

OWNER'S MANUAL 2008

50 MINI ADVENTURE 50 MINI SX

3211221en



The KTM logo, consisting of the letters 'KTM' in a bold, italicized, sans-serif font, is positioned in the bottom right corner of the page. The logo is black and set against a white background.

Now you own a modern motorcycle that you and your youngster will certainly enjoy, provided that you service and maintain it properly.

Please insert the serial numbers of the motorcycle below

Chassis number

Engine number

Stamp of dealer

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

INTENDED PURPOSE

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.

OWNER'S MANUAL

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!

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.

SERVICE

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 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.

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.

WARRANTY

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

AUTOMOTIVE FLUIDS

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.

SPARE PARTS, ACCESSORIES

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.

SAFETY

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.

TRANSPORT

When transporting your motorcycle, secure it with elastic straps or other mechanical devices in an upright position. Be sure that the fuel tap is closed. If the motorcycle topples over, fuel can flow out of the carburetor or fuel tank.

ENVIRONMENT

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



KTM 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 4 to 6 years of age with a maximum weight of 35 kg (78 lbs) and a maximum height of 130 cm (51 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!
- 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.

TABLE OF CONTENTS »

	Page		Page
IMPORTANT WARRANTY AND GUARANTEE INFORMATION	3	Telescopic fork maintenance (50 Mini SX)	19
IMPORTANT INFORMATION FOR PARENTS ABOUT SAFE DRIVING	4	Changing the telescopic fork oil (50 Mini SX)	19
SERIAL NUMBER LOCATIONS	6	Telescopic fork maintenance (50 Mini Adventure)	20
Chassis number	6	Changing the telescopic fork oil (50 Mini Adventure)	20
Engine number	6	Check chain tension	21
OPERATION INSTRUMENTS	6	Correct chain tension	21
Throttle grip	6	Chain maintenance	21
Right hand brake lever (50 Mini Adventure)	6	General information about KTM disc brakes	22
Hand brake lever (50 Mini SX)	7	Setting the basic position and play of the hand brake lever (50 Mini SX)	22
Left hand brake lever	7	Checking/refilling the front brake fluid level (50 Mini SX)	23
Short circuit button	7	Checking front brake pads (50 Mini SX)	23
Filler cap	7	Replacing the front brake pads (50 Mini SX)	23
Fuel tap	7	Adjusting the front wheel brake cable (50 Mini Adventure)	24
Choke	8	Checking the front brake linings for wear (50 Mini Adventure)	24
Kickstarter	8	Adjusting the rear wheel brake cable	25
Side stand	8	Checking the rear brake linings for wear	25
Rebound damping function of the shock absorber	8	Drum brake maintenance	25
GENERAL TIPS AND WARNINGS FOR STARTING THE MOTORCYCLE	9	Removing and mounting the front wheel (50 Mini SX)	25
Instructions for the first ride	9	Removing and mounting the front wheel (50 Mini Adventure)	26
Running in	9	Removing and mounting the rear wheel	26
DRIVING INSTRUCTIONS	10	Tires, air pressure	26
What you should check before each start	10	Checking spoke tension	26
Starting when the engine is cold	11	Removing the seat	27
Starting when the engine is warm	11	Cleaning the air filter	27
What to do when the engine is „flooded“	11	Exhaust system	27
Starting off	11	Adjusting the throttle cable	28
Driving	11	Adjusting the idle speed	28
Braking	12	Checking the gear oil level	28
Stopping	12	Changing gear oil	28
Refuelling, fuel	12	Adjusting the centrifugal clutch	29
Refuelling, oil	13	TRUBLE SHOOTING	30
Bleeding the oil system	13	CLEANING	32
PERIODIC MAINTENANCE	14	STORAGE	32
MAINTENANCE WORK ON CHASSIS AND ENGINE	16	USE AFTER PERIOD OF STORAGE	32
Checking and adjusting the steering head bearing	16	TECHNICAL DATA – ENGINE	33
Cleaning the dust scrubbers of the telescopic fork	16	TECHNICAL SPECIFICATIONS – CHASSIS	34
How to change the handlebar position	17	HEAD WORD INDEX	35
Changing spring preloading of the shock absorber	17		
Changing the seat height	17		
Basic suspension setup for the weight of the driver (50 Mini SX)	18		
To determine the sag of the shock absorber	18		
To determine the sag of the telescopic fork	18		

SERIAL NUMBER LOCATIONS »



Chassis number

The chassis number is located on the type plate on the steering head. Enter this number in the field on page no 1.



Engine number

The engine number is stamped into the right half of the engine case next to the kickstarter. Enter this number in the relevant field on page 1.

OPERATION INSTRUMENTS »



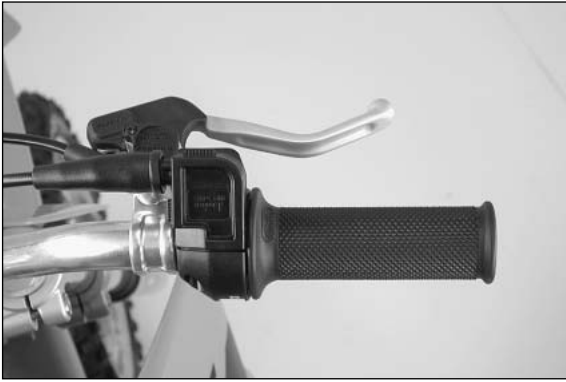
Throttle grip

The throttle grip is located on the right side of the handlebars. It is used to reduce the engine speed and, thus, the driving speed.



Right hand brake lever (50 Mini Adventure)

The right hand brake lever is used to operate the front wheel brake via a control cable.



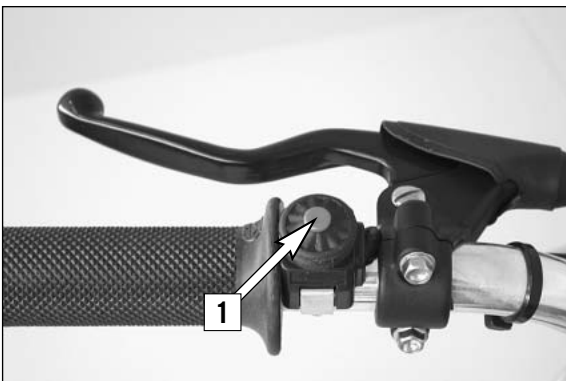
Hand brake lever (50 Mini SX)

The hand brake lever is located on the right side of the handlebars and actuates the front wheel brake. The basic position can be adjusted to fit your child's hand.



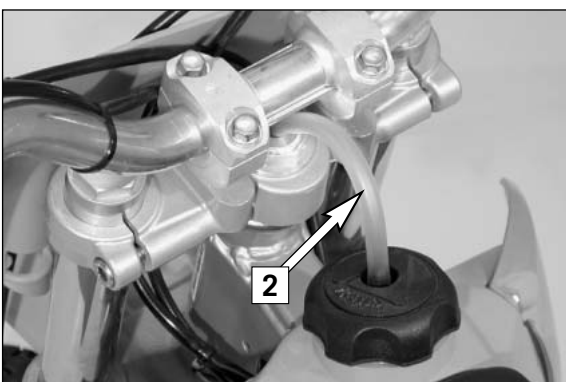
Left hand brake lever

The left hand brake lever is used to operate the rear wheel brake via a control cable.



Short circuit button

The short circuit button [1] turns off the engine. When pressing this button, the ignition circuit is short-circuited.



Filler cap

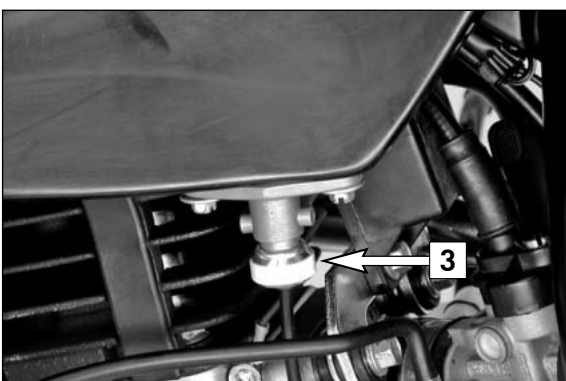
To open it:

Turn filler cap counter-clockwise.

To close it:

Put filler cap back on and tighten it by turning it clockwise.

Install tank breather hose [2] without kinks.



Fuel tap

The fuel tap [3] is located at the front of the motorcycle on the left side of the tank.

Opening the fuel tap:

Turn the knob all the way to the left.

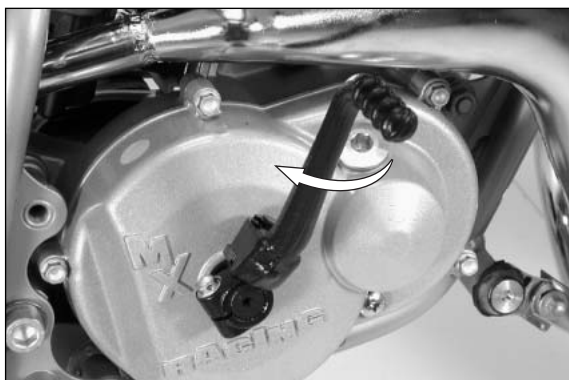
Closing the fuel tap:

Turn the knob all the way to the right.



Choke

The choke lever [1] is located on the right side of the carburetor. When pulling the choke lever fully towards the top, a bore is opened in the carburetor. Through this bore the engine can take in additional fuel. This results in a rich fuel-air mixture that is needed for a cold start. When pressing the choke lever downward in the carburetor, the bore is closed again.



Kickstarter

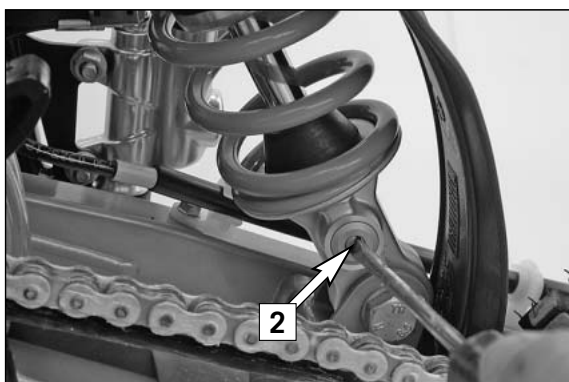
The kickstarter is mounted on the right side of the engine. Its upper part can be swivelled.

NOTE: an accessory kit for kickstarter backwards operation is available.



Side stand

Use your foot to swing the side stand forwards to the stop. Make sure it rests securely on solid ground.



Rebound damping function of the shock absorber

By using the adjusting screw [2], the degree of damping of the rebound can be adjusted. Turn the knob clockwise to increase damping, turn it counterclockwise to reduce damping during rebounding.

STANDARD ADJUSTMENT:

- turn the adjusting screw clockwise to the stop.
- then turn the adjusting screw counterclockwise 12 clicks.

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!



Instructions for the first ride

- Make sure the work for the „pre-delivery inspection“ was performed by your authorized KTM workshop. The DELIVERY CERTIFICATE and SERVICE MANUAL will be handed over when you pick up your vehicle.
- Please note that this model has SEPARATE LUBRICATION (see page 13)
- 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 basic hand brake lever position to your youngster's hand size. Your youngster should, of course, wear gloves!
- 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 brakes, have your youngster operate the brakes while you push the motorcycle. Do not start the engine before your youngster has learned to apply both brakes with appropriate pressure.
- Now your youngster must get the feel of the throttle. Start the engine, hold the motorcycle and have your youngster slowly open the throttle. Then, your youngster can take his/her first ride. 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 practice riding the motorcycle standing on the footpegs or riding at the slowest possible speed. Additionally, you can arrange a series of obstacles and have your youngster drive around them, etc. Tell your youngster to look 3-10 m ahead, depending on the speed, to recognize and avoid obstacles. When riding through curves, the rider should also look far ahead into the curve.
- Pay attention to 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 5 hours 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 5 HOURS!

⚠ 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!
- The motorcycle has a centrifugal clutch. The motorcycle begins to move as soon as the throttle is opened.
- Always apply the front brake when starting the engine and release the brake slowly when the engine is running. An activated choke increases the idle speed of the engine, the centrifugal clutch thus beginning to engage. Therefore, the motorcycle can begin to move when the brake levers are released.
- When the engine speed drops to the level at which the centrifugal clutch disengages, braking with the engine is no longer possible and the motorcycle can only be slowed down using the brakes.
- Your child should never drive faster than its skills and the terrain permit.
- Never let your child drive its motorcycle unchaperoned.
- Replace the helmet visor or goggle glasses early enough. When light shines directly on a scratched visor or goggles, you will be practically blind.
- Only use accessory parts recommended by KTM.
- Never leave your motorcycle without supervision as long as the engine is running.
- KTM mini 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.



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 THROTTLE CABLE

Check the throttle cable for proper adjustment and smooth operation.

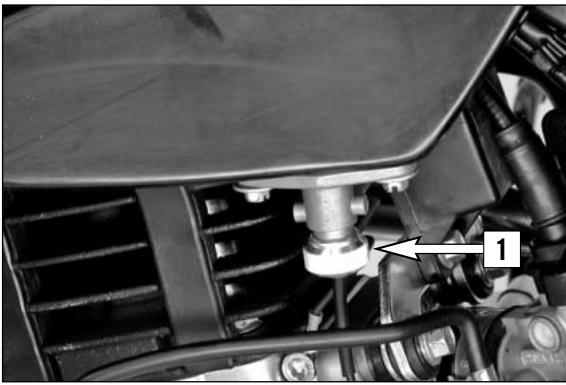
6 BRAKES

Check the brakes for proper adjustment and correct operation. Check the brake fluid level for the disk brake (50 Mini SX).



7 OIL TANK

Check the oil level in the tank. A shortage of two-stroke engine oil will lead to engine damage.



Starting when the engine is cold

- 1 Open fuel tap [1].
- 2 Operate the choke [2].
- 3 Swing the side stand all the way up.
- 4 Squeeze both brake levers.
- 5 Operate the kickstarter, depressing it all the way, without opening the throttle.

⚠ WARNING

- When starting the engine, put on motorcycle boots in order to avoid injuries. 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.
- Never tilt the motorcycle over the side stand to warm up the engine. The side stand could fold away and the motorcycle run out of control.

! 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.

Note: If you have trouble starting the motorcycle, this could be due to old fuel in the float chamber. The easily inflammable components of the new fuels evaporate during longer periods of standstill. When the motorcycle has been out of operation for more than a week, it is therefore recommended to drain the old fuel from the float chamber. The engine will immediately start off when the float chamber is filled with new fuel.

Starting when the engine is warm

- 1 Open fuel tap [1].
- 2 Swing the side stand all the way up.
- 3 Squeeze both brake levers.
- 4 Operate the kickstarter, depressing it all the way, without opening the throttle.

What to do when the engine is „flooded“

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

Starting off

Slowly release the brake lever while simultaneously opening the throttle.

⚠ WARNING

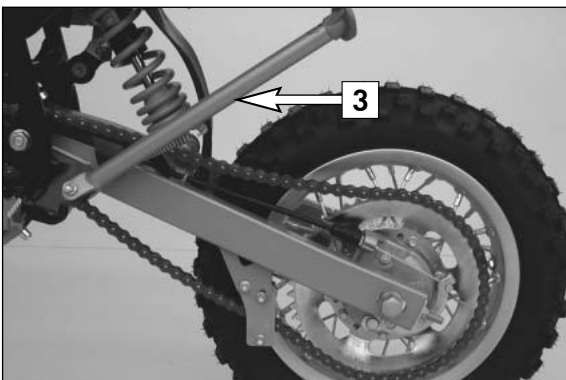
Always make sure the side stand [3] is kicked all the way up before you let your child drive off. If the stand drags on the floor, you may lose control of your motorcycle.

Driving

The engine speed, and thus the driving speed, are regulated by the throttle grip. The choke must always be deactivated as soon as the engine has warmed up.

! CAUTION

- 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.
- After falling with the motorcycle, check all its functions thoroughly before using it again.
- A bent handlebar must always be replaced. Never try to straighten the handlebar because this will cause it to lose its stability.





Braking

Close the throttle and squeeze both brake levers simultaneously. On sandy, wet or slippery terrain the rear wheel brake should be preferred. The brakes should always be operated carefully as locking wheels can cause skidding or falls.

⚠ WARNING

- Brake drum and linings heat up during brake operation, thus reducing the effect of the brakes.
- Wet brakes have reduced brake performance, therefore be sure to brake them dry after cleaning.
- If the resistance of the hand brake lever feels unresponsive, something is wrong with the brake system. Have the brake system checked at a KTM workshop before you let your child drive the motorcycle.

Stopping

Reduce the speed. Immediately before the motorcycle comes to a stop, put the left foot down. To turn off the engine, press the short circuit button until the engine stops. Close the fuel tap.

⚠ WARNING

Motorcycles produce great heat during operation. Therefore, keep in mind that the engine, the exhaust system and the brakes can heat up considerably. Make sure that these parts are not touched and always take care, when parking the motorcycle, that other persons will not burn themselves.

! CAUTION

- Close the fuel tap when leaving the motorcycle. Otherwise the carburetor may get flooded and fuel will enter the engine.
- The side stand is only designed for the weight of the motorcycle. If you get on the motorcycle and thus put additional weight on the side stand, the side stand or the frame can be damaged and the motorcycle may fall on the side.



Refuelling, fuel

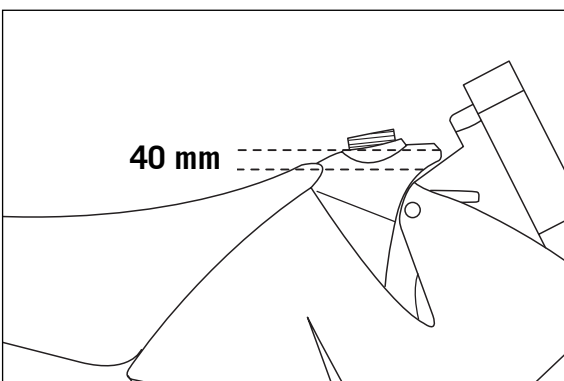
Refuel with pure fuel (RON 95) for separate lubrication.

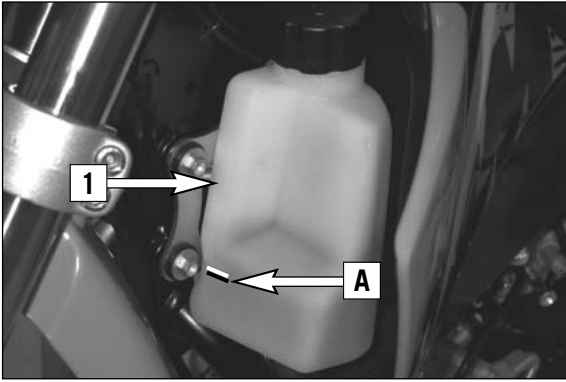
⚠ WARNING

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 RON 95. Other types of gasoline can cause engine failure.
- Only use known brands of high-grade 2-stroke engine oil.
- 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.)





Refuelling, oil

The oil tank [1] is mounted on the left side in front of the fuel tank. Here, the two-stroke oil for separate lubrication of the engine must be filled in. The oil level can easily be checked through the transparent material of the oil tank.

Engine oil:
2-stroke engine oil suitable for separate lubrication
KTM recommends Motorex Cross Power 2T



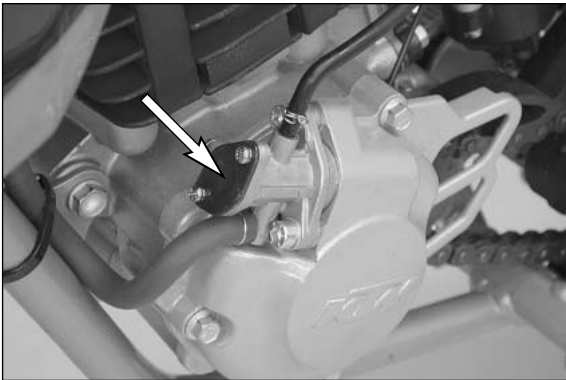
To open it: turn closure cap counterclockwise.
To close it: apply closure cap and turn it clockwise.

Tank volume: 0.3 liters

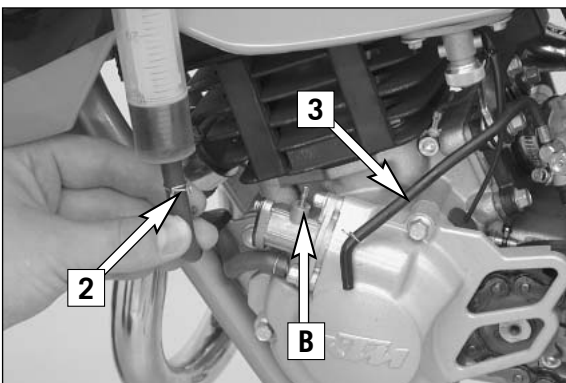
! CAUTION

Once there is no two-stroke oil in the oil tank, the engine is bound to break down.

When you refuel, the oil in fresh-oil tank [1] should reach up to the [A] mark. This amount of oil is enough for a full fuel tank.



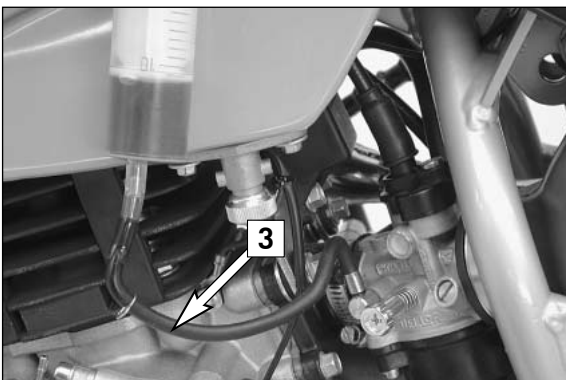
The oil pump is mounted on the ignition cover and is powered by the crankshaft.



Bleeding the oil system (50 Mini Adventure)

If the oil tank is empty and air has gotten into the oil system, the oil system must be bled.

To bleed, disconnect the oil line [2] from the oil tank and the oil line [3] from the oil pump. Add oil with a syringe until the bubble-free oil leaks out of hole [B] on the oil pump. Connect the oil line [2] to the oil tank. Use the syringe to bleed the oil line [3] to the carburetor and connect to the oil pump. Afterwards, fill the oil tank with Motorex Cross Power 2T engine oil.



! CAUTION

Always make sure you run the oil hoses without kinks.

PERIODIC MAINTENANCE »

A CLEAN MOTORCYCLE CAN BE CHECKED MORE QUICKLY WHICH SAVES MONEY!		50 Mini SX 50 Mini Adventure 2008	Service every 5 hours	Service every 20 hours
Engine	Check engine for leaks		●	●
	Change transmission oil		●	●
	Check spark plug, change it if necessary, set electrode gap			●
	Adjust the clutch engagement speed.		●	●
Carburetor	Check carburetor for tight fit at intake flange			●
	Check intake flange for cracks			●
	Check idle setting when engine is warm			●
Add-on-parts	Check exhaust system for leaks and suspension			●
	Check actuating cables for damage, smooth operation, and kinkless, arrangement, adjust and lubricate		●	●
	Clean air filter and air filter box		●	●
Brakes	Check brake fluid level, lining thickness, brake discs (50 Mini SX)			●
	Check brake cables for damage			●
	Check/function adjust smooth operation, free travel of hand levers		●	●
	Check screws of brake system for a tight fit		●	●
Chassis	Check suspension strut and fork for leaks and a proper function			●
	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 joint, chain wheels, chain wheel guides for wear, a tight fit, and tension		●	●
	Lubricate chain		●	●
	Check wheel bearings for play		●	●

PERIODIC MAINTENANCE »

ADDITIONAL SERVICE WORK TO BE PERFORMED UNDER A SEPARATE ORDER.			
	every 20 hours	every 40 hours	once a year
Check the reed-type intake valve for wear	●	●	
Check the clutch shoes for wear	●	●	
Check the length of the clutch springs	●	●	
Check the clutch drum for wear	●	●	
Check the cylinder and piston for wear	●	●	
Check the oil pump (only separate lubrication)	●	●	
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 bearings for wear		●	
Drain and clean the carburetor's float chamber			●
Perform complete fork maintenance			●
Clean and lubricate the swinging-arm bearing			●
Clean and lubricate the steering-head bearing and sealing elements			●
Change brake fluid (50 Mini SX)			●

Maintenance work done by KTM authorized workshops is not a substitute for care and checks done by the rider!

Note: If the inspection establishes that permissible tolerances are exceeded, the respective components must be replaced.

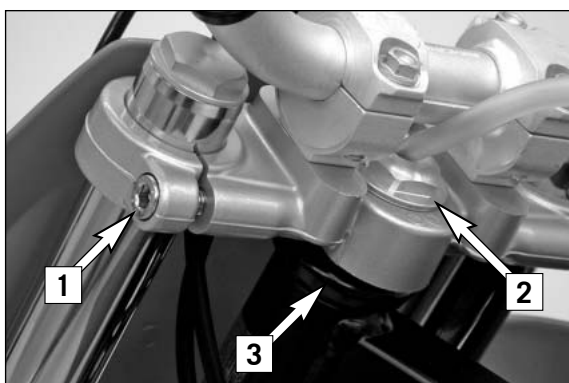
VITAL CHECKS AND CARE PROCEDURES TO BE CONDUCTED BY THE OWNER OR THE MECHANIC				
	before each start	after every cleaning	for cross country use	once a year
Check transmission oil level	●			
Check brake fluid level (50 Mini SX)	●			
Check brake pads for wear	●			
Check brake performance	●	●		
Lubricate and adjust actuating cables and nipples		●		
Remove and clean dust sleeves of telescopic fork at regular intervals			●	
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		●		
Check oil lines for cracks or kinks (for separate lubrication only)	●			
Verify smooth operation of all controls	●			
Treat exposed metal components (except for the brake and exhaust systems) with wax-based anti-corrosion agents		●		
Check all screws, nuts, and hose clamps for their tight fit at regular intervals				●

⚠ WARNING

Maintenance work and adjustments marked with an asterisk (*) must be performed by an expert. To protect your youngster, always have such work performed by a specialized 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, Drum brakes, etc.
- Before cleaning with water, plug the exhaust pipe to prevent water ingress.
- When transporting your motorcycle, secure it with elastic straps or other mechanical devices in an upright position. Be sure that the fuel tap is closed. If the motorcycle topples over, fuel can flow out of the carburetor or fuel tank.
- 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 *

The steering head bearing should be checked regularly for play. For this purpose, jack up the motorcycle by the frame so that the front wheel is in the air. Now try to move the fork forward and backward. There should be no clearance. For readjustment, release the two clamp screws [1] of the top triple clamp and the counternut [2]. Turn the adjusting nut [3] until almost no play is left. Do not tighten the adjusting nut! Tightening the adjusting nut can damage the bearings! Keep in mind that tightening the counternut [2] reduces the play of the bearing. Slightly tap the top triple clamp with a rubber hammer to prevent jamming. Then tighten the 2 clamp screws with 25 Nm.

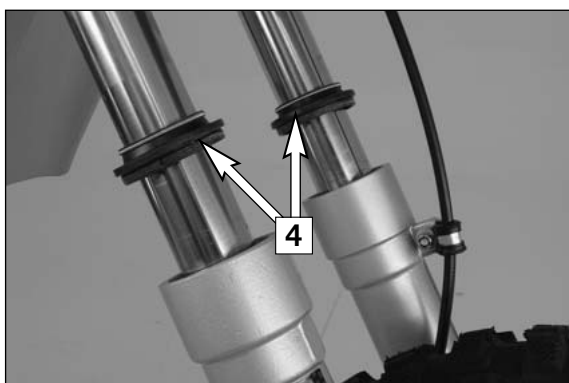
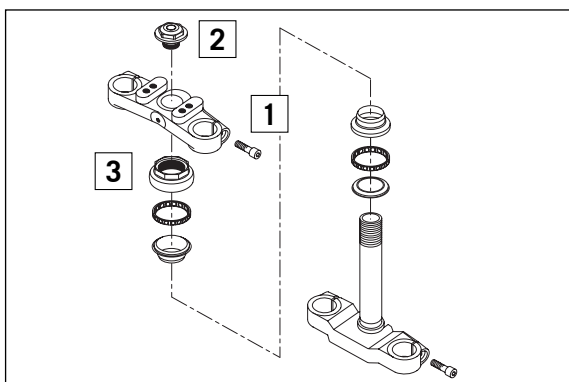
⚠ WARNING

If the steering head bearing is not adjusted to be free of clearance, the motorcycle will exhibit unsteady driving characteristics and can get out of control.

! CAUTION

- The handlebar must move easily. Otherwise the bearings will be damaged.
- 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.

At least once a year, the steering head bearings should be smeared with water-proof grease. (Motorex Long Term 2000)

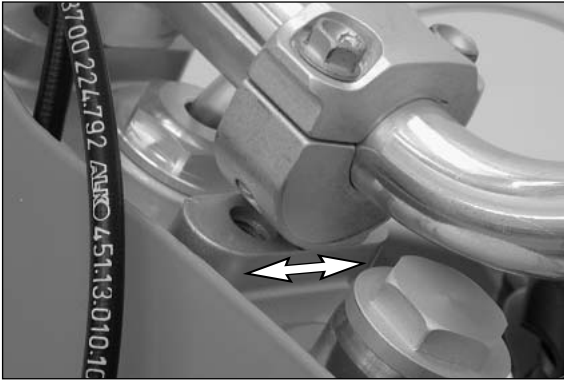


Cleaning the dust scrubbers of the telescopic fork

The dust scrubbers [4] should be cleaned on a regular basis. For this purpose, use a screwdriver to lift the dust scrubbers out of the slider tubes, clean them thoroughly with compressed air, spray the fork tubes and dust scrubbers Universal oil spray (Motorex Joker 440) or engine oil and press the scrubbers back into the slider tubes.

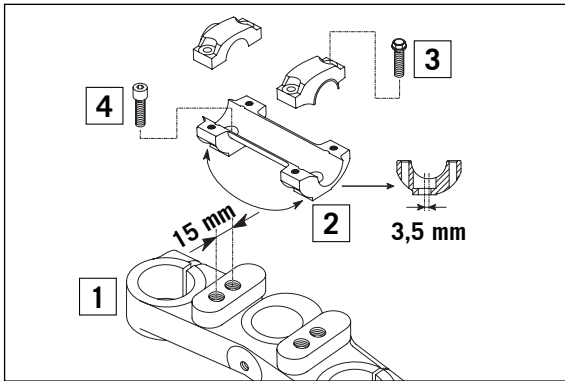
⚠ WARNING

No oil may reach the front tire or the brake disks since this would considerably reduce the tire's road grip and the braking effect of the front brake.



How to change the handlebar position

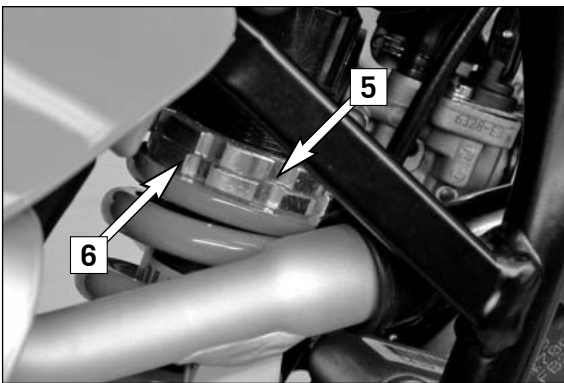
The handlebar position can be readjusted by 22 mm (0.9 in). The upper triple clamp [1] includes 2 bores arranged at a distance of 15 mm (0.6 in) from one another. The bores at the handlebar support [2] are offset from the center by 3.5 mm (0.13 in). Accordingly, you can mount the handlebar in 4 different positions.



For this purpose, remove screws [3] of the handlebar clamps and screws [4] of the handlebar support. Position handlebar support, and tighten screws [4] to 40 Nm. Mount handlebar and handlebar clamps, and tighten screws [3] 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 [4] 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.

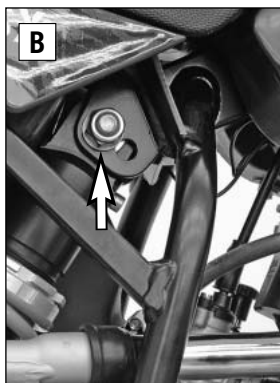
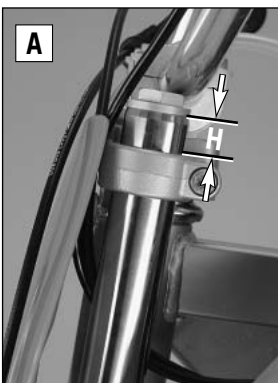
Remove the right side cover.

Loosen the locking ring [5] with the hook spanner. Change the spring preload with the adjusting ring [6] and re-tighten the locking ring [5].

BASIC SETTING – SPRING PRELOAD:

50 Mini Adventure 8 mm (0.32 in)

50 Mini SX 5 mm (0.20 in)



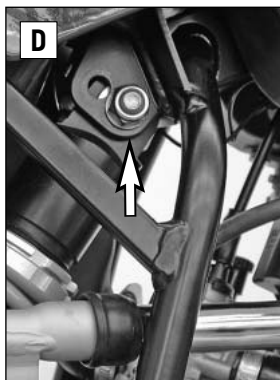
Changing the seat height

The seats on some mini models can easily be raised by 25 mm (1 in). This allows you to adjust the seat as your child grows.

Figures A and B show the fork and shock absorber positions for a low seat position. The fork tubes extend approx. 17 mm (0.7 in) (H) above the top triple clamp. The shock absorber is attached to the upper hole in the frame. Tighten the clamp screws on the fork stabilizers to 25 Nm (top) and 10 Nm (bottom), the bold on the shock absorber to 45 Nm.

Figures A and B: low seat position

Figures C and D: high seat position

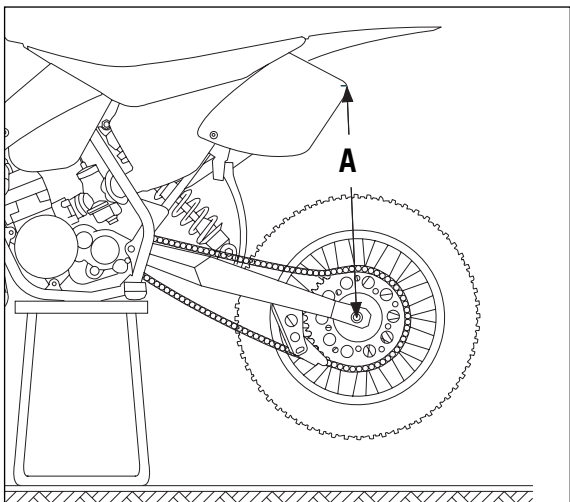


Figures C and D show the fork and shock absorber positions for a high seat position. Fork tubes are flush with top of top triple clamp. (Bold cap (Aluminium) protrudes from the top of the top triple clamp)

The shock absorber is attached to the lower hole in the frame. Tighten the clamp screws on the triple clamp to 25 Nm (top) and 10 Nm (bottom), the bold on the shock absorber to 45 Nm.

⚠ WARNING

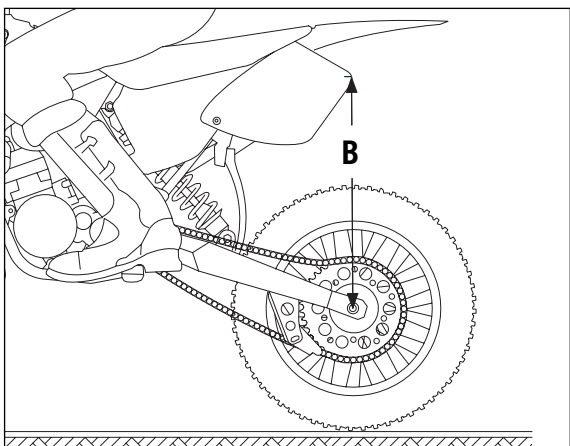
The fork tubes may not be lowered any further than as described above, otherwise the clamping on the top triple clamp will no longer be adequate.



Basic suspension setup for the weight of the driver (50 Mini SX)

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 mini motorcycles are set to accommodate a driver weighing 25 - 30 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.



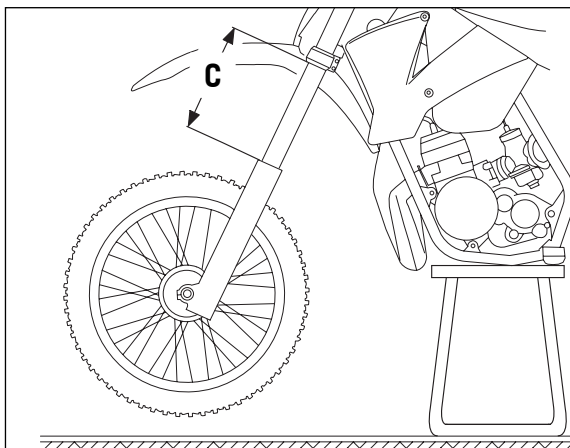
To determine the sag of the shock absorber

- 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)	.....	.330 mm
<u>Motorcycle on ground with driver seated (dimension B)</u>	.....	<u>- 285 mm</u>
Sag	.....	.45 mm

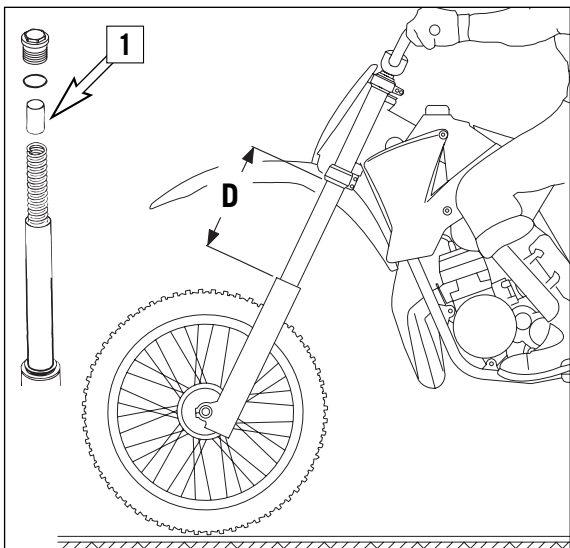
50 Mini SX shock absorber sag 50 mm (± 5 mm)



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 (see Changing spring preloading of the shock absorber).

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.



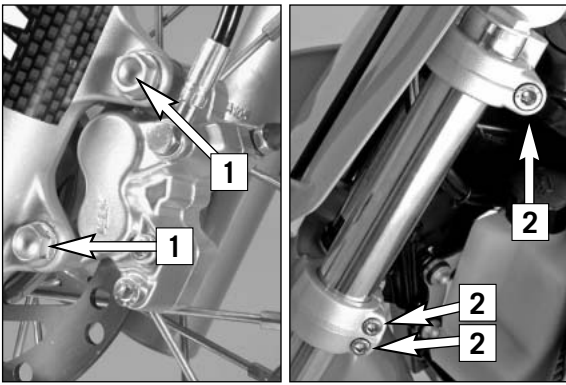
EXAMPLE:

Motorcycle jacked up (dimension C)	.....	.200 mm
<u>Motorcycle on ground with driver seated (dimension D)</u>	.....	<u>- 160 mm</u>
Sag	.....	.40 mm

50 Mini SX telescopic fork sag 40 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 [1]. If an adjustment is necessary, demount the fork legs, remove the plugs and shorten the pretensioning sleeves or replace with longer ones (see Maintenance of telescopic fork). Harder fork springs are also available for both models (see spare parts catalog).



Telescopic fork maintenance (50 Mini SX) *

The telescopic fork must be serviced at least once a year.

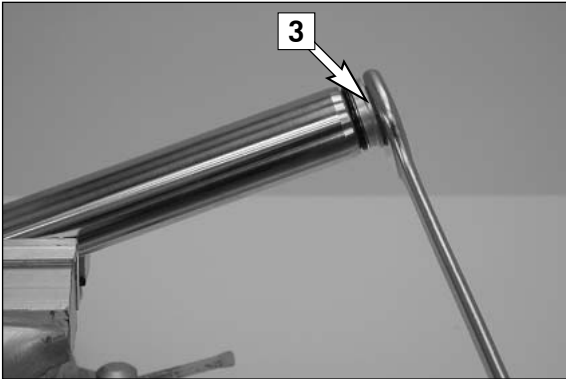
To service the fork, proceed as follows:

Prop up the motorcycle under the frame to take the load off the front wheel. Disassemble the front wheel, remove screw [1] from the brake caliper and unscrew holding clamp. Measure the projection of the fork legs at the upper fork stabilizer and make a note of the measurement.

Loosen the clamping screws [2] on the fork stabilizers and pull the fork legs down out of the fork stabilizers.

! CAUTION

- Do not operate the hand brake when the front wheel has been dismantled.
- Make sure the brake disc is always on top when you lay down the wheel, otherwise the brake disc can be damaged.



Clamp the fork leg into a vise (use protective jaws) and remove the plugs [3]. Take the preload spacer and the spring out of the fork tube.

Remove screws [4] at the underside of the slider tubes and pull the fork tubes out of the slider tubes.

Remove the dust scrabbers [5].



Thoroughly clean all parts and check for wear.

Generously lubricate seals and springs and reassemble the telescopic fork.

Tighten the screws on the bottom of the sliding tubes to 30 Nm.

Fill in fork oil and assemble the fork (see below). Degrease the screws on the brake caliper and apply Loctite 243. Mount the brake caliper and tighten to 20 Nm. Mount brake line and holding clamp.

Insert fork legs in the fork stabilizers (projection as previously noted) and tighten clamping screws to 25 Nm (top) and 10 Nm (bottom).

Mount front wheel (see chapter: mounting the front wheel).

! WARNING

The screws [1] must be secured with Loctite 243.



Changing the telescopic fork oil (50 Mini SX) *

Remove front wheel and fork legs (see above).

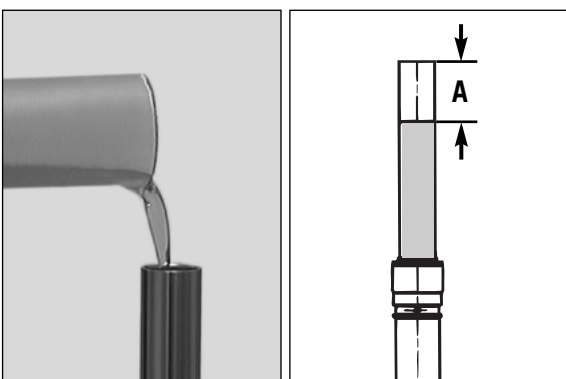
Remove plugs, preload spacers and springs.

Drain the fork oil into an appropriate container.

Clean the dust scrabbers.

! 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 working on the brake system, always operate the hand brake lever to apply the brake shoes to the brake disk and have a point of pressure.



Pour 170 cm³ SAE 7.5 fork oil into each fork tube.

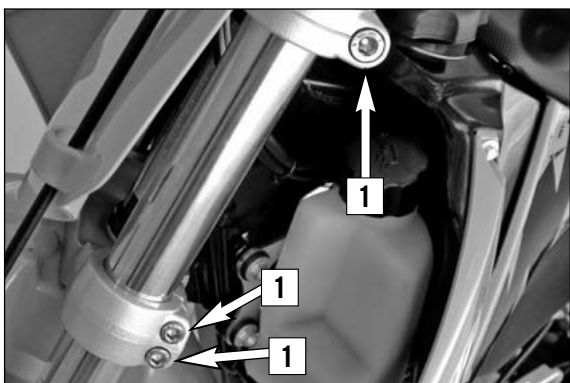
Slide the fork tube all the way into the slider tube.

Adjust the air-chamber length A to 110 mm (4.5 in) by extracting or adding fork oil.

Insert springs and pretensioning sleeves into the fork tube.

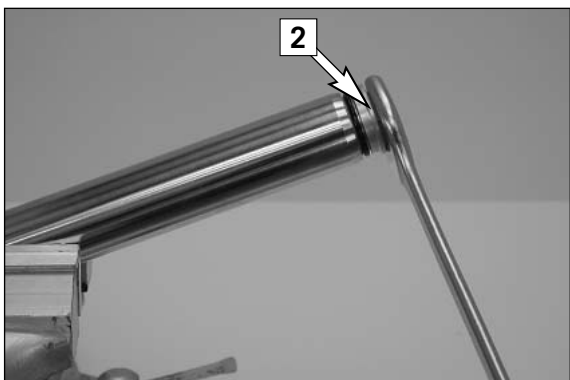
Check O-rings, grease and mount plugs.

Mount the fork legs, front wheel and brake caliper (see above).



Telescopic fork maintenance (50 Mini Adventure)*

The telescopic fork must be serviced at least once a year:
 Jack up the motorcycle by the frame to take the weight off the front wheel.
 Remove the front wheel and the brake cable guide.
 Measure the projection of the fork legs at the upper fork stabilizer and make a note of the measurement.
 Release the clamp screws [1] at the triple clamps and pull the fork legs downwards out of the triple clamps.



Clamp the fork leg into a vise (use protective jaws) and remove the plugs [2].
 Take the preload spacer and the spring out of the fork tube.
 Remove screws [3] at the underside of the slider tubes and pull the fork tubes out of the slider tubes.
 Remove the dust scrubbers [4].

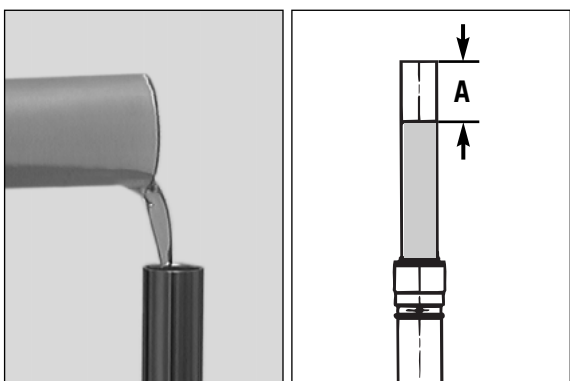


Thoroughly clean all parts and check for wear.
 Grease gaskets and springs and reassemble the telescopic fork.
 Tighten the screws at the underside of the slider tubes to 30 Nm.
 Fill in fork oil and assemble the fork (see below).
 Insert the fork legs into the triple clamps (projection as previously noted) and tighten the clamp screws to 25 Nm (top) and 10 Nm (bottom).
 Mount the front wheel (see chapter: mounting the front wheel).

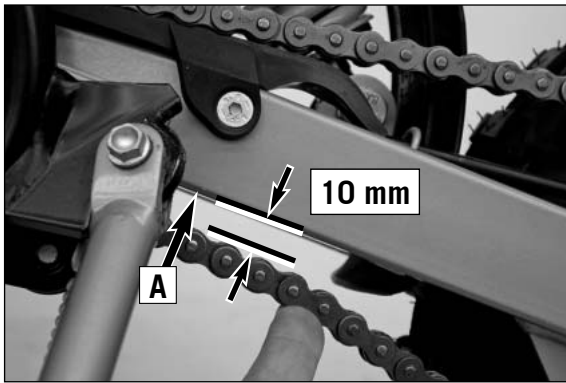


Changing the telescopic fork oil (50 Mini Adventure) *

Remove front wheel and fork legs (see above).
 Remove plugs, preload spacers and springs.
 Drain the fork oil into an appropriate container.
 Clean the dust scrubbers.



Pour 170 cm³ SAE 7.5 fork oil into each fork tube.
 Slide the fork tube all the way into the slider tube.
 Adjust the air-chamber length A to 110 mm (4.5 in) by extracting or adding fork oil.
 Insert springs and pretensioning sleeves into the fork tube.
 Check O-rings, grease and mount plugs.
 Mount fork legs and front wheel (see above).
 Mount brake control cable and brake cable guide.
 Adjust the cable control on the front brake.

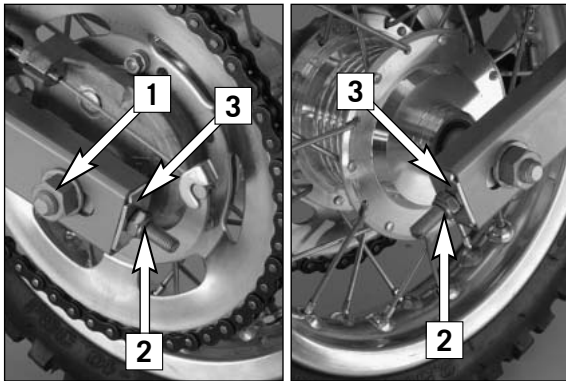


Check chain tension

Park the motorcycle on the side stand and switch off the engine. Chain tension has to be checked close to the lower rear shock mounting A. When pushing the chain upwards, the distance to the swingarm has to be 10 mm (0.4 in). If necessary, correct chain tension.

⚠ WARNING

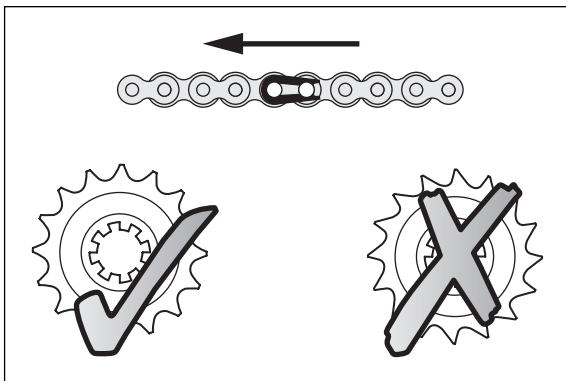
- If chain tension is too great, parts within the secondary transmission (chain, chain wheels, gear box and rear wheel bearings) will be subjected to unnecessary stress, resulting in premature wear and even chain breakage.
- Too much slack in the chain, on the other hand, can result in the chain jumping off the chain wheels. If this happens, the chain could also block the rear wheel or damage the engine.
- In either case the operator is likely to lose control of the motorcycle.
- Be careful not to get your finger caught between the chain and the rear sprocket or other components.



Correct chain tension

Release the hexagon nut of the wheel spindle [1] and turn the left and the right hexagon nut [2] equally far.

Before tightening the hexagon nut of the wheel spindle to 40 Nm, ensure that the supporting plates [3] are resting against the swing arm. Additionally, check that the rear wheel is aligned with the front wheel.



Chain maintenance

For long chain life, good maintenance is very important. Chains without O-rings should be cleaned in fireproof solvent regularly and afterwards treated with hot grease or chain spray (Motorex Chainlube 622).

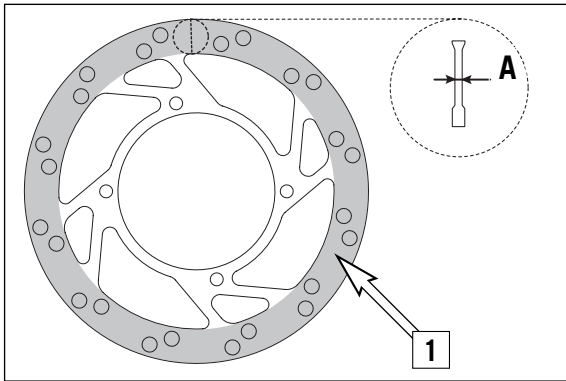
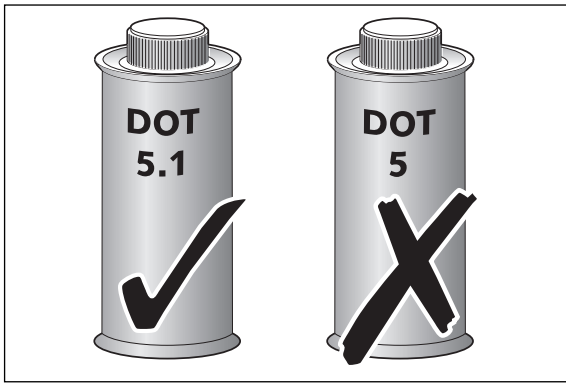
⚠ WARNING

Keep the rear wheel free of grease! Grease on the rear wheel will significantly reduce the grip of the rear tire and the motorcycle could easily get out of 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 FLUID RESERVOIRS:

The brake fluid reservoirs for the front brake is designed such that it does not need to be refilled, even if the brake shoes are worn. 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:

We recommend that you use Motorex DOT 5.1 brake fluid when you refill or change the brake fluid. DOT 5.1 brake fluid has a wet boiling point of 180°C / 356°F (25°C / 45°F higher than DOT 4) and is safer for high performance applications. Brake fluid DOT 5.1 is a polyethylene glycol based fluid, amber-colored and can be mixed with DOT 4 brake fluid. **Do not, in any event, use DOT 5 brake fluid.** It is based on silicone oil and is dyed purple. KTM motorcycle gaskets and brake hoses are not designed for DOT 5 brake fluid.

⚠ 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 DISC:

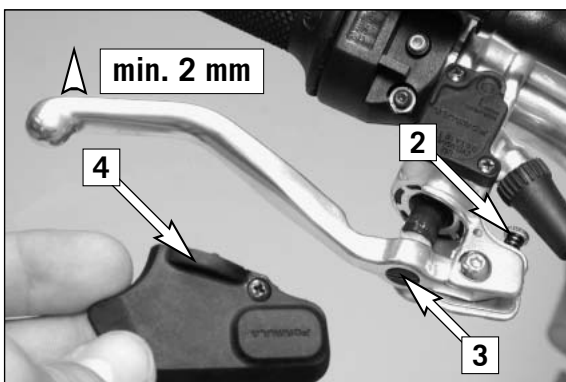
Due to wear, the thickness of the brake disc in the area of the contact face [1] of the brake pads decreases. The brake disk must be at least 2.50 mm thick at the thinnest point [A]. Check the thickness of the brake disk at several points.

⚠ WARNING

- A brake disk worn down to less than 2.50 mm is a safety risk. Have the brake disk replaced as soon as it reaches the service limit.
- Have any repairs on the brake system be performed by a KTM dealer.

BRAKE CALIPERS:

Secure the screws on the brake caliper with Loctite 243 and tighten to a torque of 20 Nm.

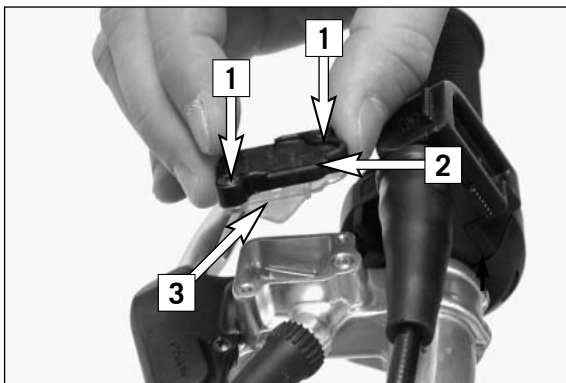


Setting the basic position and play of the hand brake lever (50 Mini SX) *

You can adjust the basic position of the hand brake lever to fit your child's hand by turning stop screw [2]. Afterwards, be sure to adjust the play of the hand brake lever to 2 mm (0.08 in) with the adjusting screw [3]. To adjust, remove covering cap [4]. Replace the covering cap after making the adjustment.

! CAUTION

At the hand brake lever, free travel must at least be 2 mm (0.08 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/refilling the front brake fluid level (50 Mini SX) *

The brake fluid reservoir is combined with the hand brake cylinder on the handlebar. To check the brake fluid level, press the brake pistons back into the basic position. Move the hand brake cylinder in a horizontal position, remove the screws [1] and the cover [2] with the diaphragm [3]. The brake fluid level should be 5 mm below the upper edge of the reservoir (see drawing), otherwise add DOT 5.1 brake fluid (e.g. Motorex Brake Fluid DOT 5.1) up to 5 mm below the upper edge of the reservoir.

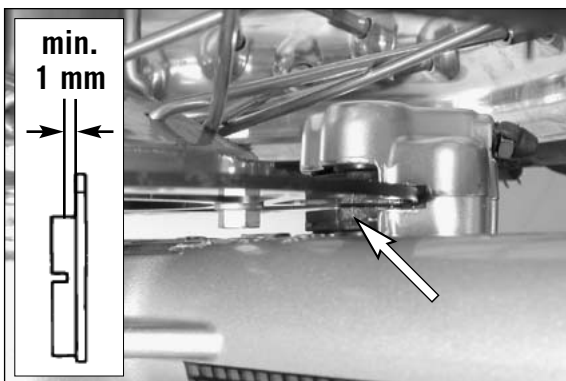
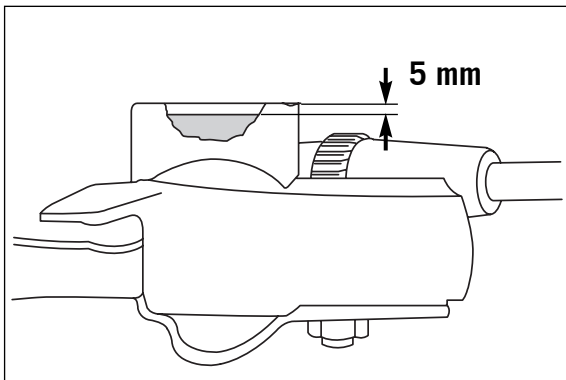
Mount the diaphragm, the cover and the screws and actuate the hand brake lever until you feel the point of pressure again. Wipe off any overflowing or spilled brake fluid with water.

⚠ WARNING

- Actuate the hand brake lever until you feel the point of pressure again.
- 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 front brake pads (50 Mini SX)

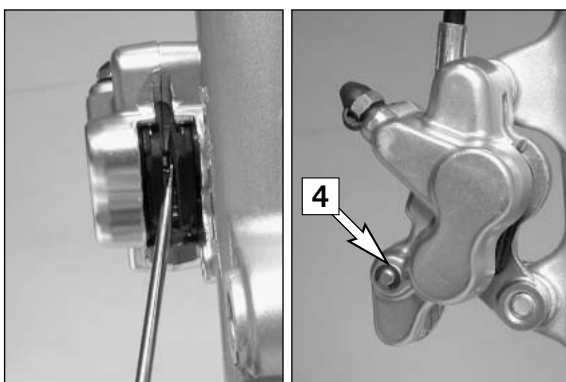
Inspect the brake pads from in front of the vehicle. The linings must be at least 1 mm (0.04 in) thick.

⚠ WARNING

At their most worn point brake pad linings should not be thinner than 1 mm (0.04 in), 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.

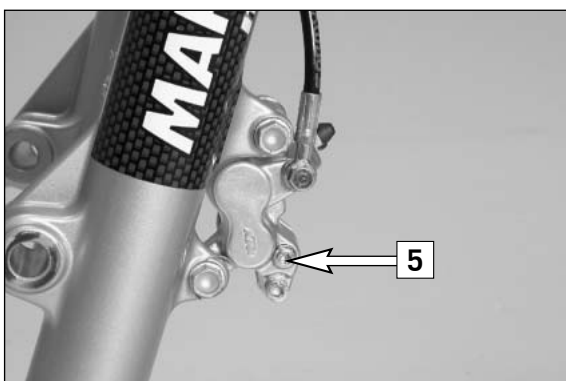


Replacing the front brake pads (50 Mini SX) *

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.

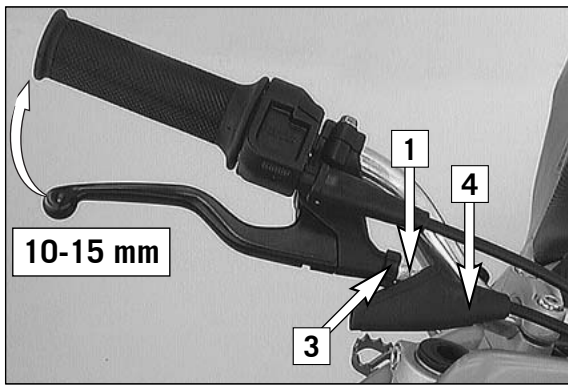
Remove the lock washer [4] from the screw as well as fixing screw [5] and take the brake shoes out of the brake caliper. Clean brake caliper thoroughly with compressed air.



Mount the left brake shoe and fix with screw. Mount the right brake shoe and tighten the screw to 4 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 disc free from oil and fatty matters. Otherwise, the braking effect would be strongly reduced.
- After assembly, check if circlips have been fitted correctly.
- Do not unscrew any other screws on the brake caliper or you will have to bleed the brake system.
- After working on the brake system always operate the hand brake lever to apply the brake pads to the brake disk and create a point of pressure.



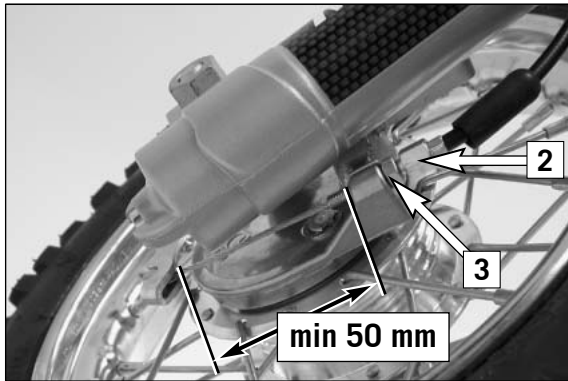
Adjusting the front wheel brake cable (50 Mini Adventure)

The hand brake lever should travel between 10 and 15 mm (0.4-0.6 in) before the front wheel is actually slowed down.

To adjust the brake control cable, use either the adjusting screw [1] at the hand brake lever or the adjusting screw [2] at the brake backing plate. Before commencing to adjust the cable, always release the counternut [3]. Afterwards, the counternut must be retightened. Properly remount the rubber protection piece [4] pulled back earlier.

! CAUTION

After adjusting the cable, always check if the wheel turns smoothly.

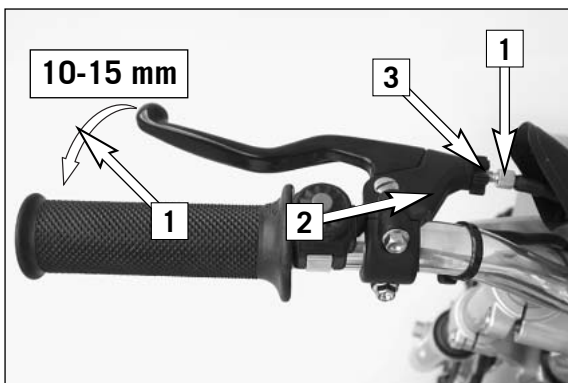


Checking the front brake linings for wear (50 Mini Adventure)

The brake linings must be replaced when the distance between the hub brake lever and the cable support, measured with the brake lever squeezed, is less than 50 mm (2 in) (see illustration).

! CAUTION

If the brake linings are replaced too late, i.e. when the lining is partly or fully worn away, the metal shoes will rub against the brake drum, thus reducing the braking effect and destroying the brake drum.



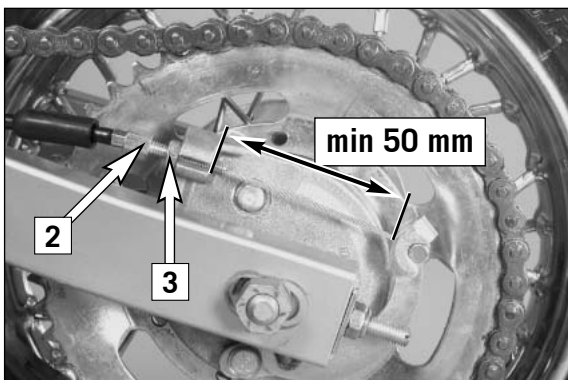
Adjusting the rear wheel brake cable

The hand brake lever should travel between 10 and 15 mm (0.4-0.6 in) before the rear wheel is actually slowed down.

To adjust the brake control cable, use either the adjusting screw [1] at the hand brake lever or the adjusting screw [2] at the brake backing plate. Before commencing to adjust the cable, always release the counternut [3]. Afterwards, the counternut must be retightened. Regarding the rubber protection piece, proceed as for the front-wheel brake.

! CAUTION

After adjusting the cable, always check if the wheel turns smoothly.



Checking the rear brake linings for wear

The brake linings must be replaced when the distance between the hub brake lever and the cable support, measured with the brake lever squeezed, is less than 50 mm (2 in) (see illustration).

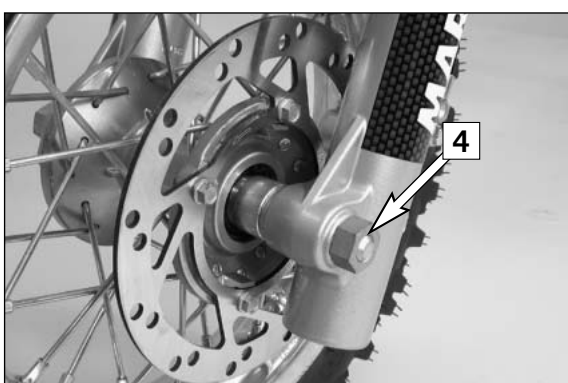
! CAUTION

If the brake linings are replaced too late, i.e. when the lining is partly or fully worn away, the metal shoes will rub against the brake drum, thus reducing the braking effect and destroying the brake drum.



Drum brake maintenance

Drum brake maintenance is limited to occasional blowing out of brake drum and brake shoes. Brake drum and brake linings can be slightly roughened with an abrasive tape.



Removing and mounting the front wheel (50 Mini SX)

Jack the motorcycle up by the frame so that the front wheel is suspended above the ground.

Undo the hexagon nut [4] and remove it together with the washer.

Hold the front wheel and pull out the wheel spindle [5].

Carefully take the front wheel out of the fork.

! CAUTION

- Do not operate the hand brake when the front wheel has been dismantled.
- Make sure the brake disc is always on top when you lay down the wheel, otherwise the brake disc can be damaged.

Lift the front wheel into the fork and correctly position it

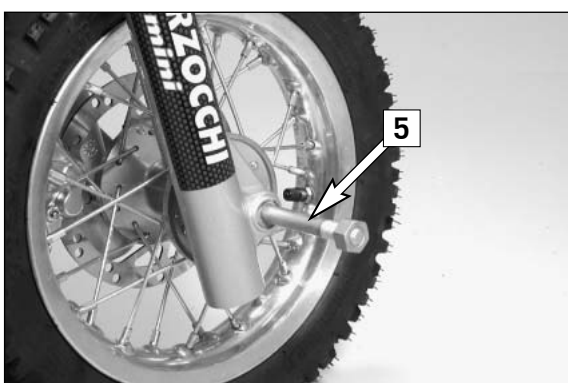
Mount the wheel spindle [5].

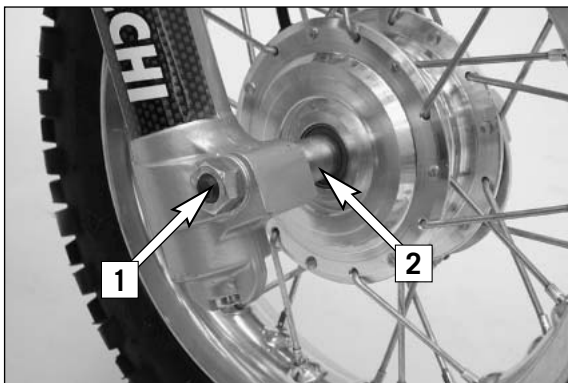
Mount the washer and the hexagon nut [4] and tighten 40 Nm.

Put the motorcycle back on the ground and operate the front wheel brake until the working point is reached.

⚠ 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.

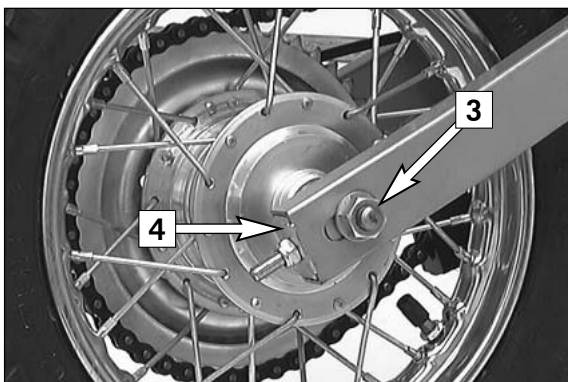




Removing and mounting the front wheel (50 Mini Adventure)

Jack up the motorcycle by the frame.
Remove the right hexagon nut of the wheel spindle [1] together with the washer.
Pull the wheel spindle halfway out and remove the spacer [2].
Now pull out the wheel spindle out until the wheel is free but not so far that the brake backing plate comes off.
Turn both wheel and fork slider tube to the left and remove wheel.

To mount the wheel reverse the procedure described above.
Tighten the hexagon nut to 40 Nm.



Removing and mounting the rear wheel

Prop up the motorcycle under the frame.
Remove the right hexagon nut of the wheel spindle [3] together with the washer.
Hold the rear wheel and remove the wheel spindle.
Move the rear wheel forwards, remove chain, lift the rear wheel out of the swinging fork and remove the brake anchor.

To mount the wheel reverse the procedure described above.
Always hook the brake backing plate into the swing arm support.
Before tightening the hexagon nut of the wheel spindle, ensure that the supporting plates [4] are resting against the swing arm. Additionally, check that the rear wheel is aligned with the front wheel.
Tighten the hexagon nut to 40 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.



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.
- Regularly check the „cold“ tire pressure. Correct tire pressure (1.0 bar / 14 psi) guarantees optimum grip and maximum tire life.

⚠ 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.

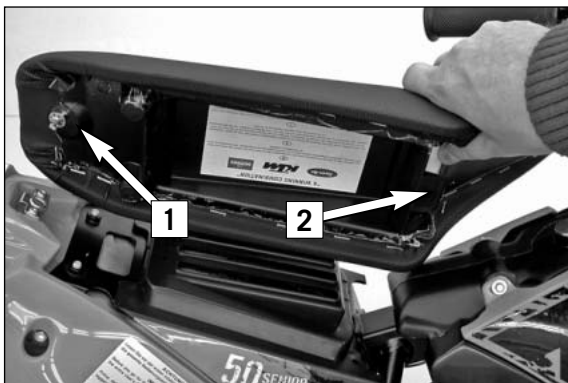


Checking spoke tension

The correct spoke tension is very important for the stability of the wheels and unbalanced and before long other spokes will have come loose. Check spoke tension, especially on a new motorcycle, in regular intervals. If necessary, have the spokes retightened and the wheel centered by a KTM dealer.

⚠ WARNING

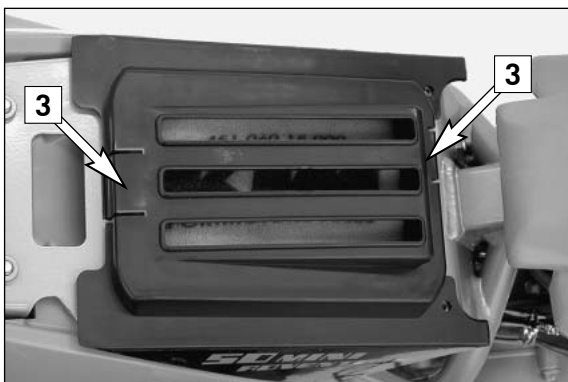
- Spokes can tear if you continue to ride with them loose. This may lead to an unstable handling of your motorcycle.
- Excessively tensioned spokes may rupture due to local overloading. The spokes must be tensioned to 3 Nm Mini SX/2,5 Nm Mini Adventure.



Removing the seat

The quick-release mechanism [1] allows removal of the seat without tools. Turn the quick-release device approximately 180° counter clockwise, lift the rear portion of the seat and pull the seat off backwards.

When mounting the seat ensure that the hook [2] engages at the tank.

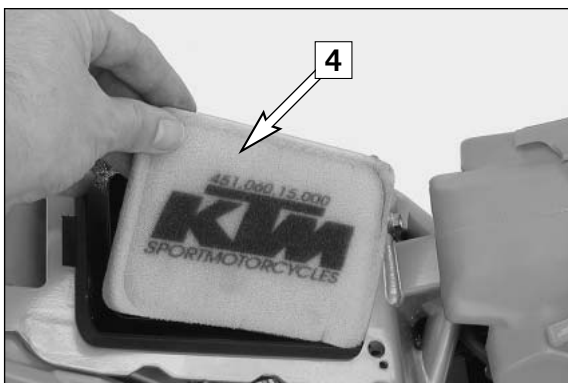


Cleaning the air filter *

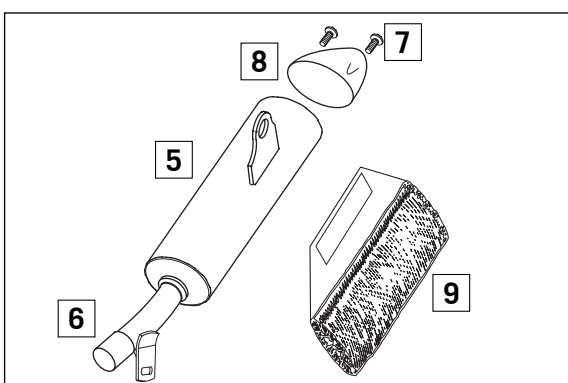
The air filter must be cleaned at intervals depending on the amount of dust accumulated. To clean the air filter, first remove the seat. Then press both retaining clips [3], remove the filter holder and the air filter [4]. The air filter consists of a foam rubber insert soaked with filter oil.

! CAUTION

- Do not clean the foam filter with fuel or petroleum since these will damage the foam. KTM recommends the products made by Motorex (Bio dirt remover and Liquid bio Power) for air filter maintenance.
- Never operate your motorcycle without an air filter. Otherwise, dust and dirt may get into the engine and lead to increased wear.
- The holder must retain the air filter throughout its entire circumference. If the filter has been mounted incorrectly, the engine will take in unfiltered air, thereby causing increased engine wear.



Thoroughly wash the foam filter in special cleaning fluid and allow it to dry well. Only press out the filter, do not wring it out under any circumstances. Oil the dry foam filter with a high-grade filter oil. Also clean the air filter box. Check carburetor collar for damage and that it is filled correctly. Insert the air filter in the opening and fasten it with the filter holder. Then mount the seat.



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 [5] to the inner tube [6]. Remove screws [7] and the end cap [8]. Pull off the outer tube and remove the old glass-fiber yarn packing [9] from the inner tube. Thoroughly clean all parts.

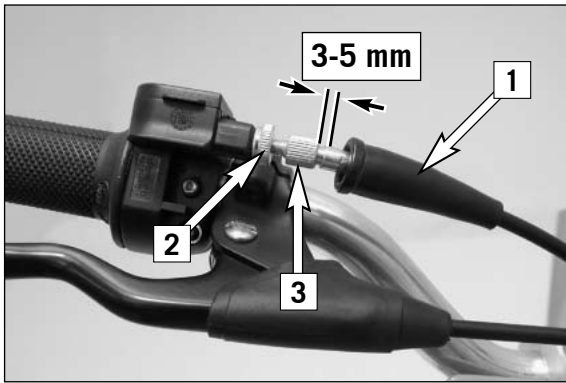
To assemble, mount a new glass-fiber yarn packing onto the inner tube (see illustration) and slide into the outer tube. Mount end cap and fix with screws [7]. Before tightening the screws, turn the outer tube until they match the positions you marked. Mount the silencer and check the exhaust system for tightness.

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

⚠ WARNING

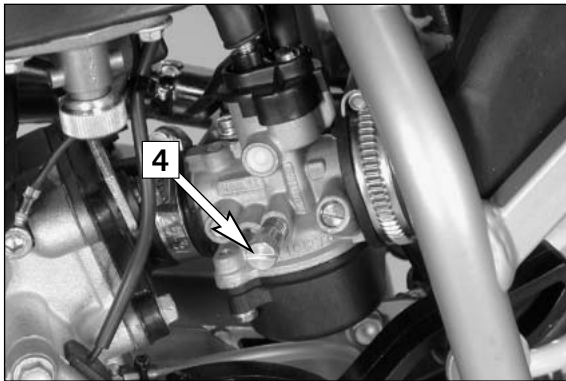
The exhaust system becomes very hot while the motorcycle is running. To avoid burns do not start work on the exhaust system until it has properly cooled down.





Adjusting the throttle cable *

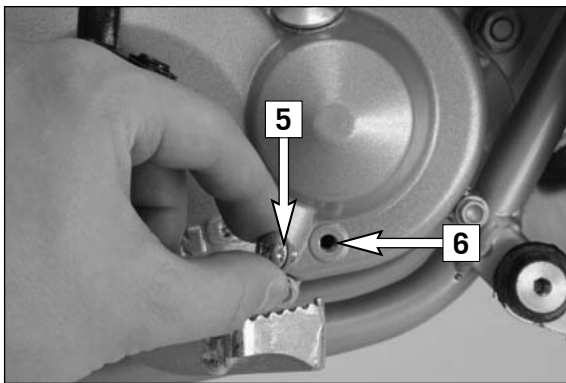
There must always be a 3 to 5 mm (0.1 to 0.2 in) play in the throttle cable. To check this, move back the protective cover [1] on the throttle grip. You must be able to lift the outer covering of the cable 3-5 mm from the adjusting screw [3], until resistance is felt. To adjust, loosen the counter nut [2] and turn the adjusting screw accordingly. Finally tighten counter nut and slide the protective cover back on.



Adjusting the idle speed *

The idle speed can be adjusted with throttle stop screw [4].

Turning in clockwise direction will increase the idle speed.
Turning in counterclockwise direction will reduce the idle speed.

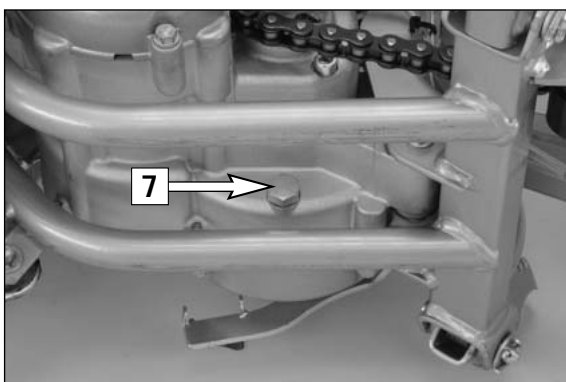


Checking the gear oil level

To check the gear oil level, first remove the plug [5]. With the motorcycle parked in an upright position, a small quantity of oil should flow out of the indicator opening [6]. If oil must be added, tilt the motorcycle and pour gear oil (Motorex ATF Super) into the bore.

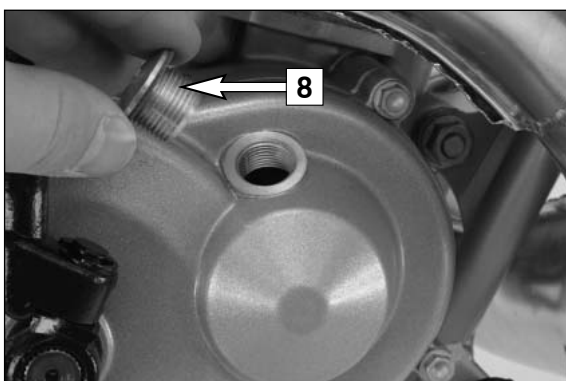
! CAUTION

Less oil or a poor oil quality lead to premature transmission wear. Therefore, only use branded products (Motorex ATF Super).



Changing gear oil *

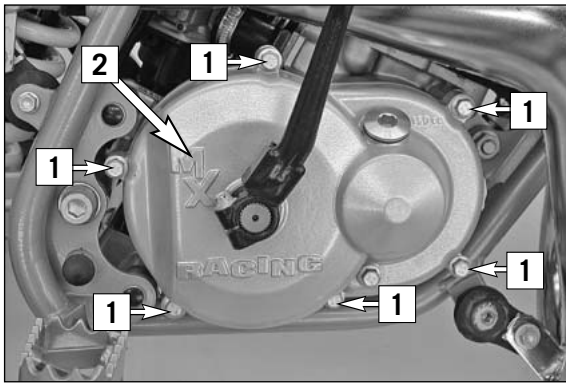
The engine must be warmed up before changing the gear oil. Park the motorcycle on a horizontal surface, remove the oil drain plug [7] and drain the used oil into an appropriate container. Clean the sealing surface, mount the oil drain plug together with the gasket and tighten to 15 Nm.



Remove stopper [8] and fill in 0.15-0.2 liters of automatic gear oil (Motorex ATF Super). Mount the stopper and check the engine for tightness.

! CAUTION

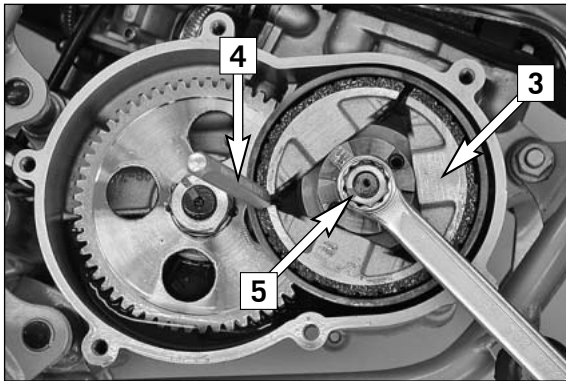
Less oil or a poor oil quality lead to premature transmission wear. Therefore, only use branded products (Motorex ATF Super).



Adjusting the centrifugal clutch *

A correctly adjusted centrifugal clutch will provide maximum engine performance and ease of driving and prevent the engine from overheating. Clutch wear can affect the clutch engagement speed.

The clutch will slip for a longer period of time at higher clutch engagement speeds, generating more frictional heat and causing the engine to overheat. If the clutch engagement speed is too low, the engine will not reach the performance range. In both cases, the engine will not seem to have enough power. Check the clutch engagement speed every 20 hours and correct if necessary or have it corrected by an authorized KTM workshop.



To tune your clutch, lay the bike on the left side. To prevent oil from leaking from the transmission vent hose, run the hose upwards and fasten. Remove the screws [1] and the clutch cover [2] and discard the gasket. Block the centrifugal clutch [3] with a suitable driver [4].

NOTE: insert the driver through both holes in the primary drive's drum and gear wheel.

Loosen the nut [5] on the clutch and pull out the driver. Remove the nut and shim from the crankshaft.



Screw the extractor (special tool item no. 590.29.021.044) onto the clutch hub [6] with the M5x50 screws, hold the extractor and remove the centrifugal clutch from the crankshaft by screwing in the extractor screw. Completely remove the centrifugal clutch, bearings and spacing washers from the crankshaft.

Loosen the HH screws [7] and remove the clutch shoes [8] from the clutch hub [6]. Remove the HH screws and bushings [9], the clutch springs [10] and the disks [11] from the clutch shoes.

ADJUSTING THE CLUTCH ENGAGEMENT SPEED:

The disks [11] used to pretension the clutch springs are located between the clutch springs (minimum length 19.6 mm) and the clutch shoes. Pretensioning the clutch springs lets you adjust the clutch engagement speed. 0.5 mm more pretension will increase the engagement speed by approx. 500 rpm.

The clutch engagement speed is the speed at which the clutch begins to engage to make the motorcycle drive off. The 50 AC engine has a clutch engagement speed of 4000-4500 rpm.

NOTE: a tachometer (special tool item no. 451.29.075.000) to test the clutch engagement speed is available from your KTM dealer.

CORRECTING CLUTCH WEAR:

Check the clutch shoes for wear. If the surface is only slightly worn you can remount them again.

NOTE: The centrifugal clutch has an outer diameter of approx. 82.5 mm when new.

To correct slight wear to the surface, you can insert one of the pretensioning disks [11] from each clutch spring between the clutch hub and the clutch shoes – see illustration.

If only one disk is installed, you can go ahead and use it.

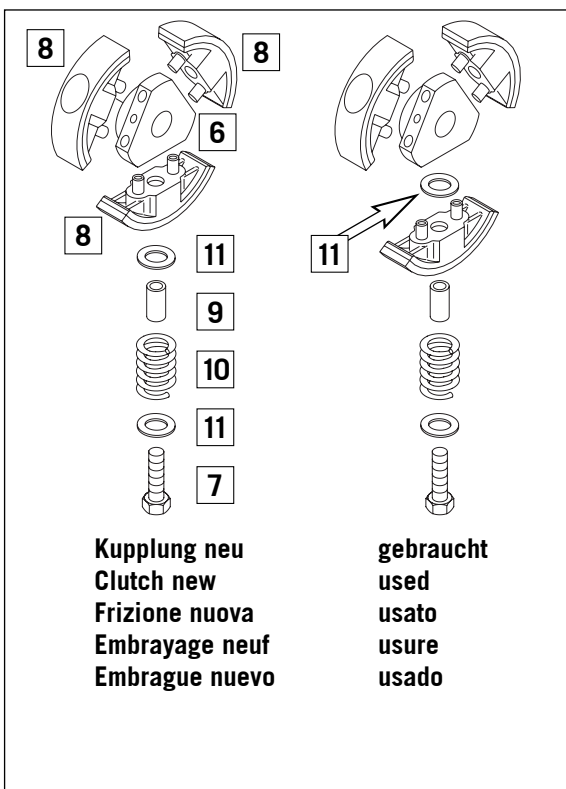
The inner diameter of the centrifugal clutch drum may not exceed 84.4 mm (new condition 84.0 mm).

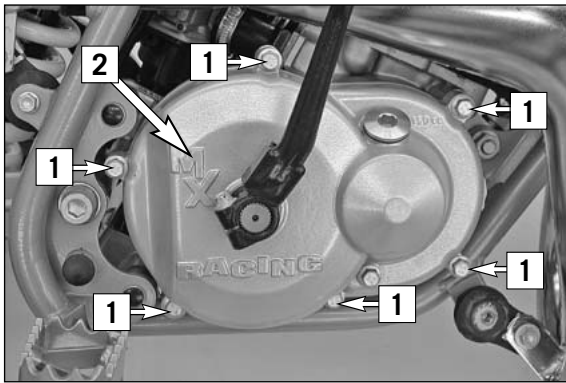
Assemble in the reverse order.

Apply Loctite 243 to the HH screws [7] and tighten to 12 Nm.

Apply Loctite 243 to the M10x1.25 nut [5] on the crankshaft and tighten to 35 Nm. Mount a new gasket and position the clutch cover [2].

Screw on the clutch cover with 6 M6x25 screws [1] and tighten to 10 Nm. Move the transmission vent hose back in the original position.

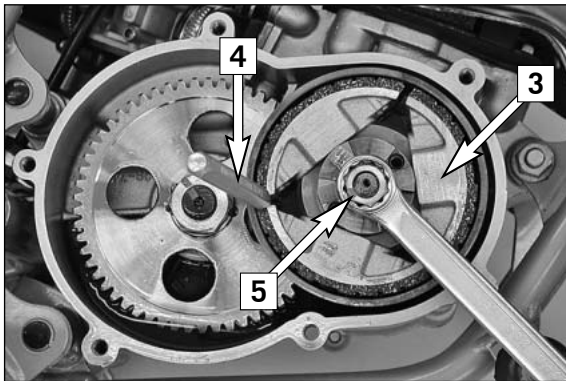




Adjusting the centrifugal clutch (USA)*

A correctly adjusted centrifugal clutch will provide maximum engine performance and ease of driving and prevent the engine from overheating. Clutch wear can affect the clutch engagement speed.

The clutch will slip for a longer period of time at higher clutch engagement speeds, generating more frictional heat and causing the engine to overheat. If the clutch engagement speed is too low, the engine will not reach the performance range. In both cases, the engine will not seem to have enough power. Check the clutch engagement speed every 20 hours and correct if necessary or have it corrected by an authorized KTM workshop.



To tune your clutch, lay the bike on the left side. To prevent oil from leaking from the transmission vent hose, run the hose upwards and fasten. Remove the screws [1] and the clutch cover [2] and discard the gasket. Block the centrifugal clutch [3] with a suitable driver [4].

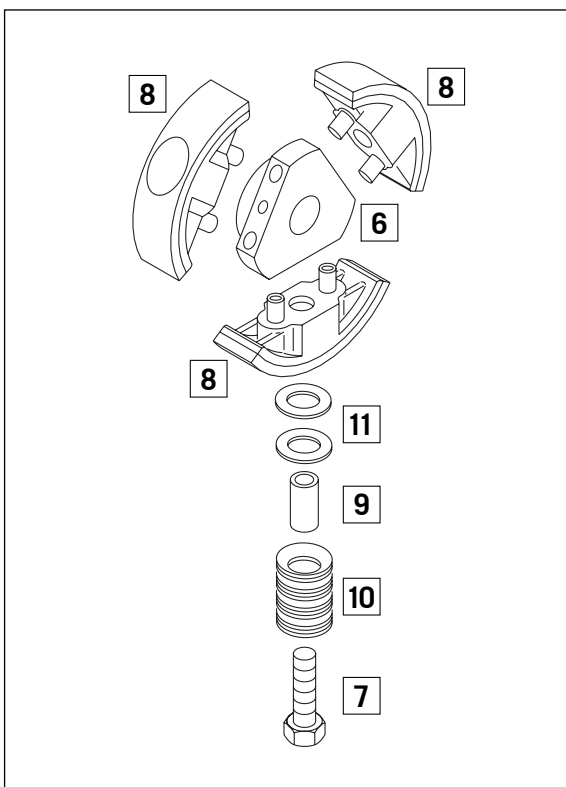
NOTE: insert the driver through both holes in the primary drive's drum and gear wheel.

Loosen the nut [5] on the clutch and pull out the driver. Remove the nut and shim from the crankshaft.



Screw the extractor (special tool item no. 590.29.021.044) onto the clutch hub [6] with the M5x50 screws, hold the extractor and remove the centrifugal clutch from the crankshaft by screwing in the extractor screw. Completely remove the centrifugal clutch, bearings and spacing washers from the crankshaft.

Loosen the HH screws [7] and remove the clutch shoes [8] from the clutch hub [6]. Remove the HH screws and bushings [9], the spring sets [10] and the disks [11] from the clutch shoes.



ADJUSTING THE CLUTCH ENGAGEMENT SPEED:

The spring sets contain 14 spring washers [12] that need to be positioned on top of each other in the order shown in the illustration [A].

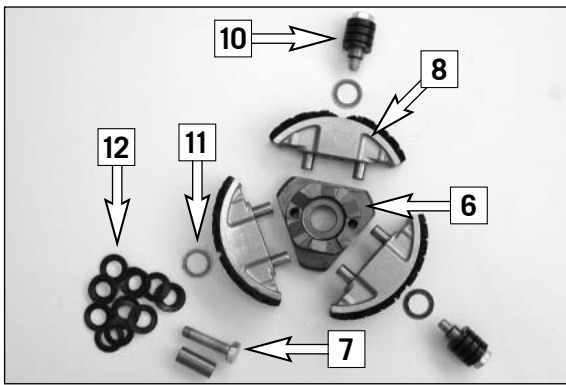
Washers are located between the spring sets and the clutch shoes to pretension the spring sets. You can influence the clutch engagement speed by pretensioning the spring set. 0.5 mm more pretension will increase the clutch engagement speed by approx. 500 rpm.

The clutch engagement speed is the speed at which the clutch begins to engage and the motorcycle starts to drive off. The clutch engagement speed is 7300-7400 rpm for the 50 AC engine.

NOTE: a tachometer (special tool item no. 451.29.075.000) to test the clutch engagement speed is available from your KTM dealer.

Make sure the spring sets are not soiled during service or repair work to the clutch since this can cause them to malfunction.

MAINTENANCE WORK ON CHASSIS AND ENGINE »



CORRECTING CLUTCH WEAR:

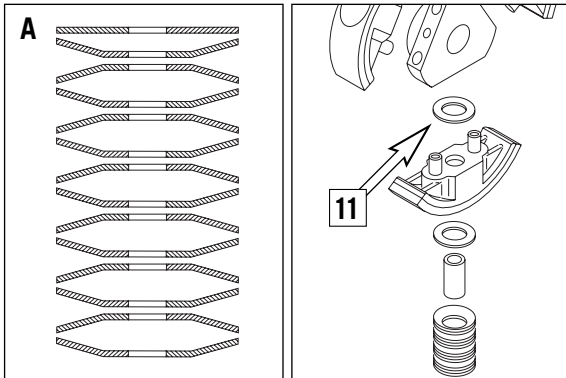
Check the clutch shoes for wear. If the surface is only slightly worn you can remount them again.

NOTE: The centrifugal clutch has an outer diameter of approx. 82.5 mm when new.

To correct slight wear to the surface, you can insert one of the pretensioning disks [11] from each clutch spring between the clutch hub and the clutch shoes – see illustration.

If only one disk is installed, you can go ahead and use it.

The inner diameter of the centrifugal clutch drum may not exceed 84.4 mm (new condition 84.0 mm).



Assemble in the reverse order.

Apply Loctite 243 to the HH screws [7] and tighten to 12 Nm.

Apply Loctite 243 to the M10x1.25 nut [5] on the crankshaft and tighten to 35 Nm.

Mount a new gasket and position the clutch cover [2].

Screw on the clutch cover with 6 M6x25 screws [1] and tighten to 10 Nm.

Move the transmission vent hose back in the original position.

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
	The motorcycle has been out of operation for a longer period of time. Therefore old fuel has accumulated in the float chamber	The easily inflammable components of the new fuels evaporate during longer periods of standstill. When the motorcycle has been out of operation for more than a week, it is therefore recommended to drain the old fuel from the float chamber. The engine will immediately start off when the float chamber is filled with new fuel.
	Fuel supply interrupted	Close fuel tap, loosen fuel hose at carburetor, lead into a basin and open fuel tap, <ul style="list-style-type: none"> - if fuel leaks out, clean carburetor - if no fuel leaks out, check tank ventilation, i.e. clean fuel tap
	Electrode distance too large	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 <ul style="list-style-type: none"> - 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 colored 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

TROUBLE SHOOTING »

TROUBLE	CAUSE	REMEDY
Less power of engine	<p>Air filter obstructed</p> <p>Fuel supply partly interrupted or blocked</p> <p>Loss of compression due to loose spark plug</p> <p>Exhaust system damaged</p> <p>Engine has not enough preignition</p> <p>Reed paddles tensionless or damaged, surface of reed valve housing damaged</p> <p>Wear</p>	<p>Clean or renew airfilter</p> <p>Blow through fuel pipe and clean carburetor</p> <p>Tighten spark plug</p> <p>Check exhaust system for damage</p> <p>Check and adjust ignition</p> <p>Replace reed paddles or reed valve housing</p> <p>Overhaul engine</p>
Engine stalling or running with four stroke cycle	<p>Carburetor overflows if level adjust too high, float needle seating is dirty or enlarged</p> <p>Loose carburetor jets</p>	<p>Clean carburetor, if necessary replace float needle and adjust level</p> <p>Tighten jets</p>
High rpm misfiring	<p>Incorrect heat range spark plug or low quality spark plug</p> <p>Loose, corroded or non conductive ignition socket connector</p>	<p>Refer to technical data section</p> <p>Check and seal with silicon</p>
Engine splutters into the carburetor	<p>Lack of fuel</p> <p>Spark plug with incorrect heat value (Ignition by incandescence)</p> <p>Engine takes air out of control</p>	<p>Clean fuel pipes, examine tank aeration and clean</p> <p>Fit correct spark plug</p> <p>Check intake flange and carburetor if firmly setted</p>
Engine overheating	<p>Incorrect ignition timing because of loose stator screws</p> <p>Incorrect compression ratio</p>	<p>Readjust to correct ignition timing specifications, secure screws with Loctite 243</p> <p>Measure and adjust compression ratio</p>
Excessive oil escapes from transmission breather tube	Excessive oil quantity in transmission	Correct transmission oil level

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

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).
- 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.

! CAUTION

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 DATA – ENGINE »

ENGINE	50 AC MINI SX	50 AC MINI ADVENTURE
Design	single cylinder 2-stroke engine, with reed valve inlet	
Displacement	49,0 cm ³	
Bore/Stroke	39,5 / 40 mm	
Fuel	Lead-free SUPER FUEL (RON 95)	
Lubrication	seperate lubrication	
2-stroke oil	high-grade two-stroke oils for separate lubrication (Motorex Cross Power 2T)	
Crankshaft bearing	2 grooved ball bearing	
Connecting rod bearing	needle bearing	
Piston pin bearing	needle bearing	
Piston rings	1 rectangular ring	
Primary drive	straight cut spur gears, 16 : 57 t	
Transmission oil	0,15-0,2 liter (0.033-0.044 US gal) gear oil Dexron II (Motorex ATF Super)	
Spark plug	NGK BR 8 ECM	
Electrode gap	0,6 mm (0,0236 in)	
Carburetor	Dell'Orto PHVA 12 XS	
Airfilter	wet foam type air filter insert	

BASIC CARBURETOR SETTING		
MODEL	50 MINI SX	50 MINI ADVENTURE
Type	Dell'Orto PHVA 12 XS	Dell'Orto PHVA 12 XS
Main jet	70	65 (70)
Needle jet	211 FA	211 FA
Idling jet	38	38
Jet needle	A10	A10
Needle position from top	4 th	4 th
Air/Mixture reg. screw open	1	4
Slide	40	40
Starting jet	60	60

TIGHTENING TORQUES – ENGINE		
Primary gear nut	M14x1.25	40 Nm
Hexagon nut ignition rotor	M10x1.25	20 Nm
Nut of clutch hub	M10x1.25	Loctite 243 + 35 Nm
Cylinder head screws	M7	15 Nm
Cylinder base nuts	M8	18 Nm
Allen head bolt - Stator	M5x25	Loctite 243 + 8 Nm
Oil plug	M16	5 Nm
Oil drain plug	M10	15 Nm
Other engine bolts	M5	7 Nm
	M6	10 Nm
	M8	30 Nm

TECHNICAL SPECIFICATIONS – CHASSIS »

CHASSIS	50 MINI SX	50 MINI ADVENTURE
Frame	single downtube, split-cradle	
Fork	Marzocchi Ø = 32 mm (1,26 in)	
Wheel travel front/rear	110/171 mm (4.3/6.8 in)	120/185 mm (4.7/7.3 in)
Rear suspension	Central shock absorber White Power 03.18.9D.04	Central shock absorber Paioli
Front brake	Disk brake Ø 160 mm (6.4 in)	Drum brake Ø 90 mm (3,5 in)
Rear brake	Drumbrake Ø 90 mm (3,5 in)	
Tires front/rear	2.50x10" Pirelli 33J / 2.75x10" Pirelli 33J	2.50x10" Pirelli 33J / 2.50x10" Pirelli 33J
Tire pressure	front/rear: 1.0 bar / 1.0 bar	front/rear: 1.0 bar / 1.0 bar
Fuel tank capacity	2 liter (0.52 US gallons)	
Final drive ratio	11 : 48	
Chain	1/2x3/16" 104 rolls	1/2x3/16" 96 rolls
Steering angle	66°	66°
Wheel base	910 mm (35.8 in)	910 mm (35.8 in)
Seat height, unloaded	530 or 550 mm (21 or 21.7 in) adjustable	530 or 550 mm (21 or 21.7 in) adjustable
Ground clearance	182mm (7.2 in)	182mm (7.2 in)
Rider's body height	max. 130 cm (51 in)	
Rider's body weight	max. 35 kg (78 lbs)	
Recommended age of rider	4 - 6 years	
Engine	50 AC	

TIGHTENING TORQUES – CHASSIS		
Hexagon nuts front axle	M12x1	40 Nm
Hexagon nuts rear axle	M12x1	40 Nm
Hexagon nut swing arm bolt	M10	45 Nm
Clamping bolt top triple clamp	M8	25 Nm
Clamping bolt bottom triple clamp	M6	10 Nm
Screws handlebar clamp	M8	20 Nm
Allan screw – Handlebar support	M10	Loctite 243 + 40 Nm
Front brake caliper	M8	Loctite 243 + 20 Nm
Front brake disk	M6 (10.9)	Loctite 243 + 15 Nm
Screw for brake pads	M6	4 Nm
Shock absorber top	M10	45 Nm
Shock absorber bottom	M10	45 Nm
Spoke nipple Mini Adventure	M3,5 (SW5)	3 Nm
Mini SX	M3,5 (SW5), M4 (SW5,5)	3 Nm
Other chassis screws	M5	6 Nm
	M6	10 Nm
	M8	25 Nm
	M10	45 Nm

STANDARD-ADJUSTMENT – FORK	
	50 MINI SX / MINI ADVENTURE
Spring	2,0 N/mm
Preload	10 mm (0.4 in)
Fork oil	SAE 7.5
Air chamber length	100 (3.9 in) / 110 mm (4.3 in)

STANDARD ADJUSTMENT – SHOCK ABSORBER		
	50 MINI SX	50 MINI ADVENTURE
Spring preload	5 mm (0.2 in)	8 mm (0.3. in)

HEAD WORD INDEX »

	Page		Page
Adjusting the centrifugal clutch	.29	Important information for parents about safe driving	.4
Adjusting the front wheel brake cable		Important warranty and guarantee information	.3
(50 Mini Adventure)	.24	Instructions for the first ride	.9
Adjusting the idle speed	.28	Kickstarter	.8
Adjusting the rear wheel brake cable	.25	Left hand brake lever	.7
Adjusting the throttle cable	.28	Maintenance work on chassis and engine	.16
Basic suspension setup for the weight of the driver		Operation instruments	.6
(50 Mini SX)	.18	Periodic maintenance	.14
Bleeding the oil system (50 Mini Adventure)	.13	Rebound damping function of the shock absorber	.8
Braking	.12	Refuelling, fuel	.13
Chain maintenance	.21	Refuelling, oil	.12
Changing gear oil	.28	Removing and mounting the front wheel	
Changing spring preloading of the shock absorber	.17	(50 Mini Adventure)	.26
Changing the seat height	.17	Removing and mounting the front wheel	
Changing the telescopic fork oil (50 Mini Adventure)	.20	(50 Mini SX)	.25
Changing the telescopic fork oil (50 Mini SX)	.19	Removing and mounting the rear wheel	.26
Chassis number	.6	Removing the seat	.27
Check chain tension	.21	Replacing the front brake pads (50 Mini SX)	.23
Checking and adjusting the steering head bearing	.16	Right hand brake lever (50 Mini Adventure)	.6
Checking front brake pads (50 Mini SX)	.23	Running in	.9
Checking spoke tension	.26	Serial number locations	.6
Checking the front brake linings for wear		Setting the basic position and play of the hand brake	
(50 Mini Adventure)	.24	lever (50 Mini SX)	.22
Checking the gear oil level	.28	Short circuit button	.7
Checking the rear brake linings for wear	.25	Side stand	.8
Checking/refilling the front brake fluid level		Starting off	.11
(50 Mini SX)	.23	Starting when the engine is cold	.11
Choke	.8	Starting when the engine is warm	.11
Cleaning	.32	Stopping	.12
Cleaning the air filter	.27	Storage	.32
Cleaning the dust scrabbers of the telescopic fork	.16	Technical data – engine	.33
Correct chain tension	.21	Technical data – chassis	.34
Driving	.11	Telescopic fork maintenance (50 Mini SX)	.19
Driving instructions	.10	Telescopic fork maintenance (50 Mini Adventure)	.20
Drum brake maintenance	.25	Throttle grip	.6
Engine number	.6	Tires, air pressure	.26
Exhaust system	.27	To determine the sag of the shock absorber	.18
Filler cap	.7	To determine the sag of the telescopic fork	.18
Fuel tap	.7	Trouble shooting	.30
General information about KTM disc brakes	.22	Use after period of storage	.32
General tips and warnings for starting the motorcycle	.9	What to do when the engine is „flooded“	.11
Hand brake lever (50 Mini SX)	.7	What you should check before each start	.10
How to change the handlebar position	.17		



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