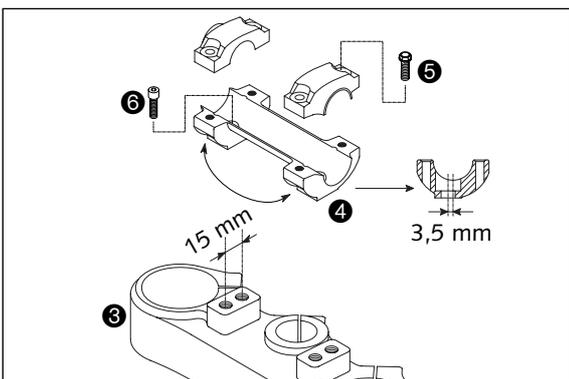


Clean dust-protection bellows, outer tubes, and fork tubes thoroughly, and oil them thoroughly with silicone spray or engine oil. Then, push dust-protection bellows into the outer tubes by hand.



How to change the handlebar position

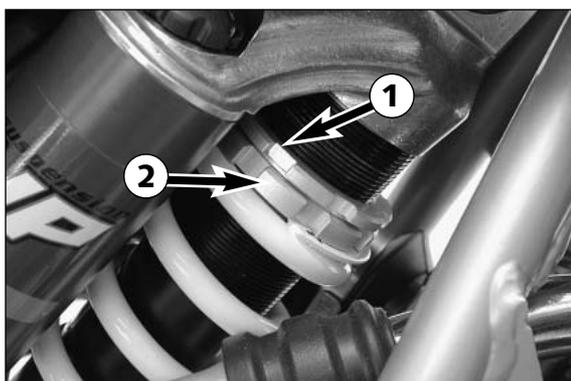
The handlebar position can be readjusted by 22 mm. Thus, you can put the handlebar in the position that is the most convenient for you. The upper triple clamp ❸ includes 2 bores arranged at a distance of 15 mm (0.6 in) from one another. The bores at the handlebar support ❹ are offset from the center by 3.5 mm (0.13 in). Accordingly, you can mount the handlebar in 4 different positions.



For this purpose, remove screws ❺ of the handlebar clamps and screws ❻ of the handlebar support. Position handlebar support, and tighten screws ❻ to 40 Nm. Mount handlebar and handlebar clamps, and tighten screws ❺ to 20 Nm. The gap between the handlebar support and handlebar clamps should be the same size in the front and in the rear.

⚠ WARNING ⚠

THE SCREWS ❻ MUST BE SECURED WITH LOCTITE 243.



Changing spring preloading of the shock absorber

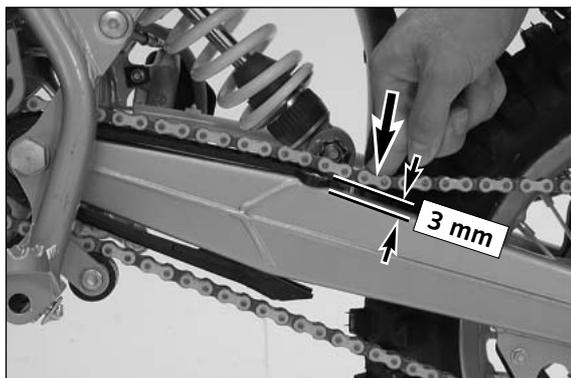
This is easily done.

NOTE:

Before changing the spring preload note down the basic setting, e.g. how many threads are visible above the adjusting ring.

Loosen the locking ring ① with the hook spanner. Change the spring preload with the adjusting ring ② and re-tighten the locking ring ①.

BASIC SETTING – SPRING PRELOAD
7 mm (0.3 in)



Checking chain tension

Set the motorcycle on the plug-in stand.

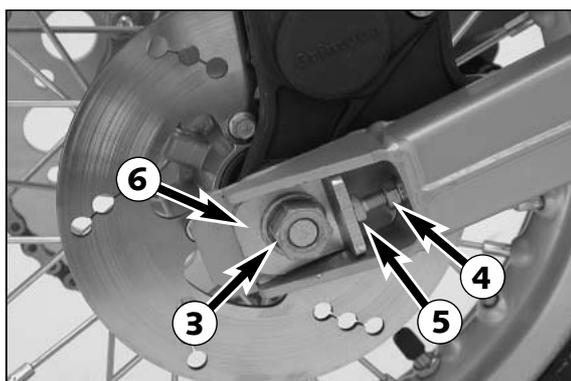
Press the chain down on the upper end of the chain sliding component. The distance between the chain and the swing arm should be approx. 3mm. The lower part of the chain should be tightened.



WARNING



- IF THE CHAIN IS TOO TIGHT THE SECONDARY TRANSMISSION COMPONENTS (CHAIN, SPROCKETS, BEARINGS OF THE TRANSMISSION AND OF THE REAR WHEEL) WILL BE PUT UNDER ADDITIONAL STRAIN THAT CAN, IN ADDITION TO PREMATURE WEAR, ALSO CAUSE CHAIN BREAKAGE.
- IF THE CHAIN IS NOT TIGHT ENOUGH IT CAN SLIP OFF THE SPROCKETS AND BLOCK THE REAR WHEEL OR DAMAGE THE ENGINE.
- IN BOTH CASES THE RIDER IS VERY LIKELY TO LOSE CONTROL OF THE MOTORCYCLE.



Correcting chain tension

Undo the hexagon nut ⑥, then undo both counter nuts ④ and turn the left and the right tensioning screws ⑤ equally far. Then retighten the counter nuts ④.

Before tightening the hexagon nut ⑥ make sure that the chain adjuster ⑥ is properly resting against the tensioning screws ⑤ and that the rear wheel is properly aligned with the front wheel.

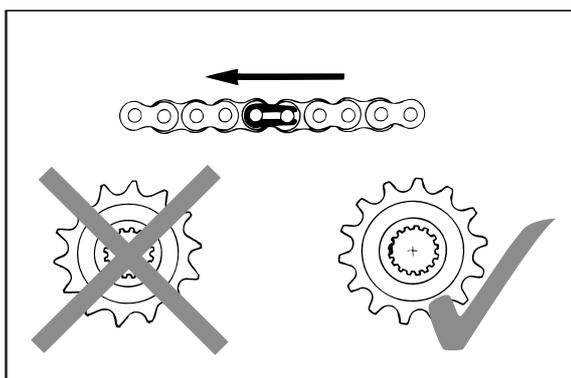
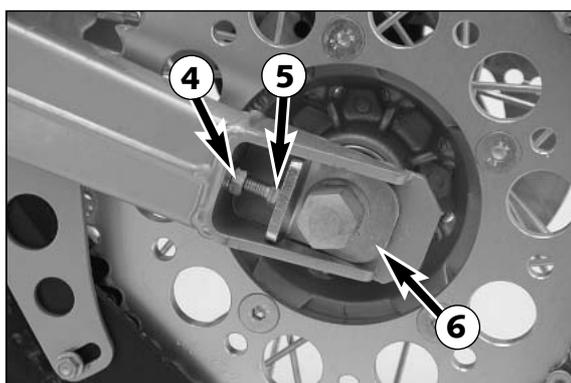
Tighten the hexagon nut ⑥ to 50 Nm.



WARNING



- IF YOU DON'T HAPPEN TO HAVE A TORQUE WRENCH AT HAND, MAKE SURE YOU HAVE THE TIGHTENING TORQUE CORRECTED BY A KTM DEALER AS SOON AS POSSIBLE. A LOOSE AXLE MAY LEAD TO AN UNSTABLE DRIVING BEHAVIOR OF YOUR MOTORCYCLE.
- TIGHTEN THE HEXAGON NUT TO THE REQUIRED TORQUE. A LOOSE WHEEL SPINDLE MAY LEAD TO AN UNSTABLE BEHAVIOR OF YOUR MOTORCYCLE.



Chain maintenance

For long chain life, good maintenance is very important. The chain should be cleaned in fireproof solvent regularly and afterwards treated with hot grease or chain spray (Shell Advance Bio Chain).



WARNING



NO LUBRICATION IS ALLOWED TO REACH THE REAR TIRE OR THE BRAKE DISKS, OTHERWISE THE ROAD ADHERENCE AND THE REAR WHEEL BRAKING EFFECTS WOULD BE STRONGLY REDUCED AND THE MOTORCYCLE COULD EASILY LOSE CONTROL.

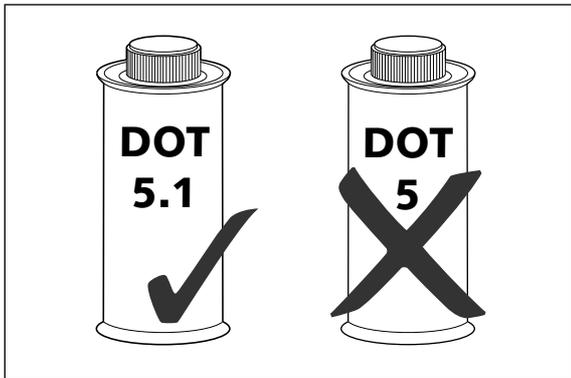


CAUTION



WHEN MOUNTING THE CHAIN MASTERLINK CLIP, THE CLOSED SIDE OF THE MASTERLINK CLIP MUST POINT IN RUNNING DIRECTION.

Also check sprockets and chain guides for wear, and replace if necessary.



General information about KTM disc brakes

BRAKE CALIPERS:

If the front brake caliper is removed, the screws must be secured with Loctite 243 when mounted and tightened to 20 Nm.

BRAKE FLUID RESERVOIRS:

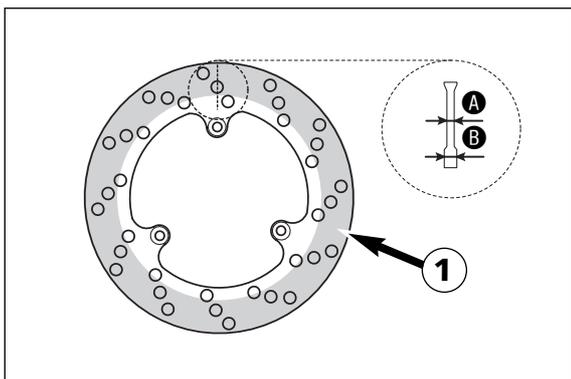
The brake fluid reservoirs on front and rear wheel brakes have been designed in such a way that even if the brake pads are worn it is not necessary to top up the brake fluid. If the brake fluid level drops below the minimum level either the brake system has a leak or the brake pads are completely worn. In this case, consult an authorized KTM dealer immediately.

BRAKE FLUID:

KTM fills the brake system with "Shell Advance Brake DOT 5.1", one of the best brake fluids currently available. We recommend that you continue to use it. DOT 5.1 brake fluid is based on glycol ether and of an amber color. If you do not have any DOT 5.1 for refilling, you may use DOT 4 brake fluid. DOT 4 shown on the lid means minimum standard. However, you should replace it as soon as possible by DOT 5.1.

⚠ **WARNING** ⚠

HAVE THE BRAKE FLUID CHANGED AT LEAST ONCE ANNUALLY. IF YOU WASH YOUR MOTORCYCLE OFTEN, THE BRAKE FLUID SHOULD BE CHANGED EVEN MORE FREQUENTLY. BRAKE FLUID TENDS TO ABSORB WATER. THEREFORE, VAPOR POCKETS MAY FORM IN "OLD" BRAKE FLUIDS EVEN AT LOW TEMPERATURES, CAUSING THE BRAKE SYSTEM TO FAIL.

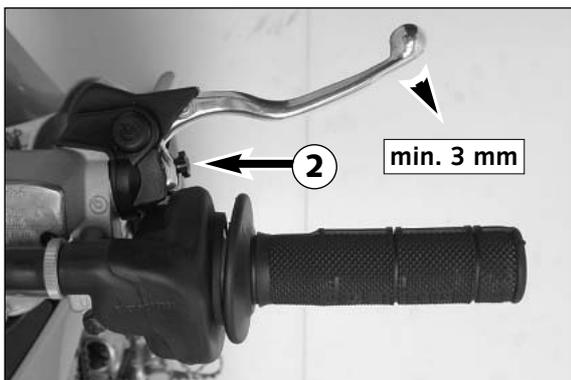


BRAKE DISCS:

Due to wear, the thickness of the brake disc in the area of the contact face ① of the brake pads decreases. At their thinnest point A, the brake discs must not be more than 0.40 mm (0.016 in) thinner than the pad's nominal thickness. Measure the nominal thickness in a location B outside the contact face. Check wear in several locations.

⚠ **WARNING** ⚠

- BRAKE DISCS SUFFERING FROM WEAR GREATER THAN 0.40 MM (0.016 IN) CONSTITUTE A SAFETY RISK. HAVE THE BRAKE DISCS REPLACED IMMEDIATELY AS SOON AS THEY REACH THE WEAR LIMIT.
- HAVE ANY REPAIRS ON THE BRAKE SYSTEM BE PERFORMED BY A KTM DEALER.

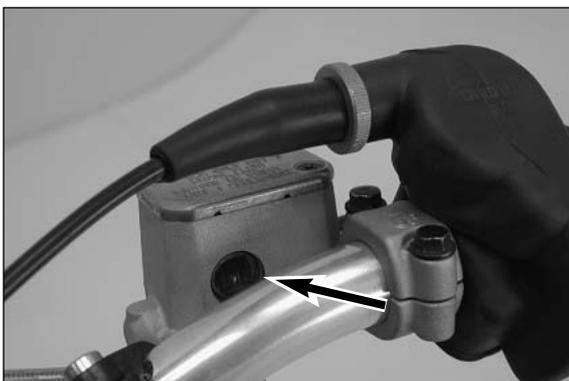


Adjusting free travel of the hand brake lever

Free travel of the hand brake lever may be readjusted by using the adjustment screw ②. In this way, the position of the point of pressure (i.e. the resistance you feel on the hand brake lever when the brake pads are pressed against the brake disc) can be adjusted for any hand size.

! **CAUTION** !

AT THE HAND BRAKE LEVER, FREE TRAVEL MUST AT LEAST BE 3 MM (0.1 IN). ONLY THEN MAY THE PISTON IN THE HAND BRAKE CYLINDER BE MOVED (TO BE RECOGNIZED BY THE GREATER RESISTANCE OF THE HAND BRAKE LEVER). IF THIS FREE TRAVEL IS NOT PROVIDED, PRESSURE WILL BUILD UP IN THE BRAKING SYSTEM, AND THE FRONT-WHEEL BRAKE MAY FAIL DUE TO OVERHEATING.



Checking brake fluid level - front brake

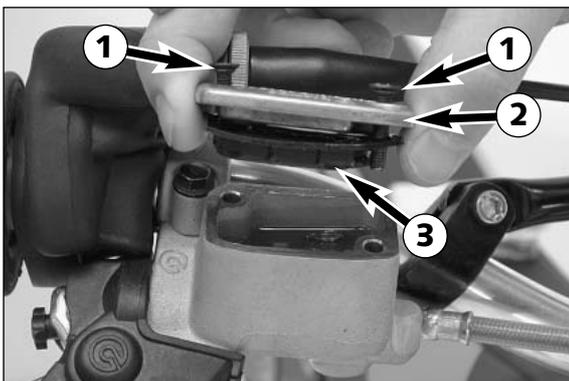
The brake fluid reservoir is combined with the hand brake cylinder on the handlebar and provided with an inspection glass. When the brake fluid reservoir is in a horizontal position, the brake fluid level should not drop below the "MIN" mark on the inspection glass.



WARNING



DROPPING OF THE BRAKE FLUID LEVEL BELOW THE "MIN" MARK INDICATES LEAKS IN THE BRAKE SYSTEM OR TOTALLY WORN BRAKE PADS. IN THIS CASE, CONTACT A LICENSED KTM DEALER IMMEDIATELY.



Refilling front brake fluid reservoir *

When the brake fluid falls to the middle of the inspection glass, new brake fluid has to be added.

Loosen screws ① and remove lid ② and membrane ③.

Place hand brake cylinder in a horizontal position and fill the brake fluid reservoir to 5 mm (0.2 in) below the rim with clean brake fluid DOT 5.1 (Shell Advance Brake DOT 5.1). Replace membrane and lid, tighten screws. Rinse off spilled or overflowing brake fluid with water.



WARNING



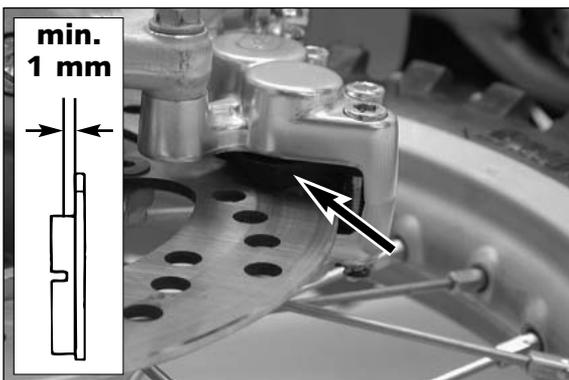
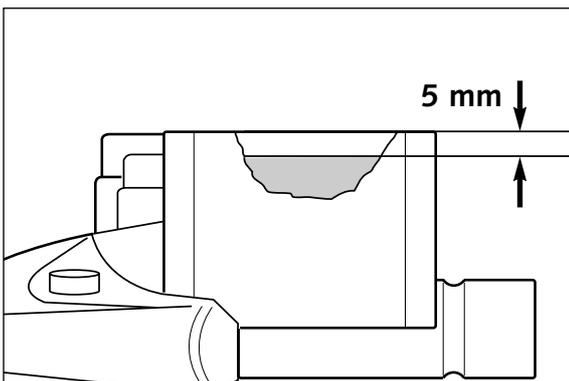
- NEVER USE DOT 5 BRAKE FLUID! IT IS BASED ON SILICONE OIL AND OF A PURPLE COLOR. SEALS AND BRAKE HOSES MUST BE ESPECIALLY ADAPTED TO IT.
- STORE BRAKE FLUID OUT OF REACH OF CHILDREN.
- BRAKE FLUID CAN CAUSE SKIN IRRITATION. AVOID CONTACT WITH SKIN AND EYES. IF YOU GET BRAKE FLUID IN YOUR EYES, RINSE WITH PLENTY OF WATER AND CONSULT A DOCTOR !



CAUTION



- DON'T LET BRAKE FLUID GET IN CONTACT WITH PAINT, IT IS AN EFFECTIVE PAINT REMOVER.
- USE ONLY CLEAN BRAKE FLUID TAKEN FROM A TIGHTLY SEALED CONTAINER.



Checking the front brake pads

The brake pads can be inspected from below. The linings must be at least 1 mm (0.04 in) thick.



WARNING



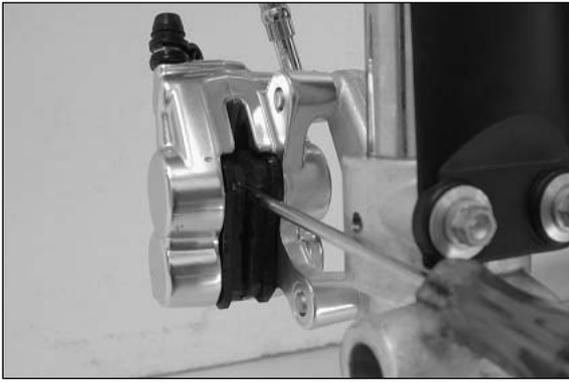
AT THEIR MOST WORN POINT BRAKE PAD LININGS SHOULD NOT BE THINNER THAN 1 MM, OTHERWISE THEY COULD LEAD TO BRAKE FAILURE. FOR YOUR OWN SAFETY DON'T PUT OFF HAVING YOUR BRAKE PADS CHANGED.



CAUTION

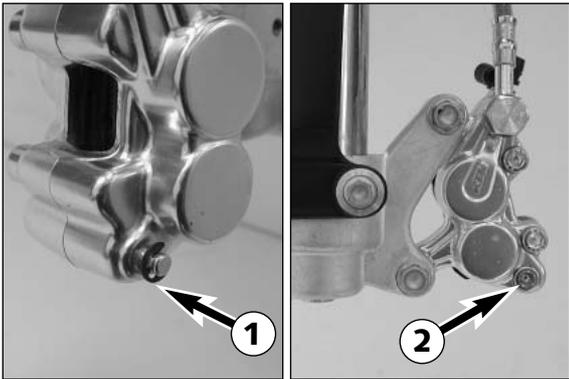


IF THE BRAKE PADS ARE REPLACED TOO LATE SO THAT THE LINING IS PARTLY OR ENTIRELY WORN, THE STEEL COMPONENTS OF THE BRAKE PAD WILL RUB AGAINST THE BRAKE DISC, THEREBY IMPAIRING THE BRAKING EFFECT AND DESTROYING THE BRAKE DISC.



Replacing the front brake pads*

Remove the front wheel (see front wheel chapter). Press brake shoes apart with a suitable screwdriver to put the brake pistons in their basic position.



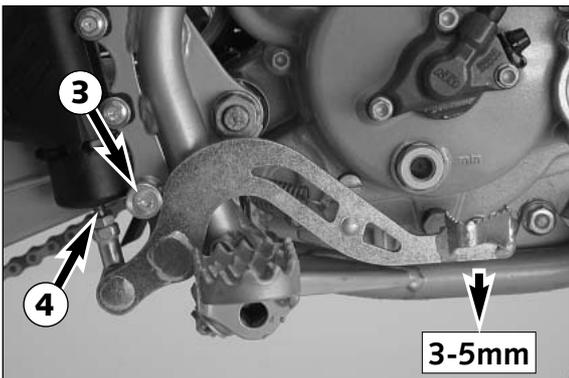
Remove the lock washer ❶ from the screw as well as fixing screw ❷ and take the brake shoes out of the brake caliper. Clean brake caliper thoroughly with compressed air.



Mount the right brake shoe and fix with screw. Mount the left brake shoe and tighten the screw to 10 Nm. Mount the lock washer. Align brake shoes, mount front wheel (see chapter: Mounting the front wheel).

⚠ **WARNING** ⚠

- IT IS VERY IMPORTANT TO KEEP THE BRAKE DISK FREE FROM OIL AND FATTY MATTERS. OTHERWISE, THE BRAKING EFFECT WOULD BE STRONGLY REDUCED.
- AFTER ASSEMBLY, CHECK IF CIRCLIPS HAVE BEEN FITTED CORRECTLY.
- HAVING PERFORMED ANY WORK ON THE BRAKING SYSTEM, ONE MUST ALWAYS ACTUATE THE HAND BRAKE LEVER OR FOOT BRAKE LEVER, RESPECTIVELY SO AS TO ENSURE THAT THE BRAKE PADS WILL LIE AGAINST THE BRAKE DISK AND THE PRESSURE POINT IS ESTABLISHED.
- DO NOT UNSCREW ANY OTHER SCREWS ON THE BRAKE CALIPER OR YOU WILL HAVE TO BLEED THE BRAKE SYSTEM.



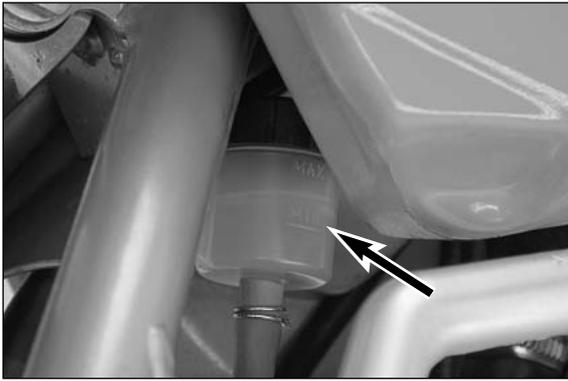
Changing basic position of the brake pedal *

The basic setting of the foot brake pedal can be changed by turning the end stop roller ❸. Using the push rod ❹, the free play on the foot brake pedal must be set.

Measured on the outside, the foot brake pedal must have 3-5 mm of free play before the push rod can move the piston in the brake cylinder (to be recognised from the resistance on the foot brake pedal).

! **CAUTION** !

IF THIS CLEARANCE IS MISSING, PRESSURE ACCUMULATES IN THE BRAKING SYSTEM AND THE BRAKE PADS BEGIN TO RUB. THE BRAKING SYSTEM OVERHEATS AND CAN FAIL COMPLETELY IN EXTREME CASES.



Check rear brake fluid level

The reservoir for the rear disc brake is located above the carburetor. The level of brake fluid may not fall below the "MIN" mark when the vehicle has been left standing upright



WARNING



IF THE BRAKE FLUID LEVEL DROPS BELOW MINIMUM EITHER THE BRAKE SYSTEM HAS A LEAK OR THE BRAKE PADS ARE COMPLETELY WORN. IN THIS CASE, CONSULT AN AUTHORIZED KTM DEALER IMMEDIATELY.



Refilling the rear brake fluid reservoir *

For this purpose, it is recommended to remove the screw and to pull the brake fluid reservoir outwards. Now the screw cap ❶ and the rubber boot ❷ can be removed. Add brake fluid DOT 5.1 (Shell Advance Brake DOT 5.1) until the brake fluid level reaches the "MAX" mark, then mount the screw cap together with the rubber boot. Restore the brake fluid reservoir to its original position and fix it with the screw. The connecting hose between the reservoir and the foot brake cylinder must be carefully positioned, preventing kinks and keeping a safe distance between the hose and the exhaust pipe. Spilled brake fluid must be rinsed off with water.



WARNING



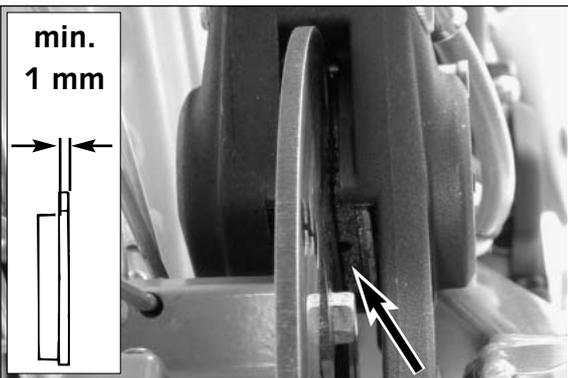
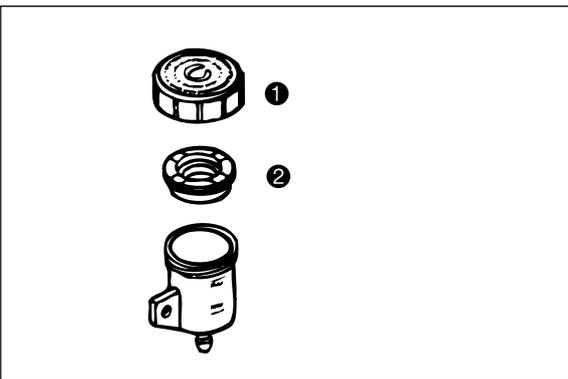
- NEVER USE DOT5 BRAKE FLUID! IT IS BASED ON SILICONE OIL IS OF A PURPLE COLOR. SEALS AND BRAKE HOSES MUST BE ESPECIALLY ADAPTED TO IT.
- STORE BRAKE FLUID OUT OF REACH OF CHILDREN.
- BRAKE FLUID CAN CAUSE SKIN IRRITATION. AVOID CONTACT WITH SKIN AND EYES. IF YOU GET BRAKE FLUID IN YOUR EYES, RINSE WITH PLENTY OF WATER AND CONSULT A DOCTOR.



CAUTION



- DON'T LET BRAKE FLUID GET IN CONTACT WITH PAINT, IT IS AN EFFECTIVE PAINT REMOVER.
- USE ONLY CLEAN BRAKE FLUID TAKEN FROM A TIGHTLY SEALED CONTAINER.



Checking rear brake pads

The brake pads can be inspected from the rear. The thickness of the linings may not be less than 1 mm (0.04 in).



WARNING



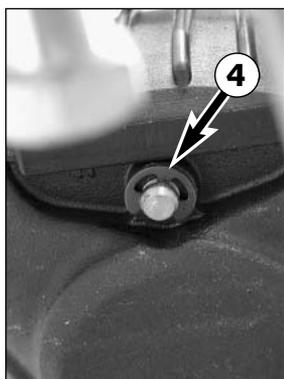
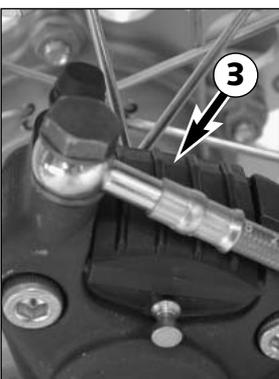
AT THEIR MOST WORN POINT BRAKE PAD LININGS SHOULD NOT BE THINNER THAN 1 MM, OTHERWISE THEY COULD LEAD TO BRAKE FAILURE. FOR YOUR OWN SAFETY DON'T PUT OFF HAVING YOUR BRAKE PADS CHANGED.



CAUTION



IF THE BRAKE PADS ARE REPLACED TOO LATE SO THAT THE LINING IS PARTLY OR ENTIRELY WORN, THE STEEL COMPONENTS OF THE BRAKE PAD WILL RUB AGAINST THE BRAKE DISC, THEREBY IMPAIRING THE BRAKING EFFECT AND DESTROYING THE BRAKE DISC.

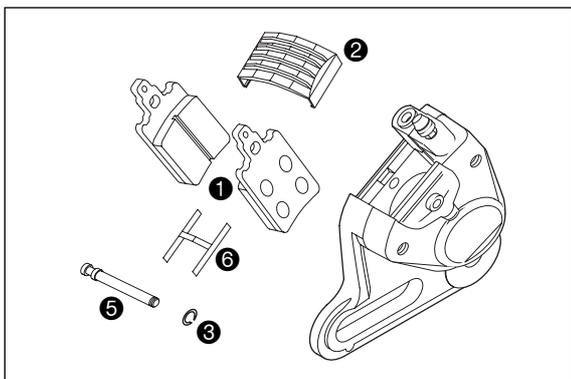


Replacing rear brake pads *

Remove the cover ❸ and the locking ring ❹. Using a punch, press the bolt ❺ out of the brake caliper in an outward direction and remove it together with the leaf spring ❻.

Pull the brake pads upwards and out of the brake caliper. Clean the brake caliper thoroughly with compressed air.

Before installing the new brake pads push the brake pistons backwards with an appropriate screwdriver.



Insert the new brake pads **1** into the brake caliper, position the leaf spring **6**, and secure it with the bolt **5**. By tapping on the bolt, drive it into the brake caliper up to the stop. Reattach locking ring **4** and cover **3**.



WARNING



- IT IS VERY IMPORTANT TO KEEP THE BRAKE DISK FREE FROM OIL AND FATTY MATTERS. OTHERWISE, THE BRAKING EFFECT WOULD BE STRONGLY REDUCED.
- AFTER ASSEMBLY, CHECK IF CIRCLIPS HAVE BEEN FITTED CORRECTLY.
- HAVING PERFORMED ANY WORK ON THE BRAKING SYSTEM, ONE MUST ALWAYS ACTUATE THE HAND BRAKE LEVER OR FOOT BRAKE LEVER, RESPECTIVELY SO AS TO ENSURE THAT THE BRAKE PADS WILL LIE AGAINST THE BRAKE DISK AND THE PRESSURE POINT IS ESTABLISHED.



Removing and installing front wheel

To remove the front wheel, jack the motorcycle up on its frame so that the front wheel no longer touches the ground.

Loosen the collar screw **7**.

Loosen the 2 clamping screws **8** on the fork fists.

Hold the front wheel, pull out the wheel spindle **9**.

NOTICE: the wheel spindle can be pulled out more easily if you slide an open-end wrench (17 mm) on to the flat portion **A** of the wheel spindle.

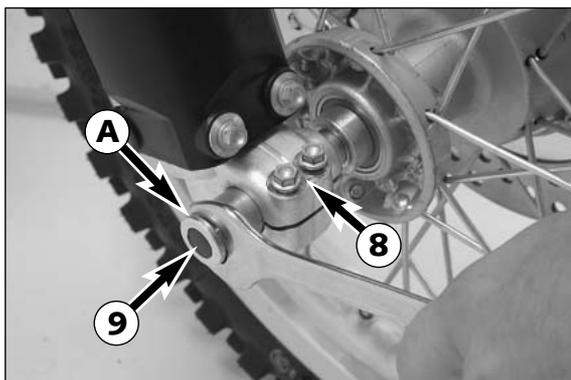
Remove front wheel carefully from the fork.



CAUTION



- DO NOT OPERATE THE HAND BRAKE WHEN THE FRONT WHEEL HAS BEEN DISMOUNTED.
- MAKE SURE THE BRAKE DISC IS ALWAYS ON TOP WHEN YOU LAY DOWN THE WHEEL, OTHERWISE THE BRAKE DISC CAN BE DAMAGED.



Insert the front wheel in the fork and adjust to the right position.

Mount the wheel spindle **9** and tighten the clamping screws on the right fork leg slightly.

Degrease the thread on the collar screw and apply Loctite 243.

Mount the collar nut and tighten to 30 Nm.

Take the motorcycle off the stand and bounce the fork hard a few times to align the fork legs.

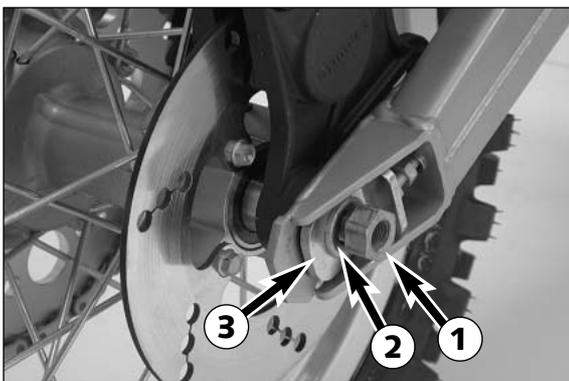
Then tighten clamping screws to a max. torque of 10 Nm.



WARNING



- IF YOU DON'T HAPPEN TO HAVE A TORQUE WRENCH AT HAND, MAKE SURE YOU HAVE THE TIGHTENING TORQUE CORRECTED BY A KTM DEALER AS SOON AS POSSIBLE. A LOOSE AXLE MAY LEAD TO AN UNSTABLE DRIVING BEHAVIOR OF YOUR MOTORCYCLE.
- AFTER MOUNTING THE FRONT WHEEL, KEEP OPERATING THE HAND BRAKE UNTIL THE PRESSURE POINT RETURNS.
- IT IS VERY IMPORTANT TO KEEP THE BRAKE DISK FREE FROM OIL AND FATTY MATTERS, OTHERWISE THE BRAKING EFFECTS WOULD BE STRONGLY REDUCED.
- TIGHTEN THE HEXAGON NUT WITH THE REQUIRED TORQUE. A LOOSE WHEEL SPINDLE MAY LEAD TO AN UNSTABLE BEHAVIOR OF YOUR MOTORCYCLE.



Removing and installing the rear wheel

Jack the motorcycle up by the frame.

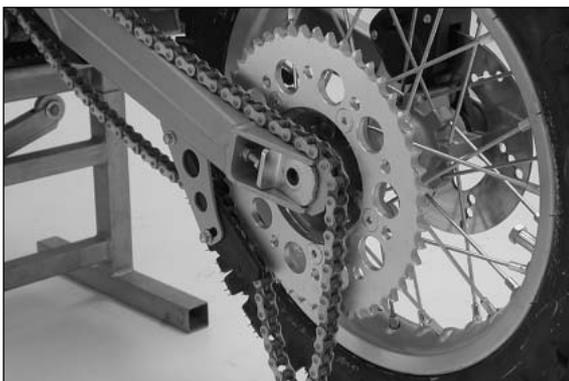
Remove the hexagon nut **1** of the wheel spindle together with the washer **2** and remove the chain adjuster **3**.

Hold the rear wheel and pull out the wheel spindle.

Turn the rear wheel forwards and take the chain off the rear sprocket. Pull the rear wheel backwards.

To install the rear wheel reverse the procedure described above. Slightly grease the wheel spindle.

Before tightening the hexagon nut **1** make sure that the chain adjusters **3** are properly resting against the tensioning screws. Additionally, make sure that the rear wheel is properly aligned with the front wheel. Mount the hexagon nut and tighten to 50 Nm.



! CAUTION !

- DO NOT OPERATE THE REAR BRAKE WHEN THE REAR WHEEL HAS BEEN DISMOUNTED.
- MAKE SURE THE BRAKE DISC IS ALWAYS ON TOP WHEN YOU LAY DOWN THE WHEEL, OTHERWISE THE BRAKE DISC CAN BE DAMAGED.
- IF THE AXLE IS DISMOUNTED, CLEAN THE THREAD OF THE WHEEL SPINDLE AND COLLAR NUT THOROUGHLY AND APPLY A NEW COAT OF GREASE TO PREVENT THE THREAD FROM JAMMING.

⚠ WARNING ⚠

- IF YOU DON'T HAPPEN TO HAVE A TORQUE WRENCH AT HAND, MAKE SURE YOU HAVE THE TIGHTENING TORQUE CORRECTED BY A KTM DEALER AS SOON AS POSSIBLE. A LOOSE AXLE MAY LEAD TO AN UNSTABLE DRIVING BEHAVIOR OF YOUR MOTORCYCLE.
- AFTER MOUNTING THE REAR WHEEL, KEEP OPERATING THE REAR BRAKE UNTIL THE PRESSURE POINT RETURNS.
- IT IS VERY IMPORTANT TO KEEP THE BRAKE DISK FREE FROM OIL AND FATTY MATTERS, OTHERWISE THE BRAKING EFFECTS WOULD BE STRONGLY REDUCED.
- TIGHTEN THE HEXAGON NUT TO THE REQUIRED TORQUE. A LOOSE WHEEL SPINDLE MAY LEAD TO AN UNSTABLE BEHAVIOR OF YOUR MOTORCYCLE.

Tires, air pressure

Tire type, tire condition, and air pressure level affect the way your motorcycle rides, and they must therefore be checked whenever you are getting ready to go anywhere on your motorcycle.

Tire size can be found in the technical specifications

Tire condition has to be checked every time you want to ride your motorcycle. Before leaving, check tires for punctures and nails or other sharp objects that might have become embedded in them.

Tire pressure should be checked regularly on a "cold" tire. Proper pressure (1.0 bar) ensures optimum driving comfort and extends the life of your tires.

⚠ WARNING ⚠

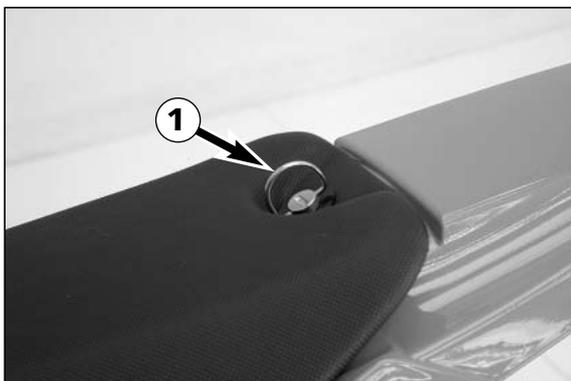
- DAMAGED TIRES MUST BE REPLACED IMMEDIATELY TO PROTECT YOUR YOUNGSTER.
- WORN TIRES CAN HAVE A NEGATIVE EFFECT ON HOW THE MOTORCYCLE PERFORMS, ESPECIALLY ON WET SURFACES
- TIRE PRESSURE BELOW THE NORMAL LEVEL WILL LEAD TO PREMATURE TIRE WEAR.

Checking spoke tension

The correct spoke tension is very important for the stability of the wheels and thus for riding safety. A loose spoke causes the wheel to become unbalanced and before long other spokes will have come loose. Check spoke tension, especially on a new motorcycle, at regular intervals. For checking, tap on each spoke with the blade of a screwdriver (see photo). A clear tone must be the result. Dull tones are indicators of loose spokes. If necessary, have the spokes retightened and the wheel centered by a KTM dealer.

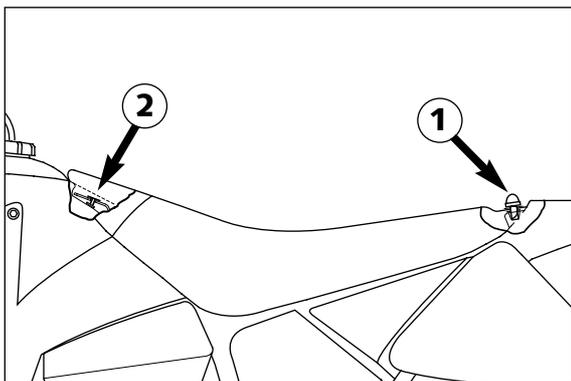
⚠ WARNING ⚠

- SPOKES CAN TEAR IF YOU CONTINUE TO RIDE WITH THEM LOOSE. THIS MAY LEAD TO AN UNSTABLE HANDLING OF YOUR MOTORCYCLE.
- EXCESSIVELY TENSIONED SPOKES MAY RUPTURE DUE TO LOCAL OVERLOADING. THE SPOKES MUST BE TENSIONED TO 3-4 NM.

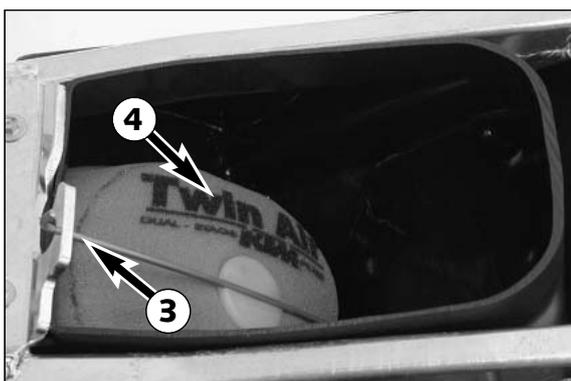


Removing the seat

By using the quick-release mechanism **1**, the seat can be removed without using tools. Turn the quick-release mechanism about 180° counter clockwise and lift up the rear of the seat. Pull the seat backwards and unhook it from the fixing screw **2**.



To mount the seat, position seat on the fixing screw **2** and tank, push forward and fix with the quick release.



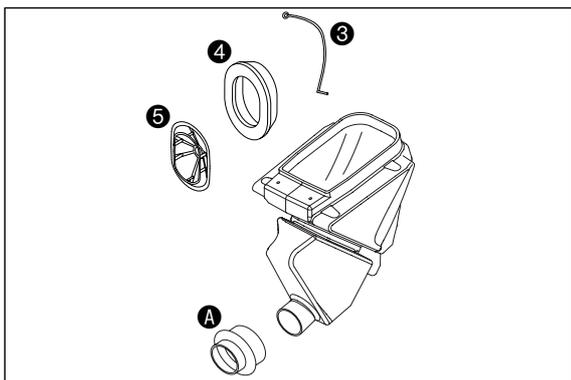
Cleaning the air filter*

To do this, remove the seat and the air filter cover from the air filter box. Unclip the filter holder **3**, swing back and remove air filter **4** plus filter carrier **5** from the filter box.

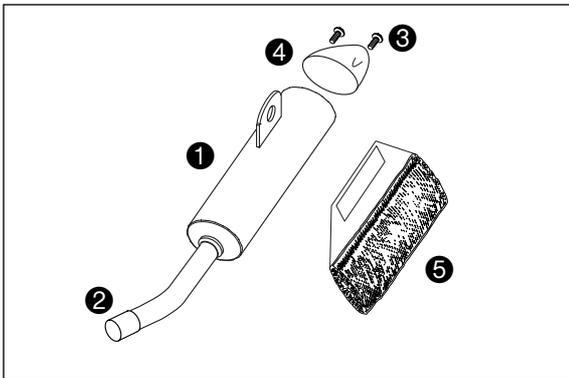
! CAUTION !

DO NOT CLEAN FOAM FILTER WITH FUEL OR PETROLEUM SINCE THESE DAMAGE THE FOAM. KTM RECOMMENDS THE PRODUCTS OF THE COMPANY TWIN AIR FOR AIR FILTER MAINTENANCE.

Thoroughly wash the foam filter in special cleaning fluid and allow to dry well. Only press out the filter, do not wring out under any circumstances. Oil the dry foam filter with a high grade filter oil. Also clean the air filter box. Check carburetor collar **A** for damage and that it is fitted correctly.



Mount the air filter **4** on the filter support **5**. Grease the front side of the filter to improve the seal. Mount the air filter and the filter support in the filter box. Make sure they are centered, and lock into place with the filter holder **3**.



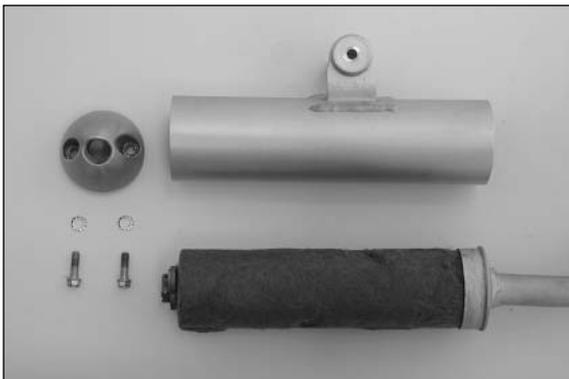
Exhaust system

The silencer is filled with glass-fiber yarn for damping. When in use, the glass-fiber yarn becomes loose or coked with oil carbon. This can lead to a power loss and a reduction of the silencer damping. The glass-fiber yarn packing can be replaced in a few easy steps.

To replace, remove the silencer from the vehicle and mark the position of the outer tube 1 to the inner tube 2. Remove screws 3 and the end cap 4. Pull off the outer tube and remove the old glass-fiber yarn packing 5 from the inner tube. Thoroughly clean all parts.

To assemble, mount a new glass-fiber yarn packing onto the inner tube (see illustration) and slide into the outer tube. Mount end cap and fix with screws 1. Before tightening the screws, turn the outer tube until they match the positions you marked. Mount the silencer and check the exhaust system for tightness.

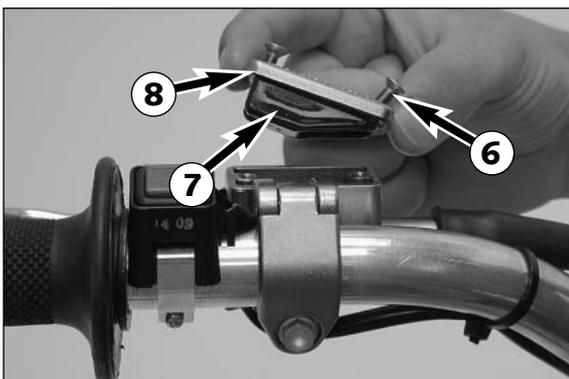
NOTE: Glass fiber yarn packages are offered by your licensed KTM dealer.



WARNING



THE EXHAUST SYSTEM BECOMES VERY HOT WHILE THE MOTORCYCLE IS RUNNING. TO AVOID BURNS DO NOT START WORK ON THE EXHAUST SYSTEM UNTIL IT HAS PROPERLY COOLED DOWN.



Checking the oil level of the hydraulic clutch

To check the oil level in the master cylinder of the clutch remove the cover. For this purpose, remove screws 6 and cover 7 together with the rubber boot 8. The oil level in the horizontal-positioned master cylinder should be 4 mm below the upper edge.

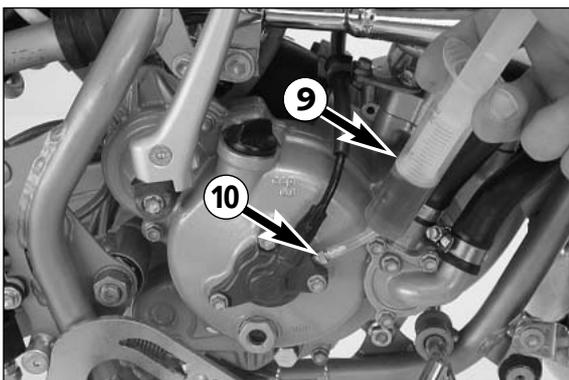
If necessary, fill up with biodegradable hydraulic oil SAE 10 (e.g. Shell Naturelle HF-E15). Biodegradable hydraulic oil is available from your KTM dealer (50ml).



CAUTION



KTM USES BIODEGRADABLE HYDRAULIC OIL FOR THE HYDRAULIC CLUTCH CONTROL. NEVER MIX BIODEGRADABLE HYDRAULIC OILS WITH MINERAL OILS. ALWAYS USE BIODEGRADABLE HYDRAULIC OIL SAE 10 (e.g. Shell Naturelle HF-E15) TO FILL UP THE MASTER CYLINDER. NEVER REFILL WITH MINERAL HYDRAULIC OIL OR BRAKE FLUID.



Bleeding of the hydraulic clutch

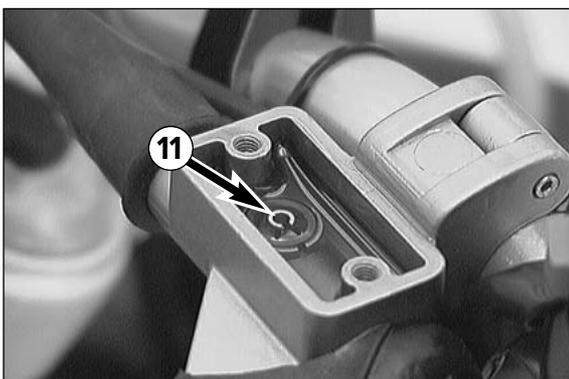
To bleed, the cover of the master cylinder of the clutch needs to be removed. For this purpose, remove screws 6 and take off the cover 7 together with the rubber bellows 8. At the slave cylinder of the clutch, remove the bleeder nipple 10. In its place, mount the bleeder syringe 9 which is filled with SAE 10 hydraulic oil. Refill oil, until oil is discharged from the bore 11 of the master cylinder in a bubble-free state. Make sure that the oil does not overflow. The bleeder syringe can be purchased from your KTM dealer. Having completed the bleeding procedure, you have to verify that the oil level in the master cylinder is correct. If necessary, fill up with biodegradable hydraulic oil SAE 10 (e.g. Shell Naturelle HF-15). Biodegradable hydraulic oil is available from your KTM dealer (50ml).

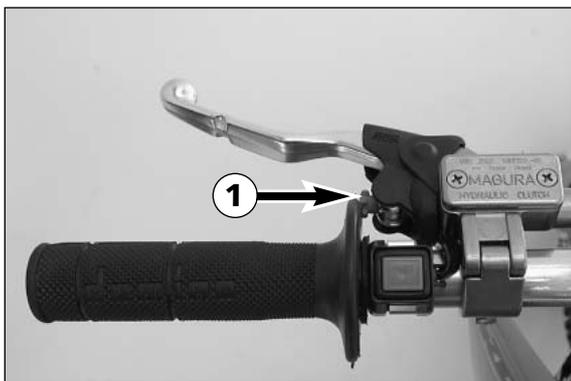


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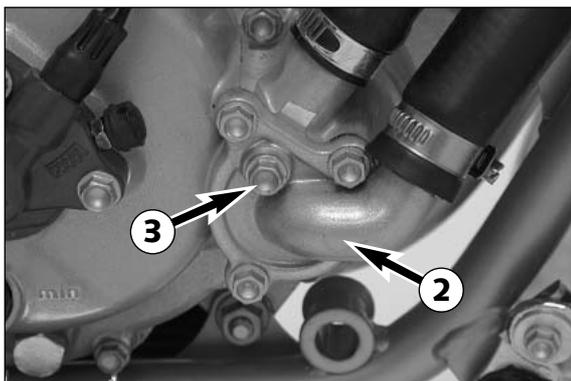
Changing the original position of the clutch lever

The adjusting screw ① can be used for individual adjustment of the original position of the clutch lever, thus allowing adjustment to an optimal position for every hand size.

Turning the adjusting screw clockwise reduces the distance between the clutch lever and the handlebar. Turning the adjusting screw counterclockwise increases the distance between the clutch lever and the handlebar.

! CAUTION !

ADJUSTMENT OF THE CLUTCH LEVER POSITION IS ONLY POSSIBLE WITHIN CERTAIN LIMITS. ONLY TURN THE ADJUSTING SCREW MANUALLY AND NEVER APPLY EXCESSIVE FORCE.



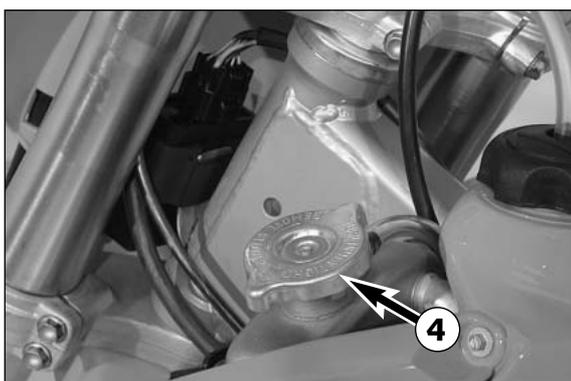
Cooling system

The water pump ② in the engine keeps the cooling liquid in circulation. The cooling liquid is cooled by the air stream. Therefore, the cooling effect is reduced when the traveling speed is reduced. Dirty radiators additionally reduce the cooling effect.

The cooling liquid can be drained by removing the screw ③ on the water-pump cover.

⚠ WARNING ⚠

DO NOT REMOVE ANY COOLER HOSES OR THE DRAIN SCREW WHEN THE ENGINE IS HOT.

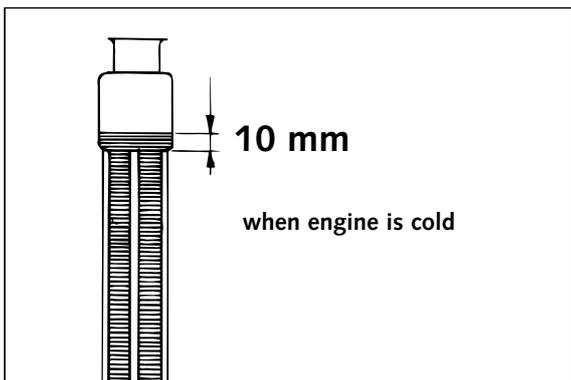


A mixture of 40% antifreeze liquid and 60% water is used as coolant. However, the antifreeze protection must be at least -25° C (-13° F). This mixture offers antifreeze protection but also good corrosion protection and should therefore not be replaced by pure water.

! CAUTION !

FOR THE COOLING SYSTEM, USE ONLY WITH HIGH-GRADE ANTIFREEZE (SHELL ADVANCE COOLANT). USING LOWER-GRADE ANTIFREEZE AGENTS CAN CAUSE CORROSION AND COOLANT FOAMING.

Pressure induced by heating of the coolant in the system is controlled by a valve in the radiator cap ④; a water temperature rising up to 120° C (248° F) is admissible, without fear of problems.

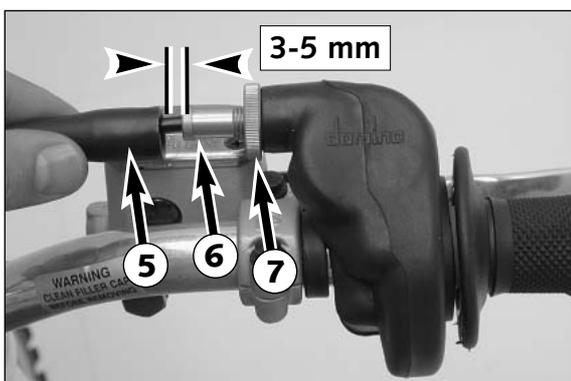


Checking coolant level

The coolant should be 10 mm (0.4 in) above the radiator fins when the engine is cold (see illustr.). In the event of the coolant being drained, always fill and bleed the system.

⚠ WARNING ⚠

IF POSSIBLE, ALWAYS CHECK THE LEVEL OF THE COOLING LIQUID WHEN THE ENGINE IS COLD. IF YOU HAVE TO OPEN THE RADIATOR CAP WHEN THE ENGINE IS HOT, USE A RAG TO COVER THE CAP AND OPEN SLOWLY TO RELEASE PRESSURE.



Adjusting the throttle cable*

There must always be a 3-5 mm (0.1-0.2 in) play in the throttle cable. To check this, move back the protective cover ⑤ on the throttle grip. You must be able to lift the outer covering of the cable 3-5 mm from the adjusting screw ⑥ until resistance is felt.

To adjust, loosen the conternut ⑦ and turn the adjusting screw accordingly. Finally tighten the conternut and slide the protective cover back on.

To check the correctness of this setting, start the engine, turn the handlebar left and right, in both cases as far as it will go. This must not cause any changes in idling speed. Otherwise, you will have to increase the backlash of the throttle cable.

Carburetor adjustment *

Basic information on the original carburetor setting

The original carburetor setting was adapted for an altitude of approx. 500 meters (1600 ft.) above sea level, and the ambient temperature of approx. 20° C (68° F), mainly for off-road use and central European premium-grade fuel (ROZ 95).

Mixing ratio 2-stroke motor oil : super fuel 1:40 .

Basic information of changing the carburetor setting

Always start out from the original carburetor setting. Essential requirements are a clean air filter system, air-tight exhaust system and an intact carburetor. Experience has shown that adjusting the main jet, the idling jet and the jet needle is sufficient and that changes to other parts of the carburetor will not greatly affect engine performance.

RULE OF THUMB: high altitude or high temperatures → choose leaner carburetor adjustment
low altitude or low temperatures → choose richer carburetor adjustment



WARNING

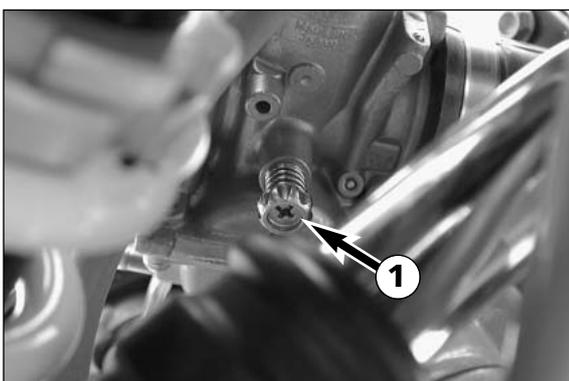


- ONLY USE PREMIUM-GRADE GASOLINE ROZ 95 MIXED WITH HIGH-GRADE TWO-STROKE ENGINE OIL. OTHER TYPES OF GASOLINE CAN CAUSE ENGINE FAILURE, AND THEIR USE WILL VOID YOUR WARRANTY.
- ONLY USE HIGH-GRADE 2-STROKE ENGINE OIL OF KNOWN BRANDS (I. E. SHELL ADVANCE RACING X).
- NOT ENOUGH OIL OR LOW-GRADE OIL CAN CAUSE EROSION OF THE PISTON. IF YOU USE TOO MUCH OIL, THE ENGINE CAN START SMOKING AND FOUL THE SPARK PLUG.
- IN THE CASE OF A LEANER ADJUSTMENT OF THE CARBURETOR PROCEED CAUTIOUSLY. ALWAYS REDUCE THE JET SIZE IN STEPS OF ONE NUMBER TO AVOID OVERHEATING AND PISTON SEIZURE.

NOTE: If the engine does not run properly, despite a changed adjustment look for mechanical faults and check the ignition system.

Basic information on carburetor wear

As a result of engine vibrations, the throttle valve, jet needle, and needle jet are subjected to increased wear. This wear may cause carburetor malfunction (e.g. overly rich mixture). Therefore, these parts should be replaced after 1000 hours of using.



Idling range – A, Adjusting the idle speed

Operation with closed throttle valve. This range is influenced by the idle adjusting screw ①. Only make adjustments when the engine is hot.

The idling speed can be changed by turning the idle adjusting screw.

Turning it clockwise produces a higher idling speed and turning the screw counterclockwise produces a lower idling speed.

Opening up – B

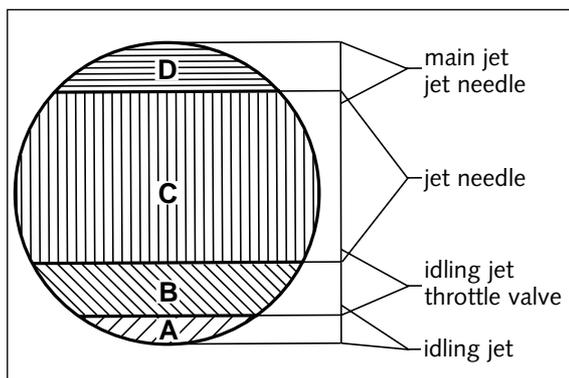
Engine behavior when the throttle opens. The idle jet and the shape of the throttle valve influences this range. If, despite good idling-speed and part-throttle setting, the engine sputters and smokes when the throttle is fully opened and develops its full power not smoothly but suddenly at high engine speeds, the mixture to the carburetor will be too rich, the fuel level too high or the float needle is leaking.

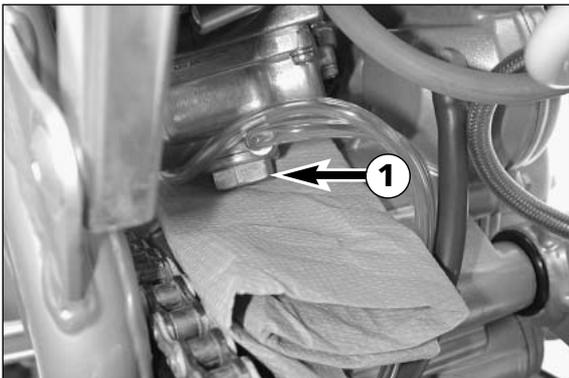
Part-throttle range – C

Operation with partly open throttle valve. This range is only influenced by the jet needle (shape and position). The optimum part-throttle setting is controlled by the idling setting in the lower range and by the main jet in the upper range. If the engine runs on a four-stroke cycle or with reduced power when it is accelerated with the throttle partly open, the jet needle must be lowered by one notch. If the engine pings, especially when accelerating under full power at maximum engine revs, the jet needle should be raised. If these faults should occur at the lower end of the part throttle range at a four-stroke running, make the idling range leaner; if the engine pings, adjust the idling range richer.

Full throttle range – D

Operation with the throttle fully open (flat out). This range is influenced by the main jet and the jet needle. If the porcelain of the new spark plug is found to have a very bright or white coating or if the engine rings, after a short distance of riding flat out, a larger main jet is required. If the porcelain is dark brown or black with soot the main jet must be replaced by a smaller one.



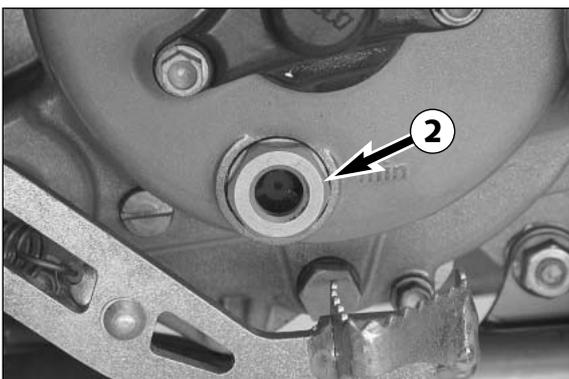


Draining the float chamber of the carburetor

Following every wet-cleaning procedure, the float chamber of the carburetor should be drained in order to remove any water that may have penetrated into it. Water in the float chamber leads to engine malfunction. Make sure you do this while the engine is cold. Close the fuel tap and place a cloth under the carburetor which is capable of absorbing the leaking fuel. Unscrew the plug ❶ and clean it with compressed air. Then, mount the plug together with the gasket, open fuel tap, and check the float chamber for leaks.

⚠ **WARNING** ⚠

FUEL IS EASILY FLAMMABLE AND TOXIC. WHEN HANDLING FUEL, BE SURE TO EXERCISE THE UTMOST CAUTION. NEVER PERFORM ANY WORK ON THE FUEL SYSTEM NEAR OF OPEN FLAMES OR BURNING CIGARETTES. ALWAYS ALLOW THE ENGINE TO COOL OFF FIRST. IMMEDIATELY CLEAN UP ANY FUEL WHICH MAY HAVE BEEN SPILLED. MATERIALS SATURATED WITH FUEL ARE ALSO EASILY FLAMMABLE. IN CASE YOU INGESTED FUEL OR FUEL SPLASHED INTO YOUR EYES, CONSULT A DOCTOR IMMEDIATELY. DISPOSE OF THE FUEL PROPERLY!



Checking gear oil level

An inspection glass ❷ on the left side of the engine allows easy checking of the gear oil level.

Warm up the engine, then turn it off and wait two minutes until the oil has flown back into the gearbox case.

Park the motorcycle straight on a horizontal surface and check the oil level.

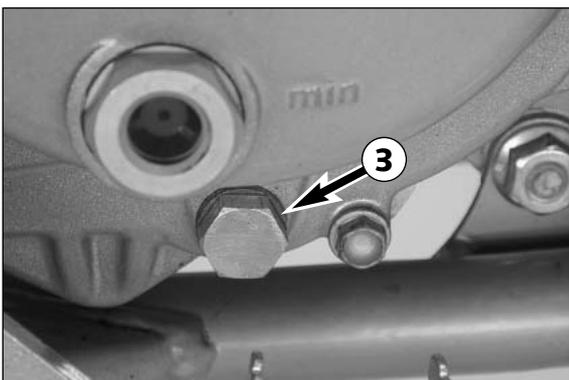
The oil level must not drop below the "MIN" mark of the inspection glass.

Note: If the motorcycle is not parked properly for the oil level inspection it will not be possible to achieve a reliable result.

If necessary add gear oil 20W30 (e.g. Shell Advance Ultra 4).

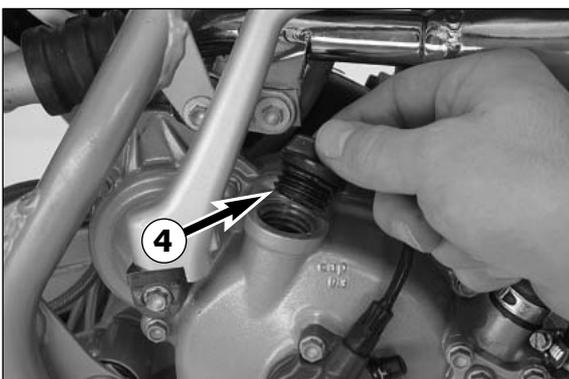
! **CAUTION** !

NOT ENOUGH OIL OR A POOR OIL QUALITY LEAD TO PREMATURE WEAR OF THE TRANSMISSION. THEREFORE, USE ONLY HIGH-QUALITY OILS (E.G. SHELL ADVANCE ULTRA 4).



Changing gear oil *

Before changing the gear oil warm up the engine and park the motorcycle on a horizontal surface. Remove the oil drain plug ❸ and drain the used oil into an appropriate container. Clean the sealing surface. Mount the oil drain plug together with its gasket and tighten to 15 Nm.



Remove the filler plug ❹ and add 0.30 l gear oil 20W30 (e.g. Shell Advance Ultra 4). Mount the filler plug and check the engine for leaks.

! **CAUTION** !

NOT ENOUGH OIL OR A POOR OIL QUALITY LEAD TO PREMATURE WEAR OF THE TRANSMISSION. THEREFORE, USE ONLY HIGH-QUALITY OILS (E.G. SHELL ADVANCE ULTRA 4).

TROUBLE SHOOTING

If you let the specified maintenance work on your motorcycle be carried out, disturbances can hardly be expected. Should an error occur nevertheless, we advise you to use the trouble shooting chart in order to find the cause of error. We would like to point out that many operations cannot be performed by oneself. In case of uncertainty, please contact a KTM-dealer.

TROUBLE	CAUSE	REMEDY
Engine fails to start	Operating error	Open fuel tap, replenish fuel, do not use choke
	Fuel supply interrupted	Close fuel tap, loosen fuel hose at carburettor, lead into a basin and open fuel tap, – if fuel leaks out, clean carburettor – if no fuel leaks out, check tank ventilation, i.e. clean fuel tap
	Electrode distance too great	Reduce electrode distance (0.60 mm)
	Plug fouled by oil, wet or bridged	Clean spark plug or renew
	Ignition wire or spark plug connector damaged	Dismount spark plug, connect ignition cable, hold to ground (blank place on engine) and actuate kickstarter, a strong spark must be produced at the spark plug – If no spark is produced, loosen spark plug cap from ignition cable, hold about 5 mm from ground and actuate kickstarter – If a spark now occurs, replace spark plug cap – If no spark is produced, control ignition system
	Kill button wire or short-circuit switch faulty	Disconnect black coloured cable from short circuit button at ignition coil and check ignition spark. If the spark is O.K. repair defective part of cable or ignition switch
	Loose ignition cable connectors	Inspect cable connectors
	Spark too weak	Examine ignition system
Water in the carburetor and jets blocked	Dismantle and clean carburetor	
Engine without idle running	Idle adjusting screw out of adjustment	Readjust idle running or replace idle adjusting screw
	Ignition system damaged	Examine ignition system
	Wear	Overhaul engine
Engine has not enough power	Charred glass fiber yarn in silencer	Renew filling
	Air filter obstructed	Clean or renew airfilter
	Fuel supply partly interrupted or blocked	Blow through fuel pipe and clean carburetor
	Loss of compression through loose spark plug	Tighten spark plug
	Exhaust system damaged	Check exhaust system for damage
	Engine has not enough preignition	Check and adjust ignition

TROUBLE	CAUSE	REMEDY
Engine has not enough power	Reed paddles tensionless or damaged, surface of reed valve housing damaged Wear	Replace reed paddles or reed valve housing Overhaul engine
Engine revs not up and running in four stroke cycle	Carburetor overflows if level adjust too high, float needle seating is dirty or enlarged Loose carburetor jets	Clean carburetor, if necessary replace float needle and adjust level Tighten jets
High rpm misfiring	Incorrect heat range spark plug or low quality spark plug Loose, corroded or non conductive ignition socket connector	Refer to technical data section Check and seal with silicon
Engine splutters into the carburetor	Lack of fuel Spark plug with incorrect heat value (Ignition by incandescence) Engine takes air out of control	Clean fuel pipes, examine tank aeration and clean Fit correct spark plug Check intake flange and carburettor if firmly setted
Engine overheating	Insufficient liquid in cooling system Radiator fins clogged Frothing in cooling system Pinched or kinked water hoses Incorrect ignition timing because of loose stator screws Incorrect compression ratio	Top up coolant and bleed cooling system check cooling system for leaks Clean radiator fins with water jet Renew coolant using branded anti-freeze/anti-corrosive (Shell Advance Coolant) Replace with correct routed hoses Readjust to correct ignition timing specifications, secure screws with Loctite 243 Measure and adjust compression ratio
Emission of white smoke (steam)	Cylinder head or O-ring of cylinder head gasket leaks	Check cylinder head, replace O-ring
Excessive oil escapes from transmission breather tube Water in transmission oil	Excessive oil quantity in transmission Shaft seal ring of the water pump defect	Correct transmission oil level Replace shaft seal ring of the water pump.

CLEANING

Clean your motorcycle regularly in order to keep its painted finish looking shiny and new. The best manner would be to use warm water that has been mixed with a commercially available washing detergent and a sponge. The hard dirt can be removed before with the help of a soft water jet.

!

CAUTION

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NEVER CLEAN YOUR MOTORCYCLE WITH A HIGH-PRESSURED CLEANER OR A HIGH-PRESSURED WATER JET. OTHERWISE THE WATER MIGHT RUN INTO THE ELECTRICAL COMPONENTS, CONNECTORS, SHEATHED CABLES, BEARINGS, CARBURETOR ETC. AND CAUSE MALFUNCTIONS, I.E., LEAD TO THE PREMATURE DESTRUCTION OF THESE PARTS.

- You should use commercially available detergents to clean the motorcycle. Heavily soiled parts should also be cleaned with the help of a paint brush.
- Before cleaning with water, plug the exhaust pipe to prevent water ingress.
- After the motorcycle has been rinsed with a soft water jet, it should be dried by air pressure and a cloth. Then take a short drive until the engine has reached its operating temperature, and also operate the brakes. The heat also causes the water at the inaccessible parts of the engine and the brakes to evaporate.
- Slide back the protective covers on the handlebar-mounted instruments so that any water that may have seeped into this part of the motorcycle is allowed to evaporate.
- After the motorcycle has cooled down, oil and grease all the gliding bearing parts. Also treat the chain with a chain spray.
- To prevent failures in the electric system, you should treat the short circuit button with a contact spray.

STORAGE

If you want to put your motorcycle away for longer periods of time, please observe the following instructions:

- Clean motorcycle thoroughly (see chapter: CLEANING)
- Change engine oil (old engine oil contains aggressive contaminations).
- Check antifreeze and amount of cooling liquid.
- Let the engine warm up again, close fuel tap and wait until the engine dies off by itself. In this way, the carburetor jets are prevented from becoming resin-clogged by the old fuel.
- Remove spark plug and fill in approx. 5 ccm of engine oil into the cylinder through the opening. Actuate kickstarter 10 times in order to distribute the oil onto the cylinder walls and mount the spark plug.
- Let fuel flow out of tank into an appropriate basin.
- Correct tire pressure.
- Lubricate bearing points of the control levers, footrests, etc. as well as the chain.
- The storage place should be dry and not be subjected to overly great temperature fluctuations.
- Cover the motorcycle with an air permeable tarpaulin or blanket. Do not use airtight materials, as possible humidity might not be able to escape and thereby cause corrosion.

⚠

WARNING

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IT WOULD BE VERY BAD TO LET THE ENGINE RUN FOR A SHORT TIME DURING THE STORAGE PERIOD. THE ENGINE WOULD NOT GET WARMED UP ENOUGH AND THE THUS DEVELOPED STEAM WOULD CONDENSE DURING THE COMBUSTION PROCESS AND CAUSE THE EXHAUST TO RUST.

USE AFTER PERIOD OF STORAGE

- Fill up tank with fresh fuel.
- Check motorcycle as before each start (see driving instructions).
- Take a short, careful test ride first.

NOTE: Before you put your motorcycle away for the winter, you should check all parts for their function and wear. Should any service jobs, repairs, or any refitting be necessary, you should have them carried out during the off-season (lower workload at mechanics' shops). This way, you can avoid the long waiting times at your shop at the beginning of the next biking season.

TECHNICAL SPECIFICATIONS – CHASSIS 65 SX 2003

Frame	Central chrome-moly-steel frame
Fork	telescopic fork (Marzocchi USD Ø 35)
Wheel travel front/rear	220 mm (8.7 in) / 270 mm (10.7 in)
Rear suspension	central shock absorber (White Power)
Front brake	Disc brake Ø 200 mm (7.9 in), 1 piston
Rear brake	Disc brake Ø 160 mm (6.3 in), 1 piston
Tires	front: 60/100-14" rear: 80/100-12"
Air pressure	front / rear: 1.0 bar (14 psi) / 1.0 bar (14 psi)
Fuel tank capacity	3.4 liter (0.92 USgal)
Final drive ratio	14 : 50 t
Chain	1/2 x 1/4" (415) 108 rolls
Steering angle	63.8 °
Wheel base	1137 mm (44.7 in)
Seat height, unloaded	750 mm (30 in)
Ground clearance	290 mm (11.5 in)
Dead weight without fuel	55 kg (121.4 lbs)
Rider's body height	max. 160 cm (63 in)
Rider's body weight	max 50 kg (22.7 lbs)
Recommended age of rider	8 to 12 years
Engine	CR65

STANDARD ADJUSTMENT – FORK

Spring	3,14 N/mm
Preload bushing - length	10 mm
Oil capacity per fork leg	210 ccm
Fork oil	SAE 7.5

STANDARD ADJUSTMENT - SHOCK ABSORBER

	WP 0318X713
Compression adjuster	3
Rebound adjuster	6
Spring	40-220
Spring preload	7mm (0.3 in)

TIGHTENING TORQUES

Hexagon screw - brake caliper	M 8	Loctite 243 + 20 Nm
Flat head screw - brake discs	M6	Loctite 243 + 10 Nm
Hexagon nut - front wheel spindle	M 10	30 Nm
Hexagon nut - rear wheel spindle	M 12x1	50 Nm
Hexagon nut - swingarm bolt	M 12x1	40 Nm
Clamping screws - upper fork bridge	M 8	20 Nm
Clamping screws - lower fork bridge	M 8	15 Nm
AH screw - handlebar clamp	M 8	20 Nm
Spoke nipple	M 3,5	3-4 Nm
Other chassis screws	M 5	6 Nm
	M 6	10 Nm
	M 8	25 Nm
	M 10	40 Nm

TECHNICAL SPECIFICATIONS - ENGINE 65 SX 2003

Engine	CR-65
Design	Liquid cooled single cylinder two-stroke engine with reed valve intake
Displacement	64,85 ccm
Bore/stroke	45 / 40,8 mm (1.77/1.6 in)
Compression ratio	9.1 : 1
Fuel	SUPER fuel, research octane no 95, mixed with high grade two-stroke oil
Oil/gasoline ratio	1 : 40 when using high grade two-stroke oil (e.g. Shell Advance Racing X), when in doubt, please contact our importer
Lubrication	mixture lubrication
Crankshaft bearing	2 deep-groove ball bearing
Connecting rod bearing	needle bearing
Piston pin bearing	needle bearing
Piston rings	1 compression ring
Primary drive	straight cut spur gears, 23:75 t
Clutch	multiple disc clutch in oil bath, hydraulic operated (Shell HF-E15)
Transmission	6 speed, claw actuated
Gear ratio	1 st gear 13 : 37 2 nd gear 16 : 34 3 rd gear 18 : 31 4 th gear 21 : 30 5 th gear 23 : 28 6 th gear 24 : 26
Transmission oil	0.30 liter (0.0792 USgal) gear oil 20W30 (e.g. Shell Advance Ultra 4)
Ignition system	Moric Digital 2M1
Spark plug	NGK BR 8 ECM
Electrode gap	0.60 mm (0.0236 in)
Carburetor	Mikuni VM 24
Coolant	0.55 liter (0.145 Usgal), mixture coolant : water = 2 : 1, at least -25° C (-13° F)
Air filter	wet foam type air filter insert

BASIC CARBURETOR SETTING

Carburetor	Mikuni VM 24
Main jet	200
Needle jet	N-8
Idling jet	30
Jet needle	5114-3
Needle position from top	III
Throttle valve	2.0
Starting jet	20

TIGHTENING TORQUES - ENGINE

Hexagon nut – primary gear	M 10	60 Nm/44 ft.lb
Collar nut – flywheel	M 10x1,25	40 Nm/30 ft.lb
HH screw – cylinder head	M 7	15 Nm/11 ft.lb
Collar nut – cylinder base	M 8	25 Nm/19 ft.lb
Hexagon screw – inner clutch hub	M 10	Loctite 243 + 60 Nm/44 ft.lb
Screw – clutch	M 6	12 Nm/9 ft.lb
Oil drain screw	M 8	12 Nm/9 ft.lb
Screws – clutch cover	M 6	8 Nm/6 ft.lb
Kickstarter stop plate	M6	12 Nm/9 ft.lb
Screws – stator	M4	2 Nm/1,5 ft.lb
Shift drum locating device	M6	12 Nm/9 ft.lb
Other screws – engine	M 5 M 6	6 Nm/4.5 ft.lb 12 Nm/9 ft.lb

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