



125 LC2 '96

**BEDIENUNGSANLEITUNG
OWNER'S HANDBOOK
MANUEL D'UTILISATION**

**ART. NR. 3.205.08
5.96**



IMPORTANT

WE STRONGLY SUGGEST THAT YOU READ THIS HANDBOOK CAREFULLY AND COMPLETELY BEFORE YOU TAKE YOUR FIRST RIDE.

PAY ATTENTION ESPECIALLY TO THE FOLLOWING INSTRUCTIONS:

**WARNING**

IGNORING THESE INSTRUCTIONS, CAN ENDANGER YOUR BODY AND YOUR LIFE.

**CAUTION**

IGNORING THESE INSTRUCTIONS COULD CAUSE DAMAGE TO PARTS OF YOUR MOTOR-BIKE OR THAT THE MOTOR-BIKE IS NOT ROAD-SAFE ANYMORE.

Please insert below the series numbers of your motorcycle

Frame number

Engine number

Stamp of dealer

Introduction

We would like to congratulate you on your purchase of a KTM motorcycle. Let us also take this opportunity to thank you for putting your trust in us; we will not let you down.

You are now owner of a sporty and modern motorcycle which you are bound to have a great time with provided you care for it properly. Your owner's handbook will furnish you with important information on how to operate and maintain your new KTM motorcycle. At the time of printing, the handbook covered the most up-to-date models in this series. It is, however, possible that we may have made slight modifications in the meantime due to development in our motorcycle design.

Many motorcyclists have a good working knowledge of motorcycle mechanics; if this is true in your case, you will be able to use this manual to carry out most of the maintenance steps yourself. If, on the other hand, you are not very familiar with motorcycles, it might be better to have a professional KTM dealer perform those steps marked by * found in the chapter entitled "Maintenance Work on Chassis and Engine" of this manual.

Take special care to follow the recommended run in, inspection, and maintenance intervals. Heeding these guidelines will significantly increase the life of your motorcycle. Have services carried out by a KTM dealer so that your warranty claim remains intact.

We wish you a lot of fun when driving !



KTM Austria's certificate of achievement for its Quality System ISO 9001 is the beginning of an on-going total re-engineering quality plan for a brighter tomorrow.

KTM SPORTMOTORCYCLE AKTIENGESELLSCHAFT
5230 MATTIGHOFEN, AUSTRIA

ALL RIGHTS RESERVED TO MAKE ALTERATIONS TO DESIGN AND MODEL.

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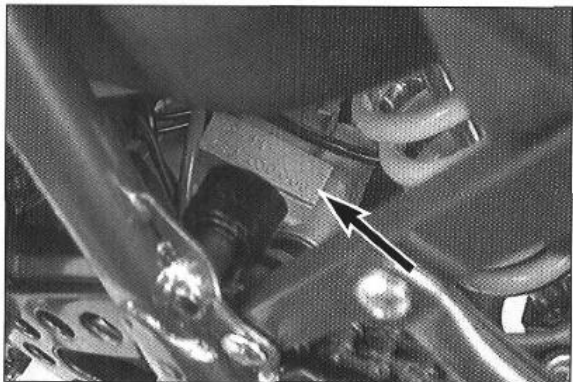
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SERIAL NUMBER LOCATIONS

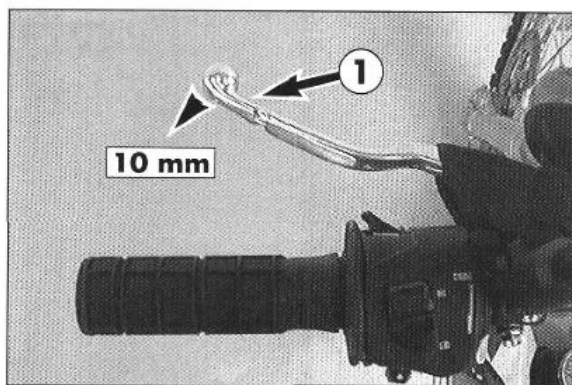
Frame number

The frame number is stamped on the right side of the steering head tube. Write the number into the field on page no 1.



Engine number, Engine type

Engine number and engine type are stamped into the engine case underneath the carburetor. Write this number into the relevant area on page 1.



OPERATION INSTRUMENTS

Clutch control lever

The clutch control lever ① is fitted on the left hand side of the handle bar. When engine is cold, there should be a play of 10 mm (0,4 in) (measured at outer edge).

!

CAUTION

!

IF THERE IS NO PLAY ON THE CLUTCH LEVER, THE CLUTCH WILL START TO SLIP. THE CLUTCH WILL THEN OVERHEAT, DESTROYING THE CLUTCH LININGS.



Choke lever

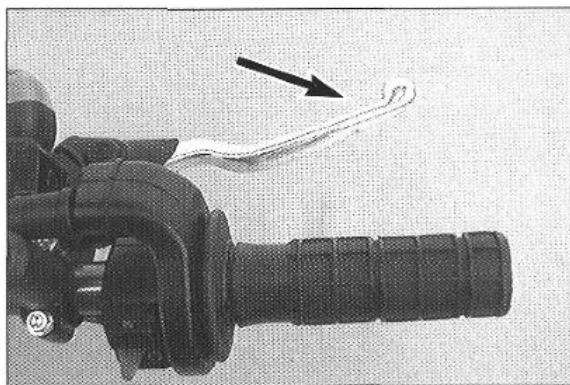
When the choke lever ② is pulled backwards, a bore is opened in the carburetor which enables the engine to draw in additional fuel. This produces a „rich“ fuel/air mixture necessary for cold start. When the choke lever is pushed forward as far as it will go, the bore will be closed again. In this position the choke cable must have a play of approx. 2mm.

!

CAUTION

!

IF THERE IS NO PLAY IN THE CHOKE CABLE, THE COLD STARTER SYSTEM CANNOT BE COMPLETELY CLOSED. THIS RESULTS IN HIGH FUEL CONSUMPTION, THE ENGINE RUNS UNEVENLY WITH EXTREME WEAR OF PISTON AND CYLINDER.



Hand brake lever

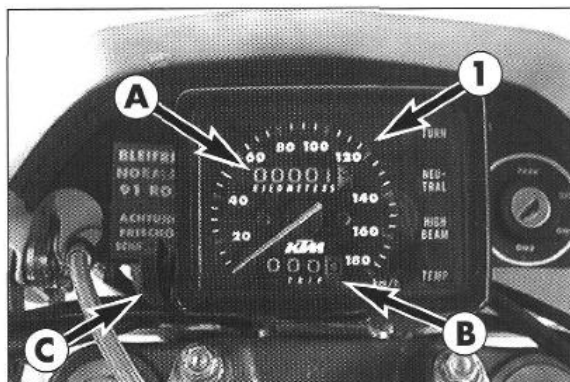
The hand brake lever is mounted on the handle bars on the right.



WARNING



IF THE RESISTANCE IN THE HAND BRAKE LEVER OR FOOT BRAKE PEDAL FEELS "SPONGY" (TOO MUCH GIVE), THIS IS AN INDICATION THAT SOMETHING IS WRONG WITH THE BRAKE SYSTEM. DON'T RIDE YOUR MOTORCYCLE ANYMORE WITHOUT FIRST HAVING THE BRAKE SYSTEM LOOKED OVER BY A KTM DEALER.

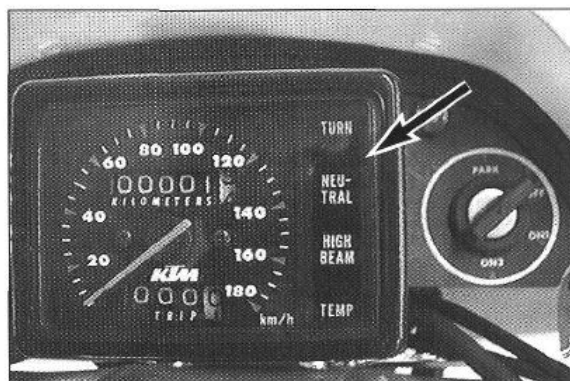


Speedometer

The mileage indicator **A** in the speedometer **1** indicates overall mileage. The day mileage indicator **B** can be set to 0 by means of the adjustment wheel **C**. Turn the adjustment wheel forward until only zeros can be seen in the display.

NOTE:

Resetting your daily mileage counter to zero when refilling your tank will make it easier for you to calculate how far you can go on one fill. This will help you plan your refueling intervals.



Control lamps

The control lamp **TURN** (yellow) flashes when the indicator is working in the same rhythm as the flashing indicator.

The control lamp **NEUTRAL** (green) lights up when the gear is switched to idle.

The control lamp **HIGH BEAM** (blue) lights up when the high beam is on.

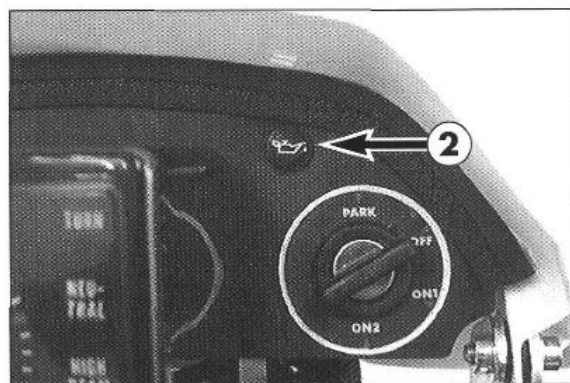
The red coolant temperature warning lamp **TEMP** lights up as soon as the coolant has reached a temperature of approximately 110°C (230°F).



CAUTION



PAY ATTENTION TO THE DIRECTIONS IN THE CHAPTER „COOLING SYSTEM“ ON PAGE 22



While there is enough two-stroke oil in the oil tank, the red oil level warning lamp **2** will be lit only faintly (function check). As soon as the oil level falls to approx. 300 ccm, the oil level warning lamp will start emitting a bright light. In this case, you have to refill the oil tank with two-stroke oil within the next 100 kilometers.



CAUTION



- CHECK FUNCTION OF OIL LEVEL WARNING LAMP BEFORE ANY RIDE
- ONCE THERE IS NO TWO-STROKE OIL IN THE OIL TANK, THE ENGINE IS BOUND TO BREAK DOWN.

Ignition lock

Switch positions of ignition lock:

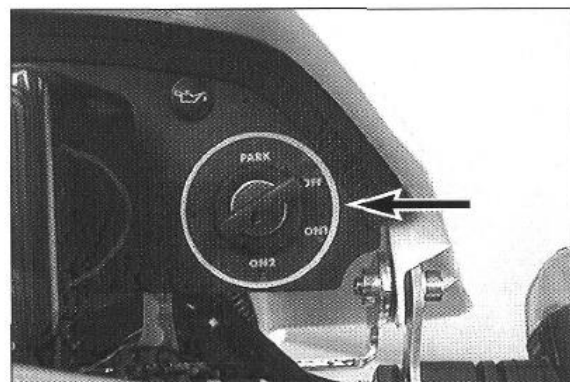
OFF = Ignition off, light off

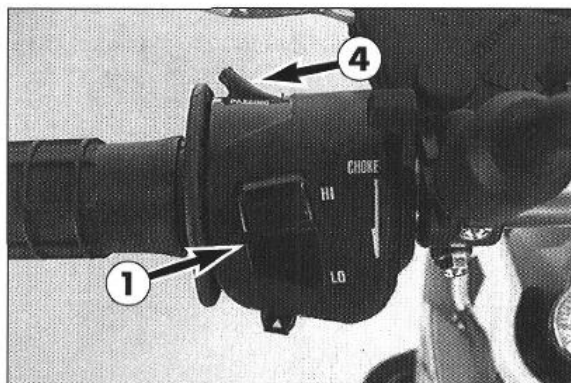
PARK = Ignition off, parking light on

ON 1 = Ignition on: engine is at standstill: parking light on, engine may be started
engine is running: parking light on, headlight on

ON 2 = same as ON 1

The ignition key can be withdrawn in positions OFF and PARK.





Combination switch

The rocker switch ① actuates the high beam and low beam.

HI = High-beam light

LO = Low-beam light

The switch **TURN** ② returns to central position after actuation. Press indicator switch towards switch housing to switch off the indicator.

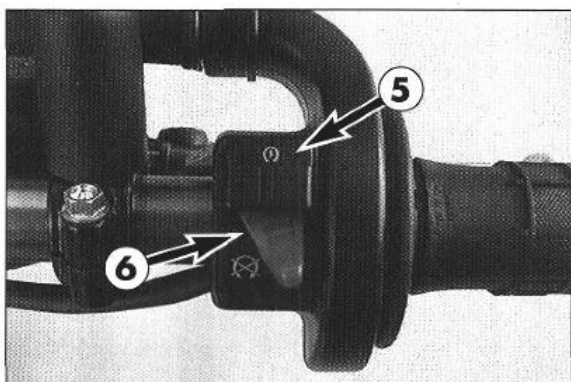
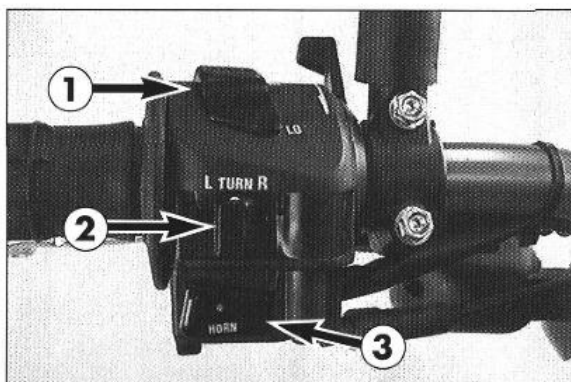
L = Indicator left

R = Indicator right

The horn is sounded with button **HORN** ③.

The light signal (high beam) is actuated with button **PASSING** ④.

NOTE: The engine must be running in order to be able to check that all current consumers are functioning correctly.



Starter tip switch, emergency OFF switch

Use the starter tip switch ⑤ to operate the electric starter.



WARNING



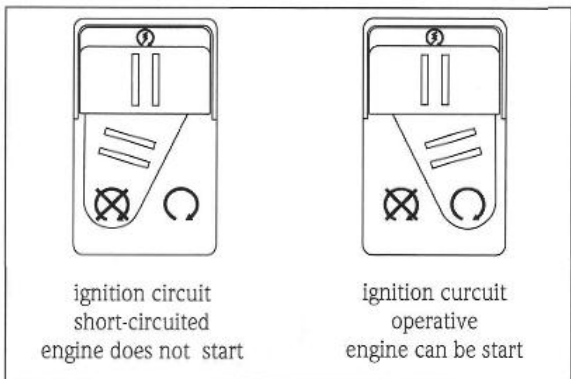
CHECK BEFORE STARTING IF THE TRANSMISSION IS SET TO NEUTRAL (NEUTRAL INDICATOR LAMP MUST BE LIT).



CAUTION



MAXIMUM PERIOD FOR CONTINUOUS STARTING: 5 SECONDS. WAIT AT LEAST 5 SECONDS BEFORE TRYING AGAIN.



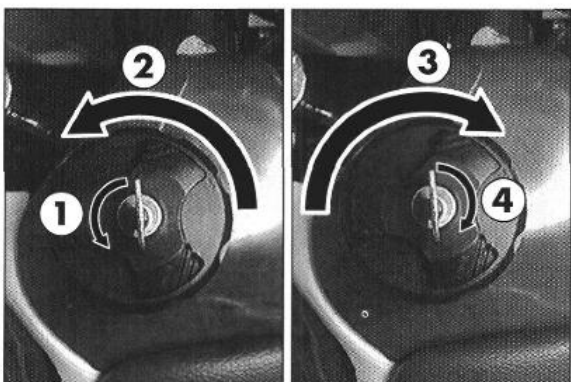
The emergency OFF switch ⑥ is mainly a safety and emergency switch and should normally be ON.

⊗ When this symbol is concealed by the switch, the ignition circuit will be short-circuited. The engine is cranked by the electric starter, however, it does not start.

○ When this symbol is concealed by the switch, the ignition circuit will be operative and the engine should start when cranked.

NOTE:

No locking of the electric starter via the neutral or emergency OFF functions is provided.



Filler cap

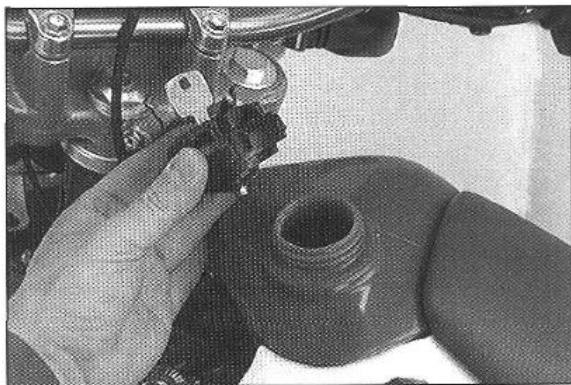
The filler cap may be locked. A fuel evaporation control system is integrated.

To open it:

- 1) Insert key and turn it counterclockwise as far as it will go.
- 2) Unscrew filler cap (by turning it counterclockwise).

To close it:

- 3) Screw filler cap on (by turning it clockwise).
- 4) Turn key clockwise as far as it will go and slide it out of lock.



Fuel

This motorcycle is equipped with a separate lubrication. This means that the two-stroke oil required for engine lubrication is not admixed to the fuel but contained in a separate oil tank (see below). An oil pump is used for controlled admixing of two-stroke oil into the fuel in the carburetor.

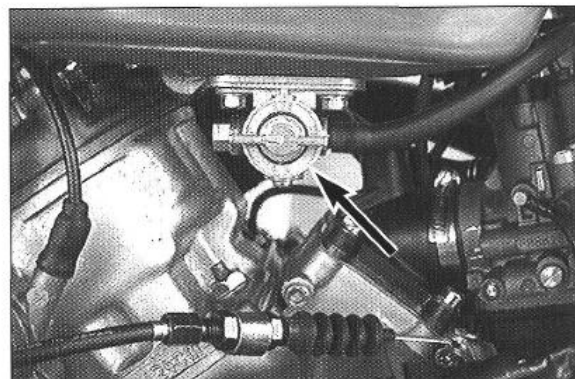
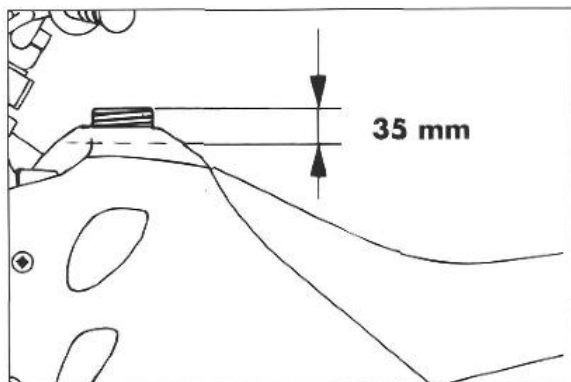
Besides, the motorcycle is equipped with a catalytic converter. Therefore, it is absolutely necessary to fill in unleaded fuel.

Fuel:

UNLEADED REGULAR GASOLINE WITH AT LEAST 91 OCTANES (ROZ)

Fuel expands when its temperature rises. Therefore do not fill the tank to the top (see fig.).

Fuel tank capacity 8,5 liter

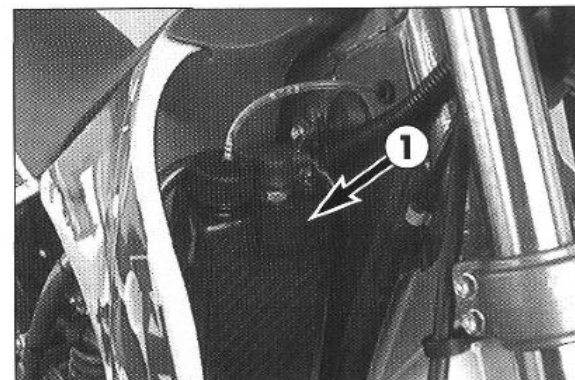
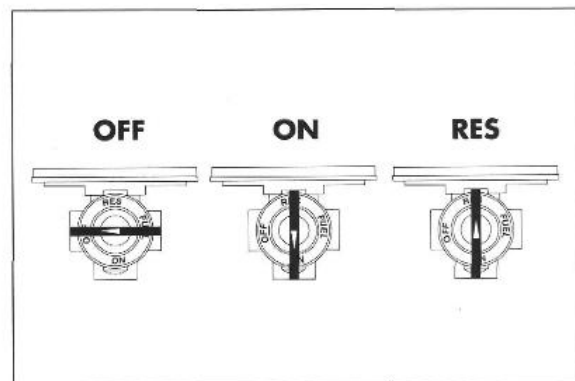


Fuel tap

OFF In this position the fuel tap is closed. No fuel may flow to the carburetor.

ON When using the motorcycle, the rotating handle must be set to the ON position. Now fuel may flow to carburetor. In this position the tank empties down to the fuel reserve of approx. 3 liters.

RES The reserve tank, approximately 3 liters, cannot be tapped until the rotating handle is turned to the RES position. Fill the tank as soon as possible and remember to turn the rotating handle back to the **ON** position so that you will have backup fuel next time, too.



Oil tank

The oil tank ❶ is mounted on the right side in front of the fuel tank. Here, the two-stroke oil for separate lubrication of the engine must be filled in.

Engine oil:

2-stroke engine oil suitable for a mixing ratio of 1:50 and for separate lubrication

KTM recommends SHELL ADVANCE VSX2

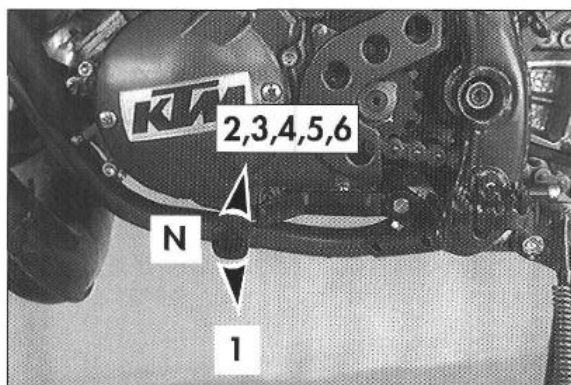
To open it: pull vent hose out of the frame and turn closure cap counterclockwise.

To close it: apply closure cap and turn it clockwise. Stick vent hose into frame and install it without kinks.

Tank volume: 1.1 liters

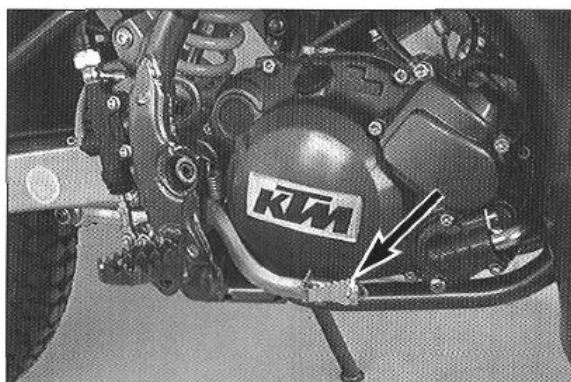
! CAUTION !

- ONCE THERE IS NO TWO-STROKE OIL IN THE OIL TANK, THE ENGINE IS BOUND TO BREAK DOWN.
- THE VENT HOSE MUST ALWAYS BE INSTALLED WITHOUT KINKS.



Shift lever

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

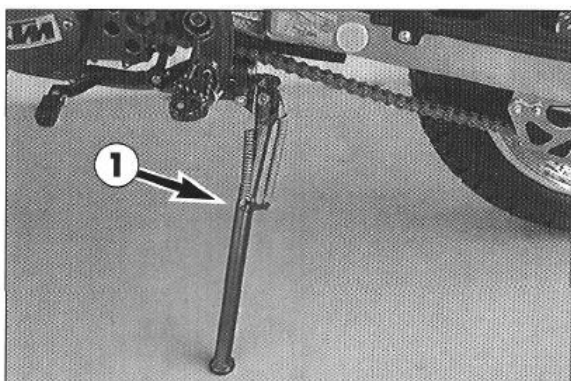


Foot brake pedal

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

⚠ WARNING ⚠

IF THE RESISTANCE IN THE HAND BRAKE LEVER OR FOOT BRAKE PEDAL FEELS "SPONGY" (TOO MUCH GIVE), THIS IS AN INDICATION THAT SOMETHING IS WRONG WITH THE BRAKE SYSTEM. DON'T RIDE YOUR MOTORCYCLE ANYMORE WITHOUT FIRST HAVING THE BRAKE SYSTEM LOOKED OVER BY A KTM DEALER.



Side stand

With your foot push the sidestand ❶ forward as far as it will go and let the motorcycle come to rest on it. As soon as the weight of the motorcycle is removed from the sidestand, the latter will snap back into its original position.

⚠ WARNING ⚠

BE CAREFUL NOT TO GET IN THE WAY OF THE SIDESTAND WHEN YOU RELEASE IT BECAUSE IT SNAPS BACK HARD AND CAN CAUSE INJURY.

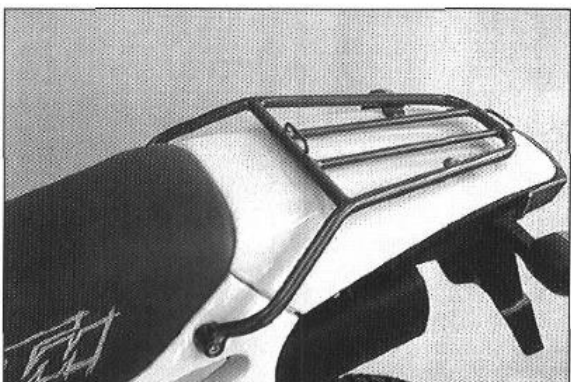


Handlebar lock

The handlebar can be locked by means of the lock located on the control head. Fully turn handlebar to right to lock, insert key, turn to left, press in, turn to left, press in, turn to right and withdraw.

! CAUTION !

NEVER LEAVE THE KEY INSERTED IN THE SHUT-OFF LOCK. IF YOU TURN THE STEERING TO THE LEFT THE KEY COULD GET DAMAGED.



Baggage rack

The baggage rack may be loaded with up to 10 kg. The two lateral hoops serve as handles for the passenger.

Check the following before each start

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

The following checks should be performed:

1 OIL LEVEL IN OIL TANK

Once there is no two-stroke oil in the oil tank, the engine is bound to break down. The vent hose of the oil tank must be installed without kinks.

2 TRANSMISSION OIL

Insufficient amounts of oil in the transmission will lead to premature wear and subsequently to transmission failure.

3 FUEL

Check that there is sufficient fuel in the tank.

4 CHAIN

A loose chain can fall from the chain wheels; an extremely worn chain can tear, and insufficient lubrication can result in unnecessary wear to the chain and chain wheels.

5 TYRES

Check for damaged tyres. Tyres showing cuts or dents must be replaced. The tread depth must comply with the legal regulations. Also check the air pressure. Insufficient tread and incorrect air pressure deteriorate the driving performance.

6 BRAKES

Check correct functioning of the braking system. Check for sufficient brake fluid in the reservoir. If the level of brake fluid falls below the minimum value, this indicates a leak in the braking system or completely worn out brake pads. Arrange for the braking system to be checked by a KTM specialist garage, as complete failure of the braking system can be expected.

Also check the state of the brake hose and the thickness of the brake linings. Brake linings measured at their thinnest point should not be less than 1 mm since extremely worn pads can lead to brake failure.

7 CABLES

Check correct setting and easy running of all control cables.

8 COOLING FLUID

Check the level of cooling fluid when the engine is cold.

9 ELECTRICAL SYSTEM

Check correct functioning of headlamps, parking light, tail-lights, brake lights, indicators, control lamps, horn and emergency OFF switch while the engine is running.

10 LUGGAGE

If you are taking luggage with you, check that this is securely fastened.

Instructions for initial operation

- Read these operating instructions carefully before your first drive.
- Familiarize yourself with the operating elements.
- Adjust the foot brake lever to the most comfortable positions for you.
- Get used to handling the motorcycle on an empty car park, before starting on a longer drive. Also try to drive as slowly as possible and in standing position, to improve your feeling for the vehicle.
- Hold the handle bars with both hands and leave your feet on the foot rests while driving.
- Remove your foot from the foot brake lever when you are not braking. If the foot brake lever is not released the brake pads rub continuously and the braking system is overheated.
- You may only be accompanied by a passenger if your motorcycle is fitted and registered for such purposes. The passenger must hold tight to the strap or hold on to the driver during the drive, with his feet on the passenger foot rests.
- Do not make any alterations to the motorcycle and always use ORIGINAL KTM SPARE PARTS. Spare parts from other manufacturers can impair the safety of the motorcycle.
- Motorcycles are sensitive to alterations in the distribution of weight. If you are taking luggage with you, this should be secured as close as possible to the middle of the vehicle; distribute the weight evenly between the front and rear wheel. Never exceed the maximum permissible laden weight and the axle weights. The maximum permissible laden weight is made up of the following components:
 - Motorcycle ready for operation and tank full
 - Luggage
 - Driver and passenger with protective clothing and helmet.
- Pay attention for running in procedure.

Running in

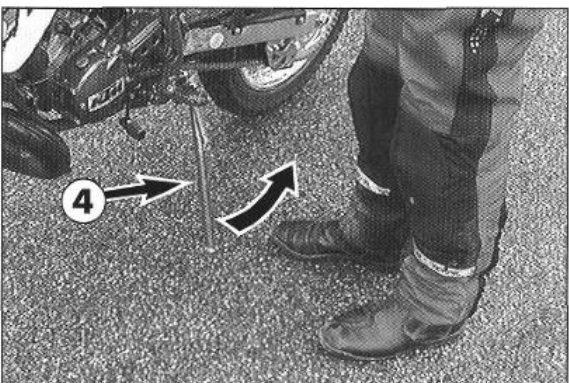
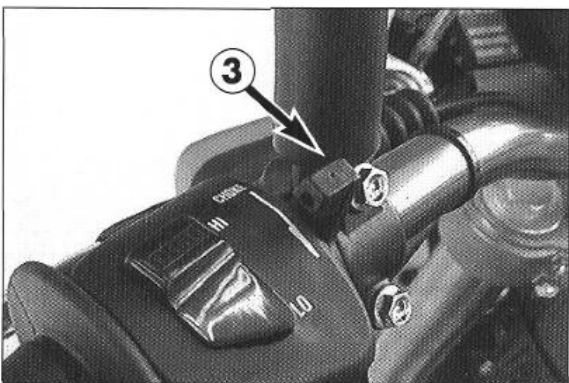
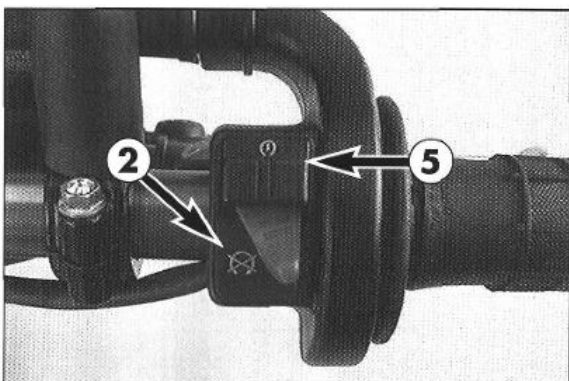
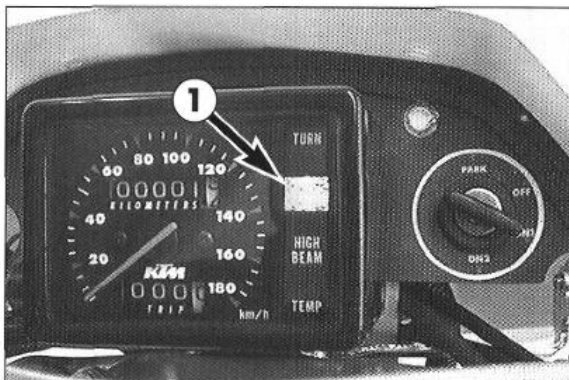
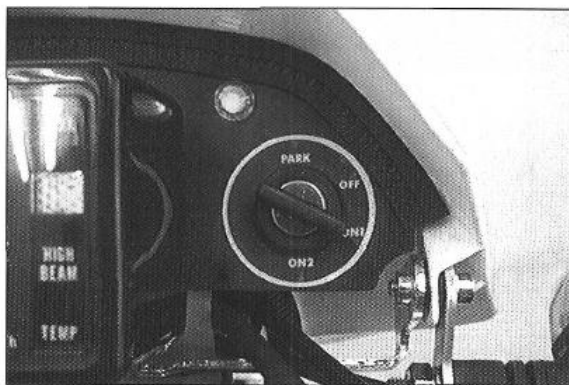
Even finely machined surfaces of engine parts have rougher surfaces than parts that slide on each other for a long time. Therefore, every engine must be run in. For this reason, do not demand maximum performance from the engine for the first 100 kilometers. The vehicle must be run in at a low, changing level of drive for the first 1000 KM (620 miles). Maximum rotational speeds during the first 1000 kilometers will have a negative impact on the engine's life.



WARNING



- WEAR SUITABLE CLOTHING WHEN DRIVING A MOTORCYCLE. CLEVER KTM DRIVERS ALWAYS WEAR A HELMET, BOOTS, GLOVES AND A JACKET, REGARDLESS OF WHETHER DRIVING ALL DAY OR JUST FOR A SHORT TRIP. THE PROTECTIVE CLOTHING SHOULD BE BRIGHTLY COLOURED SO THAT OTHER USERS OF THE ROADS CAN SEE YOU AS EARLY AS POSSIBLE. YOUR PASSENGER OF COURSE WILL ALSO NEED SUITABLE PROTECTIVE CLOTHING.
- DO NOT DRIVE AFTER HAVING CONSUMED ALCOHOL.
- ONLY USE ACCESSORIES THAT HAVE BEEN RELEASED BY KTM. FOR EXAMPLE, FRONT PANNELLING CAN IMPAIR THE DRIVING PROPERTIES OF THE MOTORCYCLE. CASES, EXTRA TANKS ETC. CAN ALTER THE WEIGHT DISTRIBUTION AND THUS ALSO IMPAIR THE VEHICLES DRIVING PROPERTIES.
- THE FRONT AND REAR WHEEL ARE ONLY ALLOWED TO BE TYRED WITH TYRES THAT HAVE THE SAME PROFILE TYPE.



Starting when the engine is cold

- Open the fuel tap
- Turn on the ignition (ignition key position: ON 1).
- Switch the gear to NEUTRAL (green lamp NEUTRAL 1 on).
- Switch on the emergency OFF switch (symbol 2 must be visible).
- Operate the choke lever 3.
- Take the load off the sidestand 4; it will automatically snap upwards.



WARNING



BE CAREFUL NOT TO GET IN THE WAY OF THE SIDESTAND WHEN YOU RELEASE IT BECAUSE IT SNAPS BACK HARD AND CAN CAUSE INJURY.

- Operate the starter button 5 without accelerating.
- If the engine starts, push the choke lever back a little bit, as soon as the engine runs unevenly.



WARNING



DO NOT START THE ENGINE AND ALLOW IT TO IDLE IN A CLOSED AREA. EXHAUST FUMES ARE POISONOUS AND CAN CAUSE LOSS OF CONSCIOUSNESS AND DEATH. ALWAYS PROVIDE ADEQUATE VENTILATION WHILE THE ENGINE IS RUNNING.



CAUTION



- MAXIMUM PERIOD FOR CONTINUOUS STARTING: 5 SECONDS. WAIT AT LEAST 5 SECONDS BEFORE TRYING AGAIN.
- DON'T RIDE YOUR MOTORCYCLE WITH FULL LOAD AND DON'T REV ENGINE WHEN COLD. BECAUSE THE PISTON IS WARMING UP FASTER THAN THE WATER COOLED CYLINDER, IT CAN CAUSE ENGINE DAMAGE. ALWAYS KEEP IN MIND THAT THE ENGINE SHOULD BE WARMED UP WITH SMALL LOAD AT MEDIUM R.P.M.

IF THE ENGINE DOES NOT CRANK WHEN YOU ACTUATE THE STARTER BUTTON:

- Check if the ignition is on
- Check if the parking light and the cockpit lights are on.
 - If this is not the case, the battery is discharged
 - If the lights are on, proceed as described in the „Trouble-shooting“ section or contact a KTM dealer.

IF THE ENGINE CRANKS BUT DOES NOT START, WHEN YOU ACTUATE THE STARTER BUTTON:

- Check if the fuel tap is open
- Check if the emergency OFF switch is on
- Check if the choke lever has been operated
- Check if sufficient fuel is in the tank
 - If this is not the case, refill the tank
 - If sufficient fuel is in the tank, proceed as described in the „Trouble-shooting“ section or contact a KTM dealer.

NOTE:

When you turn on the ignition, you will hear a brief whirring sound. While you hear this sound, a cleaning cycle of the control roller in the cylinder is executed.

Starting when the engine is warm

- Open the fuel tap
- Turn on the ignition (ignition key position: ON 1).
- Switch the gear to NEUTRAL (green lamp NEUTRAL 1 on).
- Switch on the emergency OFF switch (symbol 2 must be visible).
- Take the load off the sidestand 4; it will automatically snap upwards.
- Turn up the throttle a bit, and actuate starter button 5.

What to do when the engine is „flooded“

The throttle must be fully opened when starting.

Starting off

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



WARNING



BEFORE YOU START OFF, CHECK THAT THE SIDE STAND HAS BEEN SWUNG RIGHT UP TO THE TOP. IF THE STAND DRAGS ON THE FLOOR, THE MOTORCYCLE CAN GO OUT OF CONTROL.

Shifting/Riding

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

When you reach full speed through opening the throttle all the way, turn throttle back to 3/4; the speed hardly decreases although the engine will use less gas. Only give as much gas as the engine can handle. Through quick and high revving of throttle, the gas usage increases.

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

If the engine is killed f.ex. at a crossing, simply pull the clutch lever and start. It is not necessary to switch the gear to NEUTRAL.



WARNING



- OBSERVE THE TRAFFIC REGULATIONS, DRIVE DEFENSIVELY AND TRYING TO LOOK AHEAD AS FAR AS POSSIBLE SO THAT ANY HAZARDS CAN BE RECOGNIZED AS EARLY AS POSSIBLE.
- ADJUST YOUR DRIVING SPEED ACCORDING TO THE CONDITIONS AND YOUR DRIVING SKILLS.
- DRIVE CAREFULLY ON UNKNOWN ROADS
- REPLACE THE HELMET VISOR RESPECTIVELY GOGGLE GLASSES IN PLENTY OF TIME. WHEN LIGHT SHINES DIRECTLY ON SCRATCHED VISOR OR GOGGLES, YOU WILL BE PRACTICALLY BLIND.
- AFTER FALLING WITH THE MOTORCYCLE, CHECK ALL FUNCTIONS THOROUGHLY BEFORE STARTING UP OPERATIONS AGAIN.



CAUTION



- HIGH RPM RATES WHEN THE ENGINE IS COLD HAVE AN ADVERSE EFFECT ON THE LIFE OF YOUR ENGINE. WE RECOMMEND YOU RUN THE ENGINE IN A MODERATE RPM RANGE FOR A FEW MILES GIVING IT A CHANCE TO WARM UP. AFTER THAT NO FURTHER PRECAUTIONS IN THIS RESPECT NEED BE TAKEN.
- NEVER HAVE THE THROTTLE WIDE OPEN WHEN CHANGING DOWN TO A LOWER GEAR. THE ENGINE WILL OVERSPEED, DAMAGING THE VALVES. IN ADDITION, THE REAR WHEEL BLOCKS SO THAT THE MOTORCYCLE CAN EASILY GET OUT OF CONTROL.
- IF DURING EXTENDED DOWNHILL RIDES THE ENGINE IS RUNNING ALONG WITHOUT ANY ACTUATION OF THE THROTTLE, YOU HAVE TO TURN UP THE THROTTLE A BIT ONCE IN A WHILE TO MAKE SURE THAT ENOUGH ENGINE OIL IS FED TO THE ENGINE.
- IF THE RED OIL LEVEL WARNING LAMP STARTS EMITTING A BRIGHT LIGHT, IT WILL BE NECESSARY TO REFILL THE OIL TANK WITH TWO-STROKE ENGINE OIL DURING THE NEXT 100 KILOMETERS (SEE PAGE 7).

NOTE TO THE COOLING SYSTEM

If due to slow traffic in cities or waiting at a traffic light, for example, little or no relative wind is blowing through the radiators, it may happen that the cooling water temperature rises and the red cooling liquid temperature warning lamp **TEMP** lights up (appr. 110°C, 238°F). In this case, you should try to drive on briskly, if possible, for generally the lamp will stop being lit soon if enough relative wind gets into the radiators. However, you should check the coolant level later on after the engine has cooled down again.



CAUTION



HOWEVER, IF THE RED COOLING-LIQUID TEMPERATURE WARNING LAMP **TEMP** LIGHTS UP WHILE YOU ARE DRIVING ALONG BRISKLY, THIS WILL INDICATE A DEFECT IN THE COOLING SYSTEM. IN THIS CASE, STOP IMMEDIATELY, SINCE OTHERWISE YOU MAY DAMAGE YOUR ENGINE. LET YOUR ENGINE COOL DOWN, CHECK THE COOLING SYSTEM FOR LEAKS, AND CHECK THE COOLANT LEVEL. CAUTION - SCALDING HAZARD! DO NOT DRIVE ON, UNTIL THERE IS SUFFICIENT LIQUID IN THE COOLING SYSTEM



WARNING



IF THE RADIATOR CAP IS REMOVED WHEN THE ENGINE IS HOT, HOT COOLANT, THAT IS UNDER PRESSURE, CAN SPRAY OUT AND CAUSE SEVERE BURNS. ALLOW YOUR ENGINE TO COOL DOWN AND, IN THE MEANTIME, CHECK THE COOLING SYSTEM FOR LEAKS.

Braking

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



WARNING



WHEN YOU BRAKE, THE BRAKE DISCS, BRAKE PADS, BRAKE CALIPER AND BRAKE FLUID HEAT UP. THE HOTTER THESE PARTS GET, THE WEAKER THE BRAKING EFFECT. IN EXTREME CASES, THE ENTIRE BRAKING SYSTEM CAN FAIL.

Stopping and parking

Apply the brakes fully and put the engine into neutral. To stop the engine, switch off the ignition. Close fuel tap. Park on solid ground and lock the vehicle.



WARNING



- NEVER LEAVE YOUR MOTORCYCLE WITHOUT SUPERVISION AS LONG AS THE ENGINE IS RUNNING.
- MOTORCYCLE ENGINES PRODUCE A GREAT AMOUNT OF HEAT WHILE RUNNING. THE ENGINE, EXHAUST PIPE, MUFFLER, BRAKE ROTORS, AND SHOCK ABSORBERS CAN BECOME VERY HOT. DO NOT TOUCH ANY OF THESE PARTS AFTER OPERATING THE MOTORCYCLE, AND TAKE CARE TO PARK IT WHERE PEDESTRIANS ARE NOT LIKELY TO TOUCH IT AND GET BURNED.
- NEVER PARK YOUR MOTORCYCLE IN PLACES WHERE THERE EXIST FIRE HAZARDS DUE TO DRY GRASS OR OTHER EASILY FLAMMABLE MATERIALS.



CAUTION



- PARK YOUR MOTORCYCLE, SO THAT IT RESTS STABLY ON THE SIDESTAND (HARD GROUND, LEVEL SURFACE) AND CAN'T TIP OVER.
- ALWAYS TAKE OUT THE IGNITION KEY WHEN PARKING YOUR MOTORCYCLE SO THAT IT CANNOT BE USED BY UNAUTHORIZED PERSONS.
- PARK YOUR MOTORCYCLE IN A WAY THAT IT MAY NOT FALL OFF THE SIDE STAND (TURN SIDE STAND ALL THE WAY TO THE FRONT, SOLID GROUND, HORIZONTAL AREA).
- WITH THE ENGINE OFF, NEVER TURN ON THE PARKING LIGHT FOR MORE THAN 1 HOUR! OTHERWISE, IT WILL NO LONGER BE POSSIBLE TO START THE ENGINE WITH THE ELECTRIC STARTER.
- THE SIDE STAND IS DIMENSIONED ONLY FOR THE WEIGHT OF THE MOTORCYCLE. THEREFORE, NEVER SIT ON YOUR MOTORCYCLE WHEN IT IS SUPPORTED ON THE SIDE STAND. OTHERWISE, YOU MAY DAMAGE THE SIDE STAND, AND THE MOTORCYCLE MAY FALL TO THE SIDE.

PERIODIC MAINTENANCE SCHEDULE 125 LC2



4.96

KTM
rider

KTM
dealer

	before each start	after washing	1st service, after 1000 km (600 miles)	2nd service at 4000 km (2500 miles)	after 4000 km (2500 miles) or once a year	after 20000 km (12500 miles) or after 2 years
Check oil level in oil tank	●		●	●	●	
Check transmission oil level	●		●	●	●	
Change transmission oil						●
Check exhaust control function				●	●	
Check spark plug, replace it if necessary, adjust electrode distance				●	●	
Check intake manifold for leaks and cracks					●	
Drain and clean carburetor float chamber		●		●	●	
Check idle setting and emission values when engine is warm			●	●	●	
Check vent hoses of oil tank and transmission for kink-free installation			●	●	●	
Clean air filter and air filter box, check air filter boot		●		●	●	
Check sprockets, chain guides and chain for wear	●		●	●	●	
Clean and lube chain	●			●	●	
Check chain tension	●		●	●	●	
Check cooling liquid level	●		●	●	●	
Check quality of antifreeze				●	●	
Check cooling system for leaks	●		●	●	●	
Change cooling liquid						●
Check exhaust system for leakage			●	●	●	
Check exhaust brackets				●	●	
Check brake fluid level front and rear	●		●	●	●	
Change brake fluid						●
Check brake pad thickness	●			●	●	
Check brake discs				●	●	
Check condition and correct installation of brake hoses	●		●	●	●	
Check freeplay and easy operation of foot brake lever	●		●	●	●	
Check fork for function and tightness	●		●	●	●	
Service front fork completely						●
Check steering head bearing clearance / adjust			●	●	●	
Clean and grease steering head bearings and its seals						●
Check shock absorber for function and tightness	●		●	●	●	
Disassemble the Pro Lever suspension system and perform a full maintenance job on it						●
Servicing swingarm pivots						●
Check tightness of spokes and rim join	●		●	●	●	
Check wheel bearings for clearance	●			●	●	
Check tire condition and air pressure	●		●	●	●	
Check cables for damage and easy working	●			●	●	
Lube and adjust cables		●		●	●	
Check the electrical system	●		●	●	●	
Check battery holder and connections				●	●	
Check adjustment of head light				●	●	
Spray ignition lock, emergency OFF switch and light switch with contact spray		●		●	●	
Oil main stand or side stand and check its function		●	●	●	●	
Check all screws, nuts and hose clamps for proper tightness	●		●	●	●	
Grease or lube all pivot points and sliding components		●	●	●	●	

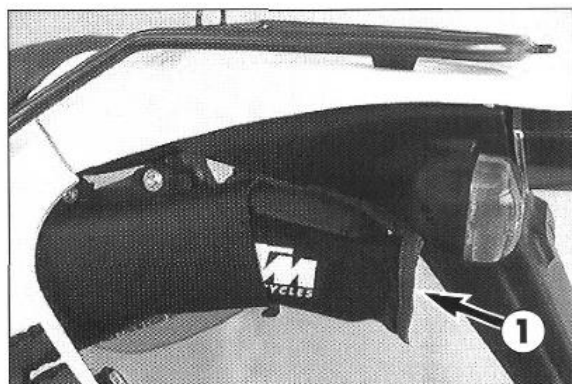
MAINTENANCE WORK ON CHASSIS AND ENGINE

WARNING

ALL MAINTENANCE AND ADJUSTMENT OPERATIONS THAT ARE MARKED WITH A * REQUIRE SPECIALIST KNOWLEDGE. FOR YOUR OWN SECURITY, LET THESE TASKS BE CARRIED OUT BY A KTM-DEALER

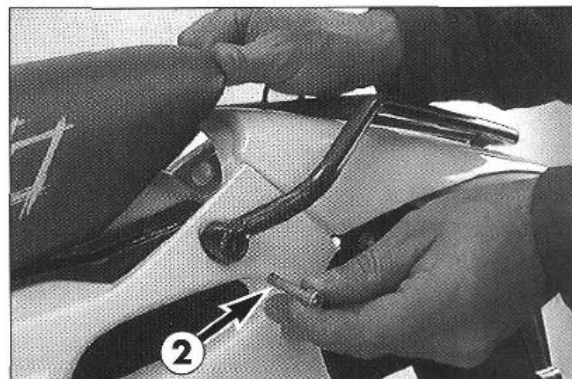
CAUTION

- WHEN CLEANING THE MOTORCYCLE, DO NOT USE A HIGH PRESSURE CLEANING UNIT IF POSSIBLE, OTHERWISE WATER WILL PENETRATE THE BEARINGS, CARBURETOR, ELECTRIC CONNECTORS ETC.
- LET YOUR MOTORCYCLE COOL DOWN BEFORE BEGINNING ANY MAINTENANCE WORK IN ORDER TO AVOID GETTING BURNED.
- REMOVE OILS, FATTY MATTERS, FILTERS, FUELS, WASHING DETERGENTS ETC. ORDERLY.
- UNDER NO CIRCUMSTANCES MAY USED OIL BE DISPOSED OF IN THE SEWAGE SYSTEM OR IN THE OPEN COUNTRYSIDE. 1 LITER USED OIL CONTAMINATES 1,000,000 LITERS WATER.



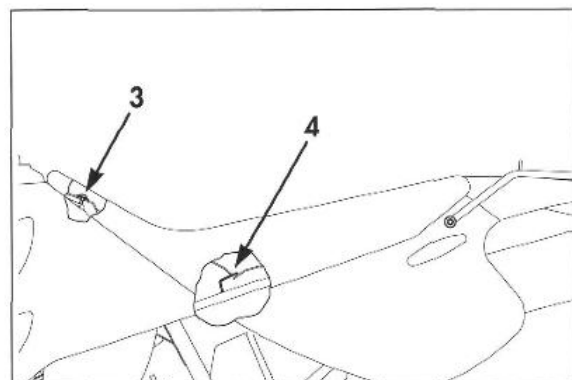
Tool kit

The tool kit ① is located in the tool box under the left side cover.



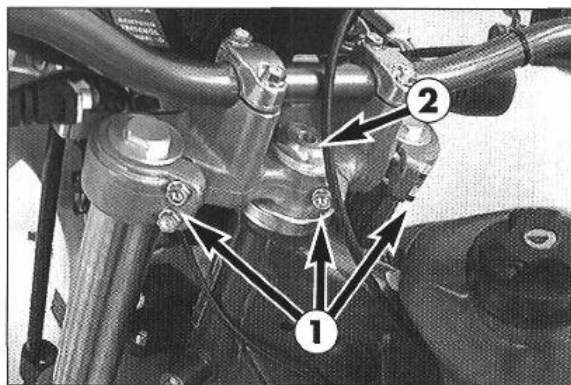
Dismounting and mounting of seat

Remove left and right screws ②. Lift rear portion of seat, pull it backwards, and disengage it at the oval head screw ③.



Mounting the seat:

- Hook the seat onto the oval head screw ③.
- Slide it forward to let the holding plate ④ engage in the seat.
- slide retaining shackles of seat under the lateral linings and mount screws



Check and adjust steering head bearing*

Check steering head bearing for play periodically. To check this put motorcycle on stand so that the front wheel is off the ground. Now try to move the fork forward and backward - no play should be discernable. To adjust, loosen the five pinch bolts ① of the top triple clamp and turn steering stem bolt ② clockwise until there is no more play. Don't tighten the steering stem bolt all the way, otherwise the bearings will be damaged. With a plastic hammer, lightly rap on the triple clamp to release tension. Re-tight the five pinch bolts to 15 Nm (11 ft.lb).



WARNING



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

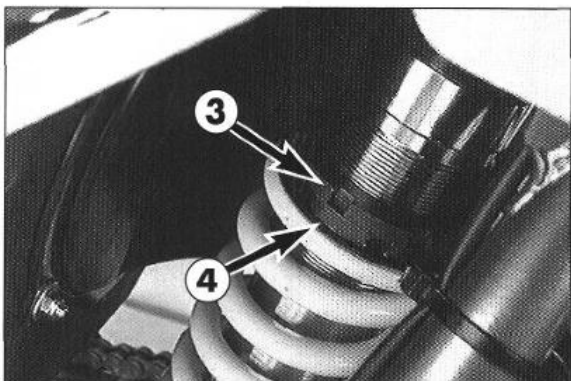
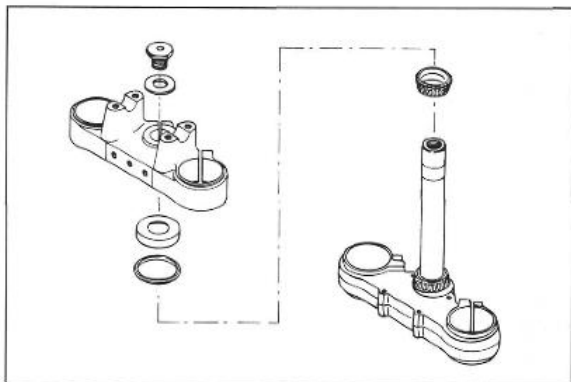


CAUTION



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

The steering head bearings should be regreased after 2 years at the latest.



Changing the spring preloading of the shock absorber

KTM sets the shock absorber for a driver only, weighing approximately 75 kg (165 lb). If you want to take a passenger with you, or if you weigh considerably more or less than 75 kg (165 lb), you should change the spring preloading accordingly. 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.
- One rotation of the adjusting ring ④ changes the spring pretension by approximately 1,5 mm.

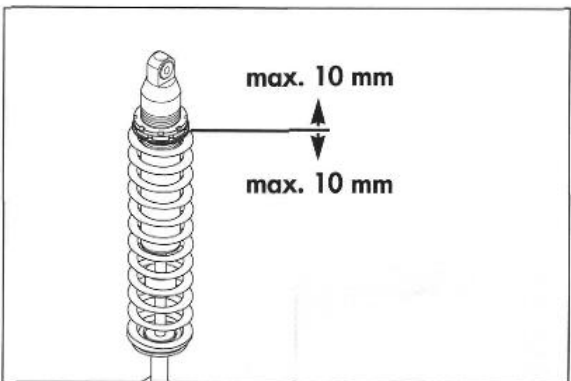
Use the hook wrench included in the vehicle tool kit to loosen the lock ring ③. Change spring preload as desired by means of the adjusting ring ④, and retighten lock ring.

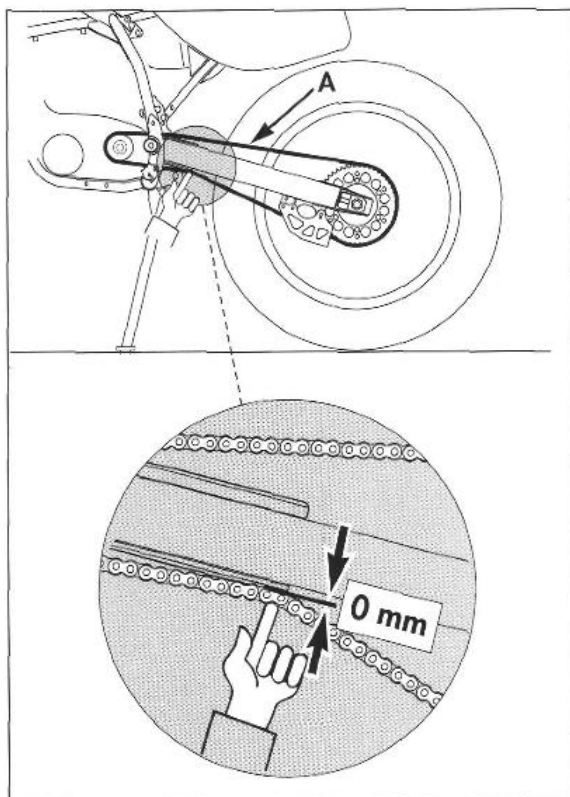


CAUTION



THE SPRING PRELOAD MAY BE INCREASED OR REDUCED BY NO MORE THAN 10 mm (0,4 in) FROM ITS BASIC SETTING.





Check chain tension

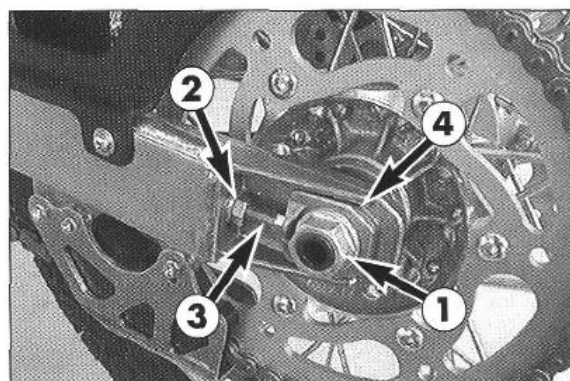
- To check the chain tension, park the motorcycle.
- It should now be easy to press the chain up to the chain guide protector. The upper part of the chain **A** must be tight (see sketch).
- If necessary, correct chain tension.



WARNING

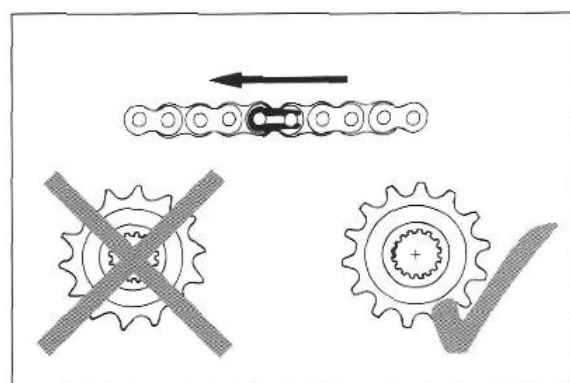
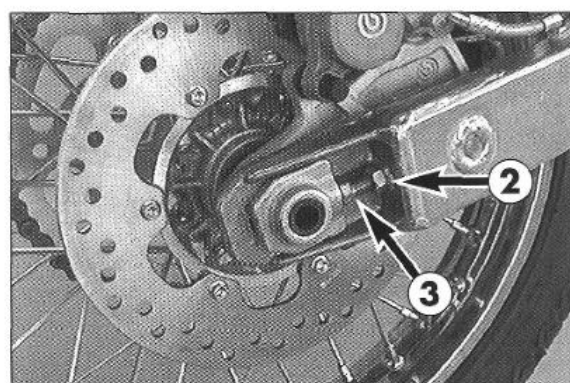


- If chain tension is too great, parts within the secondary transmission (chain, chain wheels and rear wheel bearings) will be subjected to unnecessary stress, resulting in premature wear and even chain breakage.
- Too much slack in the chain, on the other hand, can result in the chain jumping off the 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.



Correct chain tension

- Loosen flanged nut **1**, loosen lock nuts **2**, and turn right and left adjusting screws **3** equally far. Tighten lock nuts.
- Before tightening the flanged nut, verify that the chain adjusters **4** are sitting close to the adjusting screws and that the rear wheel has been aligned with the front wheel.
- Tighten flanged nut **1** with 100 Nm (74 ft.lb).



Chain maintenance

O-ring chains on the other hand are very simple to clean. The best way is to use lots of water, but never use brushes or cleaning liquids. After letting the chain dry, you can use a special O-ring chain spray.



WARNING



No lubrication is allowed to reach the rear tyre or the brake disks, otherwise the road adherence and the rear wheel braking effects would be strongly reduced and the motorcycle could easily lose control.

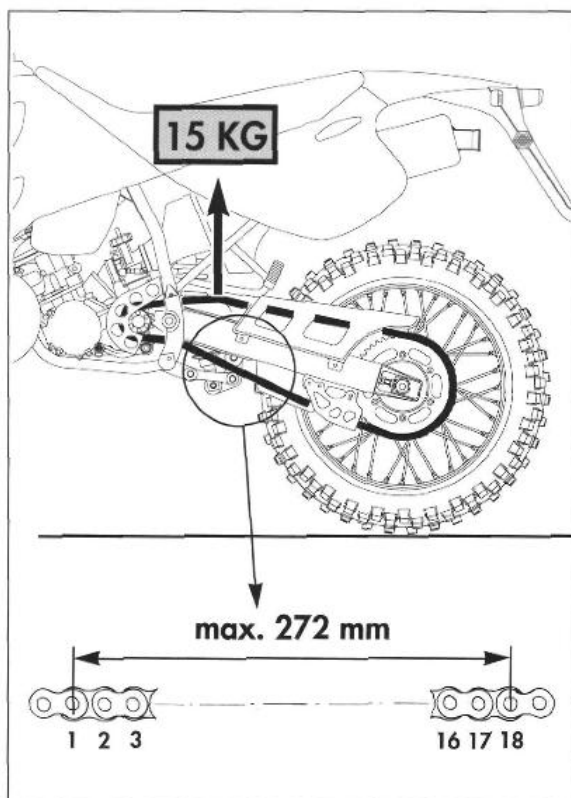


CAUTION



When mounting the chain masterlink clip, the closed side of the masterlink clip must point in running direction.

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

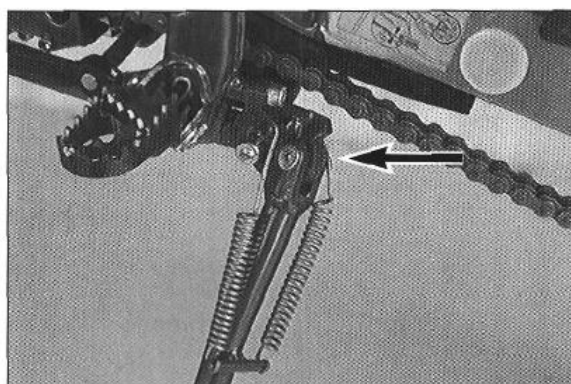


Chain wear

In order to check the chain wear, regard the following indications:
Shift the gear into idling and pull the upper chain strand with approx. 10-15 Kilogramm (33 lb) upwards (see figure). Now one can measure a space of 18 chain reels at the lower chain strand. The chain should be replaced at the latest when a space of 272 mm (10,70 in) is measured. Chains do not always wear off evenly, therefore repeat the measurement at different places on the chain.

NOTE:

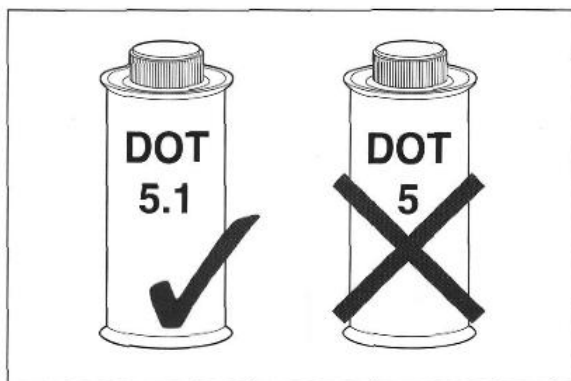
If you mount a new chain, the sprockets should also be replaced. New chains wear faster if used on old used sprockets.



Side stand function check

When the load is taken off the side stand, it must swing upward automatically all the way.

To make sure this happens, the bearing of the side stand must always operate smoothly and should be oiled in regular intervals. Besides, it is necessary that 2 return springs be mounted at all times causing the side stand to swing upward all the way. When the motorcycle's suspension is compressed, the side stand must not swing downward.



General informations about KTM disc brakes

BRAKE CALIPERS:

The new brakes use a „floating“ mount. This means that the brake calipers are not solidly attached to the caliper carrier, which enables it to „float“ for maximum braking contact.

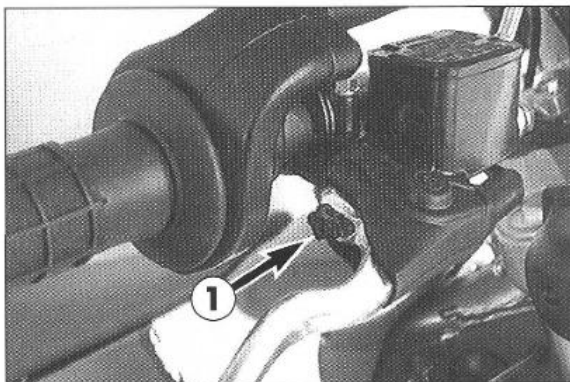
BRAKE FLUID RESERVOIRS:

The brake fluid reservoirs on the front and rear wheel brakes have been designed in such a way that even if the brake pads are worn it is not necessary to top up the brake fluid. If the brake fluid level drops below the minimum either the brake system has a leak or the brake pads are completely worn down.

In this case, consult an authorized KTM dealer immediately.

BRAKE FLUID:

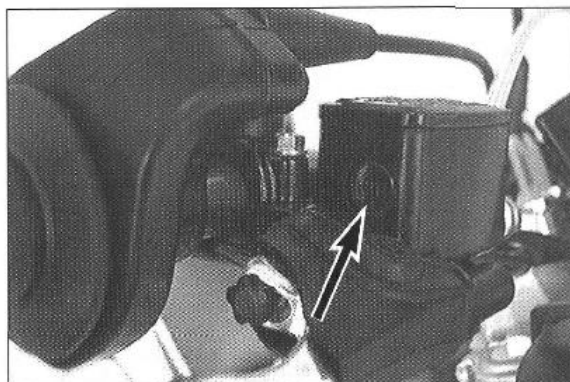
KTM fills the brake systems with CASTROL DOT 5.1 brake fluid, one of the best brake fluids that is currently available. We recommend that you continue to use it. DOT 5.1 brake fluid is based on glycol ether and of an amber color. If you do not have any DOT 5.1 for refilling, you may use DOT 4 brake fluid.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



Hand brake lever, setting of pressure point

The pressure point is the point of resistance felt on the hand brake lever when the brake pads contact the brake disc. The hand brake lever movement from start to pressure point can be adjusted by adjustment screw ①. This way the play can be adjusted to fit any size hand.

If you turn it clockwise - pressure point moves away from throttle grip
If you turn it counterclockwise - pressure point moves toward throttle grip



Checking of brake fluid level - front brake

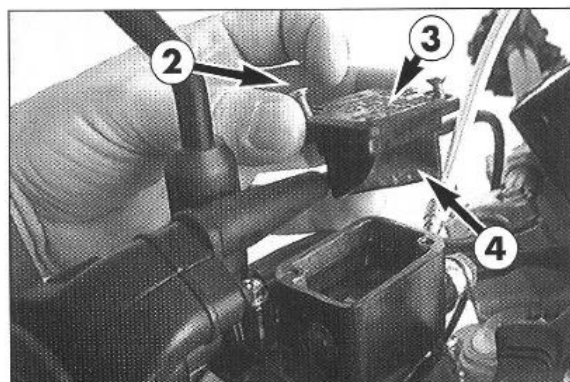
The brake fluid reservoir is linked with the hand brake cylinder at the handlebar and the reservoir is provided with an inspection glass. With the reservoir in a horizontal position, the brake fluid level should not go below middle of the glass. The reservoir should be kept completely full at all times for best performance.



WARNING



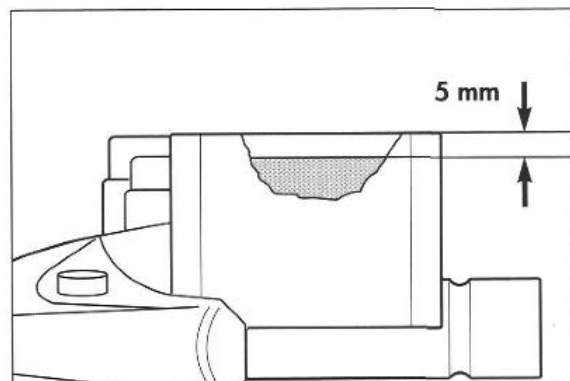
IF THE BRAKE FLUID LEVEL DROPS BELOW THE MINIMUM EITHER THE BRAKE SYSTEM HAS A LEAK OR THE BRAKE PADS ARE COMPLETELY WORN DOWN. IN THIS CASE, CONSULT AN AUTHORIZED KTM DEALER IMMEDIATELY.



Refilling the front brake reservoir*

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

Loosen screws ② and remove lid ③ and membrane ④.



Place hand brake cylinder in a horizontal position and fill the brake fluid reservoir to 5 mm (0,2 in) below the rim with clean brake fluid DOT 5.1. Replace membrane and lid, tighten screws. Rinse off spilled or overflowing brake fluid with water.



WARNING



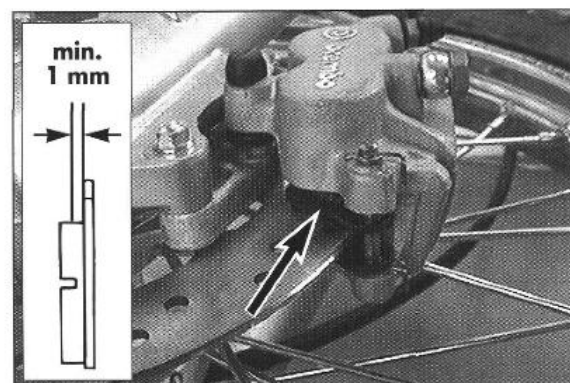
- NEVER USE DOT5 BRAKE FLUID! IT IS BASED ON SILICONE OIL AND OF A PURPLE COLOR. SEALS AND BRAKE HOSES MUST BE ESPECIALLY ADAPTED TO IT.
- STORE BRAKE FLUID OUT OF REACH OF CHILDREN.
- BRAKE FLUID CAN CAUSE SKIN IRRITATION. AVOID CONTACT WITH SKIN AND EYES. IF YOU GET BRAKE FLUID IN YOUR EYES, RINSE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



Check the front brake pads

The brake pads can be inspected from below. The linings must be at least 1 mm (0,04 in) thick.



WARNING



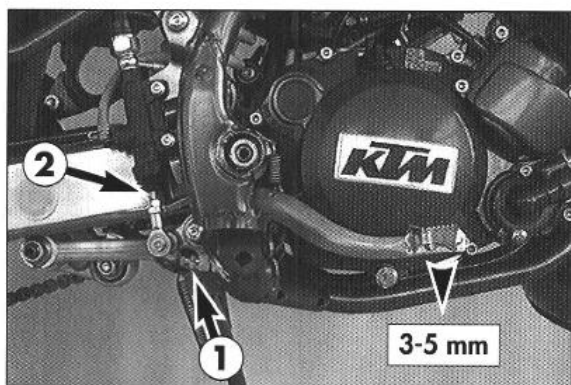
AT THEIR MOST WORN POINT BRAKE PAD LININGS SHOULD NOT BE THINNER THAN 1 MM, OTHERWISE THEY COULD LEAD TO BRAKE FAILURE. FOR YOUR OWN SAFETY DON'T PUT OFF HAVING YOUR BRAKE PADS CHANGED.



CAUTION



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



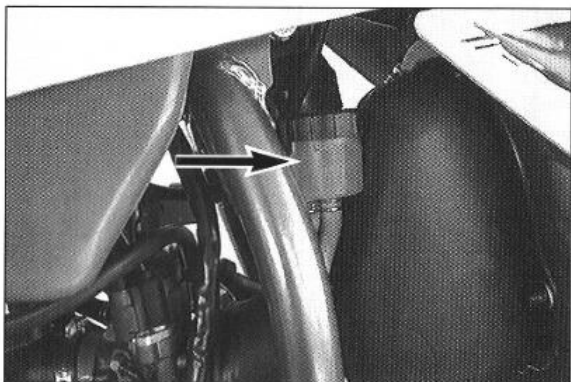
Changing the basic position of the foot brake pedal

The basic position of the foot brake pedal can be altered by turning the stop screw ①. The free play at the foot brake pedal must then be adjusted by means of the piston rod ②.

Measured on the outside, the foot brake pedal must have 3-5 mm (0,12-0,20 in) of free play, before the push rod can move the piston in the brake cylinder (to be recognised from the resistance on the foot brake pedal).

! CAUTION !

IF THIS FREE PLAY IS NOT PRESENT, THEN PRESSURE CAN BUILD UP IN THE BRAKE SYSTEM WHEN DRIVING, CAUSING THE REAR WHEEL TO BRAKE. THE BRAKING SYSTEM OVERHEATS AND CAN FAIL COMPLETELY IN EXTREME CASES.

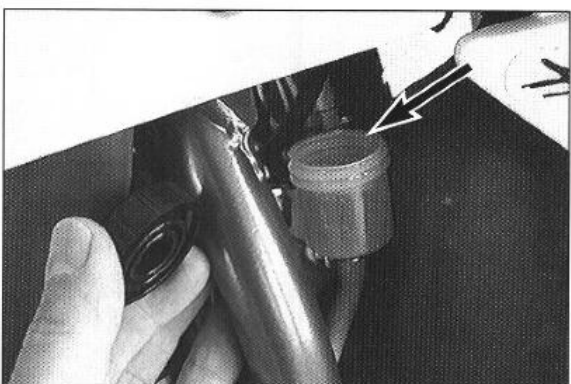


Checking brake fluid level rear

The reservoir for the rear disc brake is located on the left-hand side of the vehicle next to the carburettor collar. The brake fluid level may not drop below the „MIN“ marking when the vehicle is in an upright position.

⚠ WARNING ⚠

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



Refilling the rear brake reservoir*

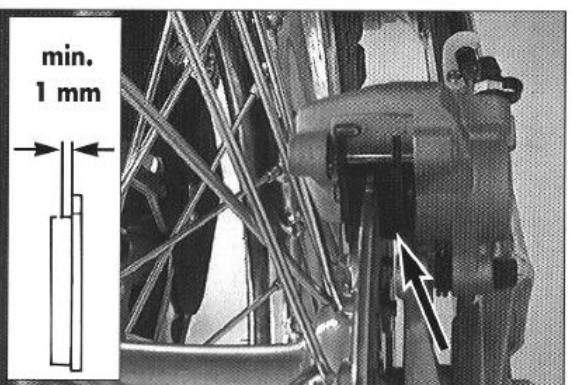
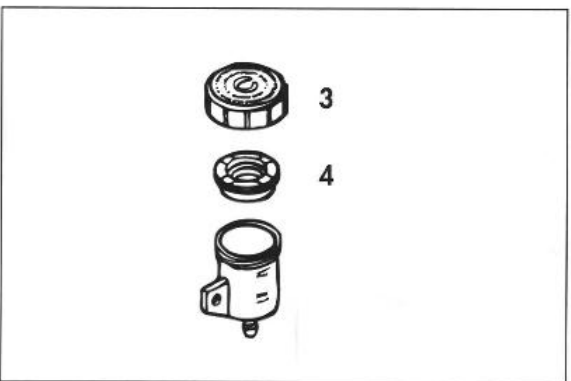
When the brake fluid level has dropped to the MIN mark, you need to refill the brake fluid reservoir. This is done by first unscrewing the cap ③ and rubber bellows ④. Add brake fluid DOT 5.1 until it reaches the MAX mark, then screw rubber bellows and cap back on. Rinse off spilled or overflowing brake fluid with water.

⚠ WARNING ⚠

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

! CAUTION !

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



Checking the rear brake pads

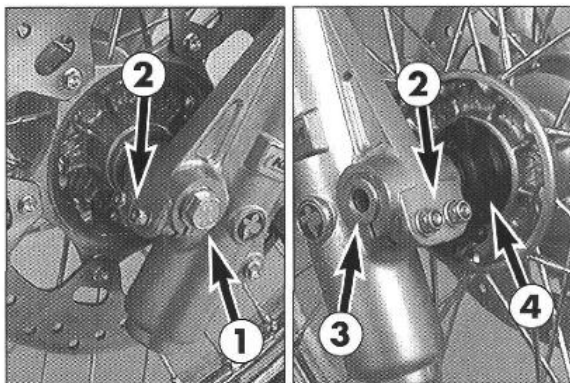
The brake pads can be inspected from the rear. The thickness of the linings may not be less than 1 mm (0.04 in).

⚠ WARNING ⚠

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

! CAUTION !

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

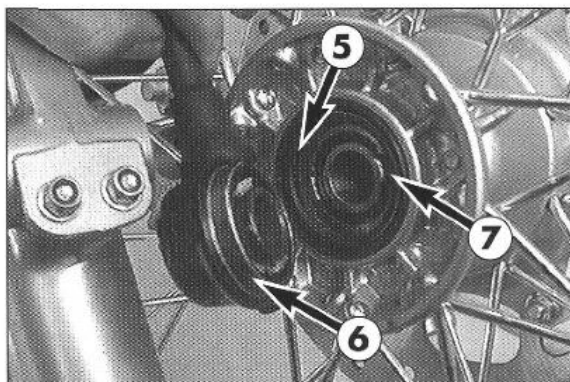


Dismounting and mounting the front wheel*

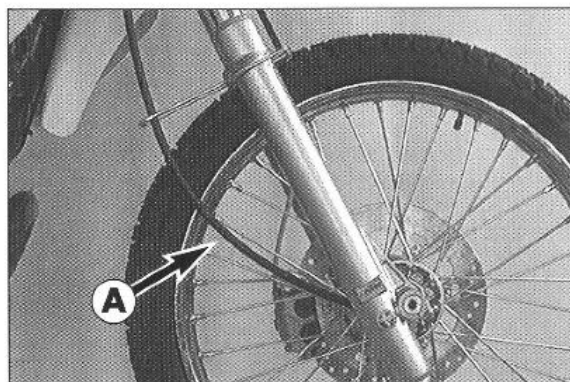
- Jack the motorcycle up by the frame so that the front wheel no longer touches the ground.
- Loosen the nuts **1**
- Loosen the 4 nuts **2** on the fork fists.
- Hold the front wheel, pull out the axle **3**
- Remove front wheel carefully from the fork and take speedometer drive **4** off the hub.

! CAUTION !

DO NOT OPERATE THE HAND BRAKE WHEN THE FRONT WHEEL HAS BEEN MOUNTED.



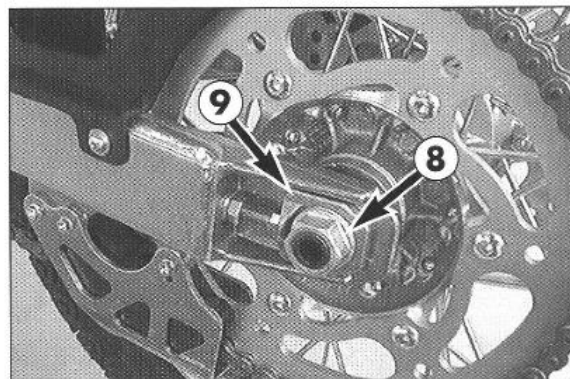
- Prior to mounting the front wheel, clean and grease sealing ring **5** and running surface **6** at the speedometer drive.
- To mount the front wheel, lift it into the fork. Insert speedometer drive into the hub. Make sure that the driving tabs **7** engage with the slots of the drive.
- Position front wheel and speedometer drive, and mount wheel spindle.



- Mount collar screw **1**, turn speedometer drive in a way that the flexible speedometer shaft **A** will curve upwards in a slight bow (see figure), and tighten collar screw with 50 Nm.
- Take the motorcycle off the stand and bounce the fork hard a few times to align the fork legs
- Then tighten nuts **2** with a max. torque of 7 Nm (5 ft.lbs)

⚠ 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.

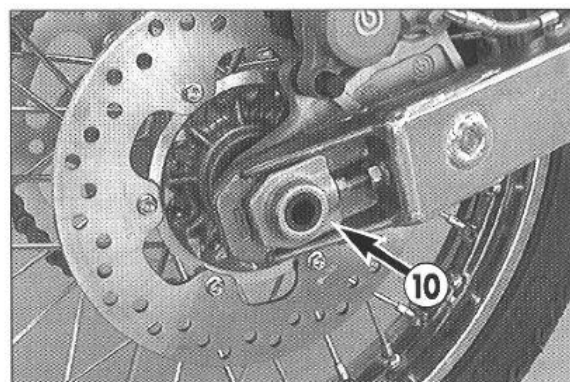


Dismounting and mounting the rear wheel*

Jack the motorcycle up by the frame so that the rear wheel no longer touches the ground. Loosen the collar nut **8**, remove chain tensioner **9**, hold the rear wheel pull out the axle **10** until the rear wheel is free but the brake caliper support is still held. Push the rear wheel as far forward as possible, take the chain from the chain wheel and carefully take the rear wheel out of the swingarm.

! CAUTION !

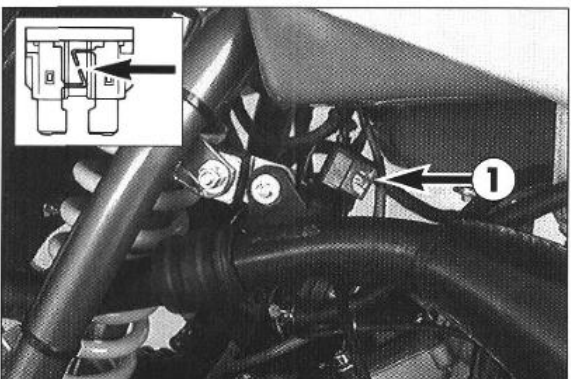
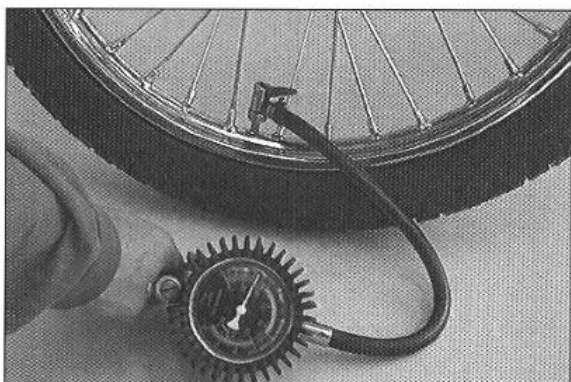
- DO NOT OPERATE THE REAR BRAKE WHEN THE REAR WHEEL HAS BEEN DISMOUNTED.
- IF THE AXLE IS DISMOUNTED, CLEAN THE THREAD OF THE AXLE AND COLLAR NUT THOROUGHLY AND APPLY A NEW COAT OF GREASE TO PREVENT THE THREAD FROM JAMMING.



The rear wheel is remounted in reverse order. Before tightening the collar nut with 100 Nm (74 ft.lb), push the rear wheel forwards so that the chain tensioners lie on the tension screws.

⚠ WARNING ⚠

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



Tyres, air pressure

Tire type, tire condition, and how much air pressure the tires have in them affect the way your motorcycle rides, and they must therefore be checked whenever you're getting ready to go anywhere on your motorcycle.

- Tire type and size can be found in the technical specifications and in their homologation certificate
- Tire condition has to be checked every time you want to ride your motorcycle. Before leaving check for punctures and nails or other sharp objects that might have become embedded in the tire.

Refer to the specific regulations in your country for minimum tire tread requirements. We recommend replacing tires at the latest when the tread is down to 2 mm.

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



WARNING



- DO NOT MOUNT TIRES WHICH HAVE NOT BEEN APPROVED BY KTM. OTHER TIRES COULD HAVE ADVERSE EFFECTS ON THE WAY YOUR MOTORCYCLE RIDES.
- THE FRONT AND REAR WHEEL ARE ONLY ALLOWED TO BE TYRED WITH TYRES THAT HAVE THE SAME PROFILE TYPE.
- FOR YOUR OWN SAFETY REPLACE DAMAGED TIRES IMMEDIATELY.
- WORN TIRES CAN HAVE A NEGATIVE EFFECT ON HOW YOUR MOTORCYCLE PERFORMS, ESPECIALLY ON WET SURFACES
- IF AIR PRESSURE IS TOO LOW, ABNORMAL WEAR AND OVERHEATING OF THE TIRE CAN RESULT

	front tyre air pressure	rear tyre air pressure
driver only	1,6 bar (23 psi)	2,0 bar (29 psi)
driver plus passenger	1,8 bar (26 psi)	2,2 bar (32 psi)

Checking spoke tension

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

Main fuse

The main fuse ❶, which is located above the carburetor, protects the following consumers:

- Electric starter system
- Parking light
- Flasher lights
- Horn
- Oil level warning lamp
- NEUTRAL lamp

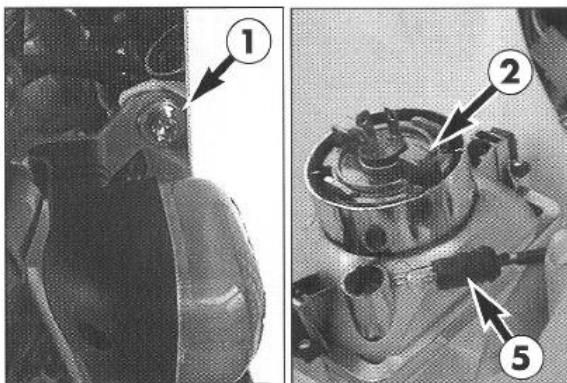
Rated fuse current is 10 amperes



CAUTION



UNDER NO CIRCUMSTANCES IS A FUSE ALLOWED TO BE SET IN OR "REPAIRED". AN INEXPERT TREATMENT COULD DAMAGE THE WHOLE ELECTRICAL INSTALLATION!

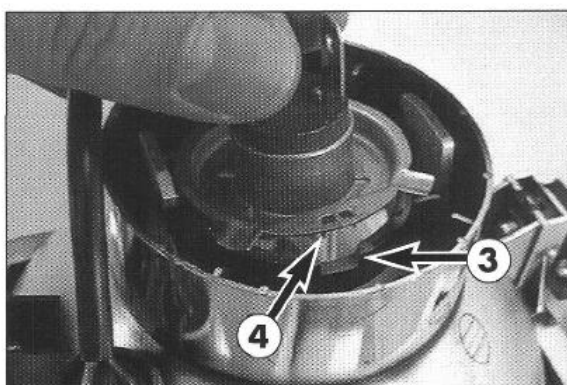


Replacing the headlight bulb

For this purpose, remove right and left screws ❶ and pivot top of headlight mask forward.

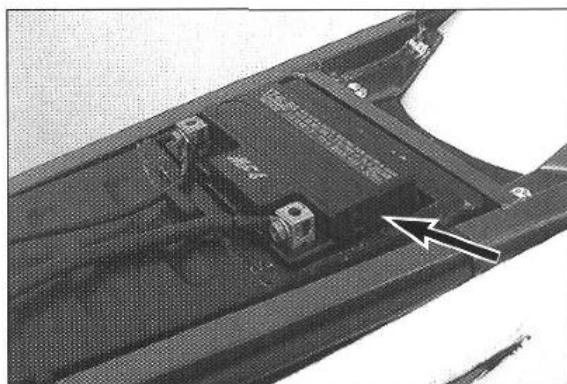
For replacing the headlight lamp, pull out connector of the lamp, turn retaining ring ❷ counterclockwise, remove it, and remove old lamp. Install new lamp such that the bulb pins ❸ engage with the socket groove ❹. Mount retaining ring and connector. Start the motorcycle and check the headlight for proper operation.

Connect bottom of headlight mask at the holding pins, and pivot its top toward the speedometer. Mount screws ❶.



Replacing the parking-light bulb

Disassemble the headlight as described above and simply pull the bulb socket ❺ out of the reflector.



Battery

The battery is mounted under the seat (remove the seat, see page 13)

The battery has a closed system and therefore requires no maintenance. It is not necessary to check the electrolyte level or to refill water. Simply keep the battery poles clean and slightly grease them with an acid-free grease if necessary.

When removing the battery turn off all power consumers and then disconnect the negative pole first. When reinstalling the battery the negative pole is connected last.



WARNING



- IF ELECTROLYTE (SULPHURIC ACID) LEAKS FROM THE BATTERY, PROCEED WITH GREAT CARE. THE ELECTROLYTE CAN CAUSE SEVERE BURNS.
- IN THE CASE OF SKIN CONTACT RINSE THOROUGHLY WITH WATER.
- IN THE CASE OF CONTACT WITH THE EYES, THOROUGHLY RINSE EYES WITH WATER FOR AT LEAST 15 MINUTES. IMMEDIATELY CONSULT A DOCTOR!
- THE BATTERY IS A CLOSED MODEL BUT CAN NEVERTHELESS EMIT EXPLOSIVE GASES. AVOID SPARKS AND OPEN FIRE NEAR THE BATTERY.
- DEFECT BATTERIES MUST BE STORED OUT OF THE REACH OF CHILDREN. ENSURE PROPER DISPOSAL OF DISCARDED BATTERIES.



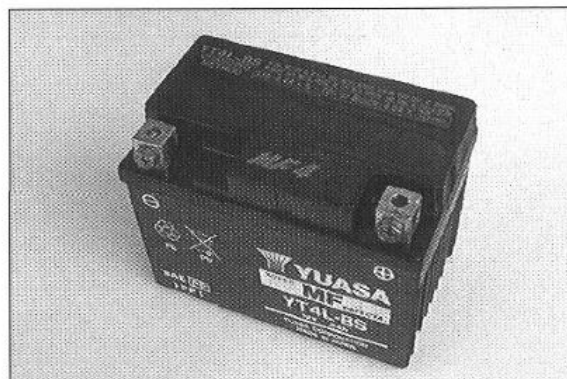
CAUTION

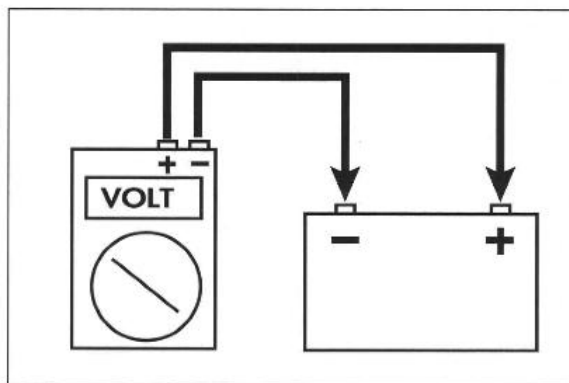


- DO NOT REMOVE THE SEALING STRIPS. SEALING STRIPS WILL BE DAMAGED IF REMOVED.
- NEVER DISCONNECT THE BATTERY WHILE THE ENGINE IS RUNNING. THIS WILL DESTROY THE RECTIFIER-REGULATOR.

BATTERY STORAGE:

When preparing the motorcycle for a longer period of standstill, remove the battery and recharge it. Storage temperature: 0 - 35 ° C. Do not expose to direct sun radiation.



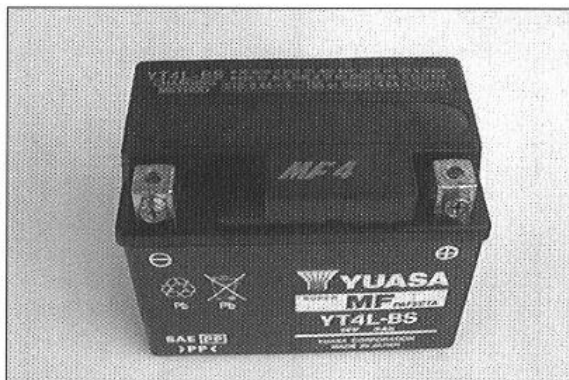


Charging the battery

Remove the battery and check the charging level. Use a voltmeter to measure the voltage between the battery poles (off-load voltage). Accurate results can only be obtained if the battery has neither been charged nor discharged during a period of 30 minutes preceding the measuring.

off load voltage Volt	charging level %	charging time 0,3 A	charging voltage
>12,7	100	—	max. 14,4 V
~12,5	75	4 h	
~12,2	50	7 h	
~12,0	25	11 h	
~11,8	0	14 h	

If the battery is empty, it can be recharged for a maximum period of 10 hours at 0.3 A and a maximum of 14.4 V.



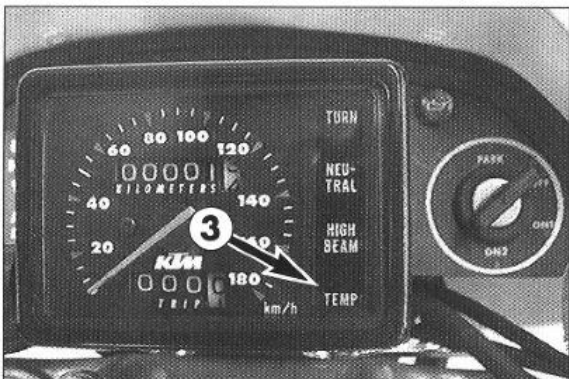
- ! CAUTION !**
- DO NOT REMOVE THE SEALING STRIPS.
 - ALWAYS CONNECT THE BATTERY TO THE CHARGING UNIT BEFORE TURNING THE CHARGING UNIT ON.
 - WHEN RECHARGING THE BATTERY IN CLOSED ROOMS ENSURE SUFFICIENT VENTILATION. EXPLOSIVE GASES ARE RELEASED DURING THE BATTERY CHARGING PROCESS.
 - CHARGING TIME AND CHARGING VOLTAGE SHOULD NOT EXCEED THE STATED VALUES. OTHERWISE THE ELECTROLYTE WILL BE RELEASED VIA THE SAFETY VALVES AND THE BATTERY CAPACITY WILL DECREASE.
 - AVOID QUICK CHARGING IF POSSIBLE



Cooling system

Coolant is circulated by a water pump ❶ located in the engine. When the engine is cold the coolant circulates only through the cylinder and the cylinder head. After the engine has reached its operating temperature (approx. 65 °C), the thermostat ❷ opens and cooling liquid is pumped also through the aluminum radiator. Air blowing in through the radiators cools the coolant. The slower the speed of the motorcycle, the less the coolant is cooled down. Dirty radiators also reduce the cooling efficiency.

If due to slow traffic in cities or waiting at a traffic light, for example, little or no relative wind is blowing through the radiators, it may happen that the cooling water temperature rises and the red cooling liquid temperature warning lamp **TEMP** ❸ lights up (appr. 110°C, 238°F). In this case, you should try to drive on briskly, if possible, for generally the lamp will stop being lit soon if enough relative wind gets into the radiators. However, you should check the coolant level later on after the engine has cooled down again.



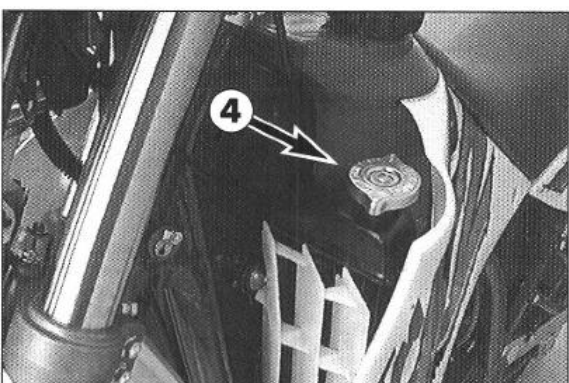
! CAUTION !

HOWEVER, IF THE RED COOLING-LIQUID TEMPERATURE WARNING LAMP **TEMP** LIGHTS UP WHILE YOU ARE DRIVING ALONG BRISKLY, THIS WILL INDICATE A DEFECT IN THE COOLING SYSTEM. IN THIS CASE, STOP IMMEDIATELY, SINCE OTHERWISE YOU MAY DAMAGE YOUR ENGINE. LET YOUR ENGINE COOL DOWN, CHECK THE COOLING SYSTEM FOR LEAKS, AND CHECK THE COOLANT LEVEL. **CAUTION - SCALDING HAZARD!** Do NOT DRIVE ON, UNTIL THERE IS SUFFICIENT LIQUID IN THE COOLING SYSTEM

! WARNING !

IF THE RADIATOR CAP IS REMOVED WHEN THE ENGINE IS HOT, HOT COOLANT, THAT IS UNDER PRESSURE, CAN SPRAY OUT AND CAUSE SEVERE BURNS. ALLOW YOUR ENGINE TO COOL DOWN AND, IN THE MEANTIME, CHECK THE COOLING SYSTEM FOR LEAKS.

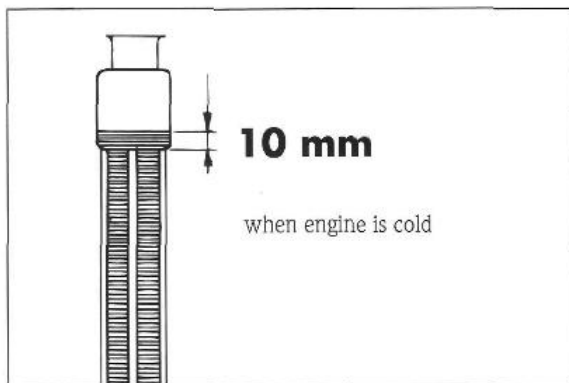
A mixture of 40% anti freeze liquid and 60% water is used as cooling liquid. However, the anti-freeze protection must be at least -25° C (-13° F). Aside from antifreezing protection, this mixture also provides great corrosion protection which is why it must not be replaced by pure water.



! CAUTION !

FOR THE COOLING SYSTEM, USE ONLY WITH HIGH-GRADE ANTIFREEZE. USING LOWERGRADE ANTIFREEZE AGENTS, CAN CAUSE CORROSION AND COOLANT FOAMING.

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



Coolant level check

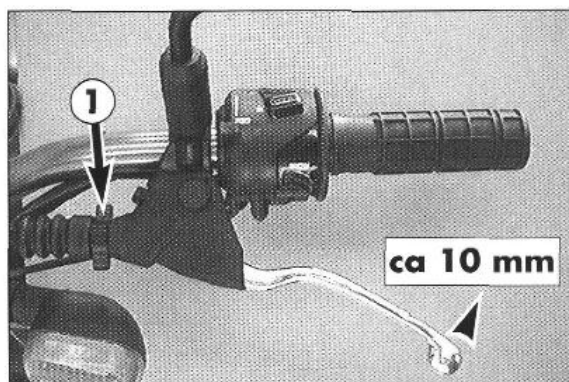
The coolant should be 10 mm (0,4 in) above the cooling elements when the engine is cold (cf. diagram). In the event of the coolant being drained, always fill the system before hand, then top off while the engine is running.



WARNING



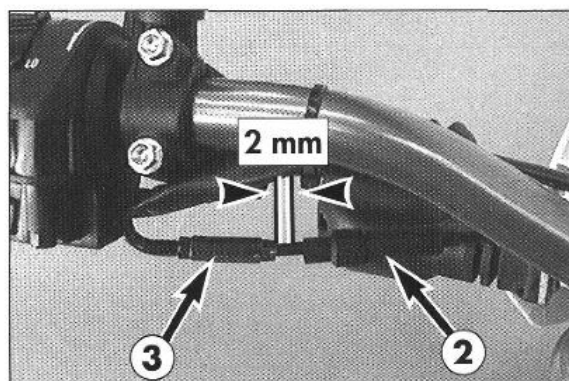
IF POSSIBLE, ALWAYS CHECK LEVEL OF COOLING LIQUID WHEN ENGINE IS COLD. IF YOU HAVE TO OPEN THE RADIATOR CAP WHEN ENGINE IS HOT, USE A RAG TO COVER THE CAP AND OPEN SLOWLY TO RELEASE PRESSURE.



Adjusting the clutch cable

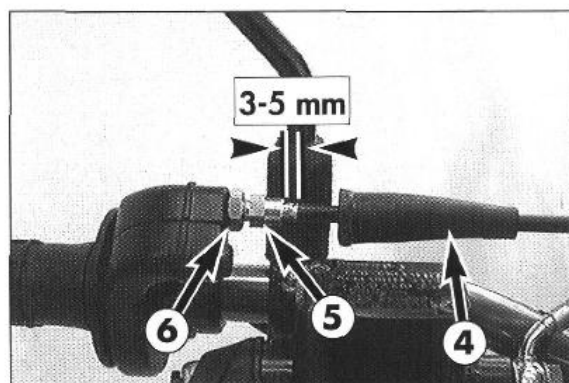
When the engine is cold, the play at the clutch lever should be 10 mm (0,4 in) (measured at the outer edge).

To adjust the clutch cable turn the adjustment nut **1** accordingly.



Adjusting the choke cable*

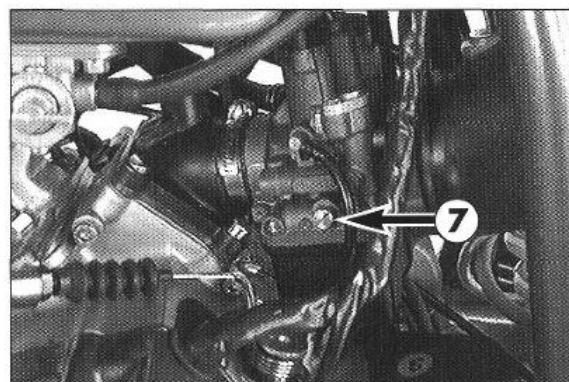
At the choke cable, there must always exist a play of approx. 2 mm (0,1 in). To check this, push choke lever fully forward and pull protective cover **2** from the adjuster piece **3**. Now, it must be possible to lift the outer covering of the cable by approx. 2 mm from the adjuster piece until feeling a resistance. If necessary, loosen lock nut and correct play by turning the adjuster piece. Tighten lock nut, and slide on protective cover.



Adjusting the throttle cable*

There must always be a 3-5 mm (0,1-0,2 in) play in the throttle cable. To check this, move back the protective cover **4** on the twist grip. You must be able to lift the outer covering of the cable 3-5 mm from the adjustment screw **5**, until resistance is felt.

To adjust, loosen the counter nut **6** and turn the adjustment screw accordingly. Finally tighten counter nut and push back protective cover.

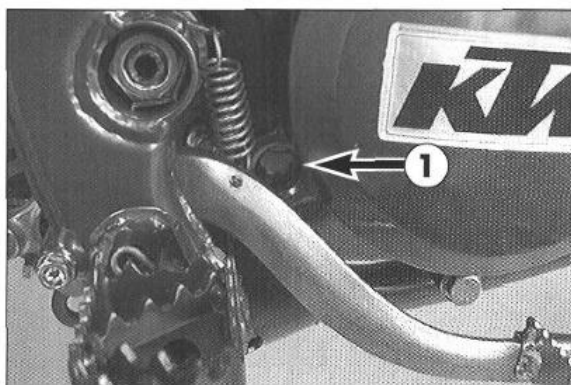


Adjust idling speed*

The idling speed can be adjusted with the throttle stop screw **7**.

Turning in clockwise direction will increase the idling speed.

Turning in counterclockwise direction will reduce the idling speed.



Check of transmission oil level

To make checking the transmission oil level easy, an inspection window ❶ is disposed at the right side of the engine.

- Warm up engine, then turn it off and wait for 2 minutes so that the oil may flow back into the transmission case.
- Hold motorcycle in a straight position on a horizontal area (do not put it on the side stand), and read the oil level.
- The oil level should be in the upper half of the inspection window.

NOTICE: placing the motorcycle in another than a fully upright position will falsify the measuring result.

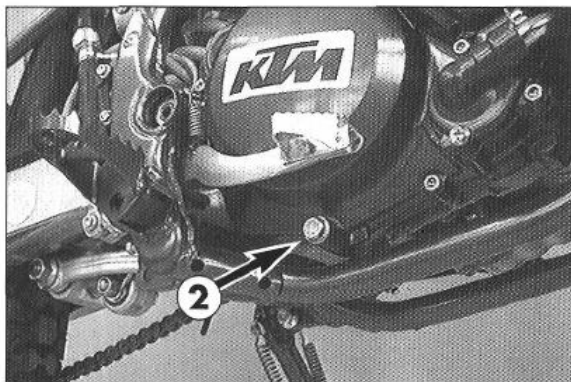
- If necessary, fill in 10W30 engine oil

!

CAUTION

!

TOO LITTLE OIL OR A POOR OIL QUALITY WILL CAUSE PREMATURE WEAR OF TRANSMISSION AND CLUTCH. ONLY USE BRANDED OIL.



Changing transmission oil

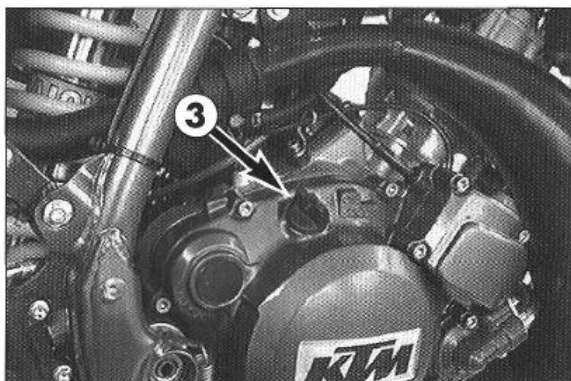
- Warm up engine.
- Remove screw ❷, and drain old oil into a vessel.
- Tilt your motorcycle to the right to ensure that the entire oil is discharged.
- Mount screw with seal, and tighten it with 15 Nm.
- Unscrew closure cap ❸, and fill in 0.75 liters of 10W30 engine oil.
- Mount closure cap and check engine for possible oil loss.

!

CAUTION



!

TOO LITTLE OIL OR A POOR OIL QUALITY WILL CAUSE PREMATURE WEAR OF TRANSMISSION AND CLUTCH. ONLY USE BRANDED OIL.



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 does not crank	operating error	switch on ignition
	blown main fuse	replace main fuse
	discharged battery	recharge battery, and determine cause of discharge, consult an authorized KTM dealer
	defective ignition lock or emergency OFF switch switch on ignition	check ignition lock and emergency OFF switch
Engine cranks but fails to start	emergency OFF switch is set to wrong position.  is visible.	position emergency OFF switch such that  is visible.
	defective emergency OFF switch	disconnect 4-pole connector of emergency OFF switch (underneath the headlamp mask). Shift to 2nd gear and push your motorcycle. If the engine starts now, the emergency OFF switch needs to be replaced.
	empty fuel tank	refuel your vehicle
	fuel contaminated with water or dirt	dismount fuel tank, carburetor, and fuel lines. Rinse out fuel tank with pure fuel. Clean carburetor with pure fuel and compressed air.
	float is not tight or defective	replace float
	air filter is extremely dirty	clean or replace air filter
	interrupted fuel supply	check function of tank ventilation, clean fuel tap
	flooded engine	for procedure see driving instructions
	sooty or wet spark plug	clean or replace spark plug
	electrode gap too large	adjust electrode gap to 0.7 mm
	worn electrodes	replace spark plug
	defective spark plug	remove spark plug, connect ignition cable, hold spark plug to ground (bare spot on engine) and actuate starter, a strong spark must be produced at the spark plug.
	defective spark plug connector	disconnect spark plug connector from ignition cable, hold it about 5mm away from ground and actuate starter. If there is no spark, have ignition system checked.
	oxidized connectors of CDI unit, pulse generator, or ignition coil	remove seat and fuel tank, clean connectors and treat them with contact spray
	defective pulse generator coil	have ignition system checked
	water in carburetor, or clogged jets	dismount and clean carburetor
	carburetor not fitted properly at intake flange	check carburetor for correct fit
Engine fails to idle	clogged idling jet	disassemble carburetor and clean jets
	incorrect adjustment of adjusting screws on carburetor	have carburetor adjusted
	defective ignition system	have ignition system checked

TROUBLE	CAUSE	REMEDY
Engine fails to rev high	fuel level in carburetor is too high – leaking float needle valve – float is not tight – float has no axial play loose carburetor jets electronic ignition timing is faulty	disassemble and clean carburetor, and check it for wear replace float needle valve replace float resurface float tighten jets have ignition system checked
Engine has too little power	fuel supply partially interrupted or dirty carburetor control roller fails to move incorrect adjustment of control roller cables fuel level in carburetor is too high air filters are extremely dirty leaking or deformed exhaust system electronic ignition timing is faulty	clean and check fuel system and carburetor turn on ignition and check whether the cleaning cycle of the control roller is executed. If not, check control roller for smooth running or check servomotor adjust cables disassemble and clean carburetor, and check it for wear clean or replace air filter check exhaust system for damage have ignition system checked
Engine misfires or backfires into carburetor	fuel shortage engine takes in unmetered air	check and clean fuel system and carburetor check intake flange and carburetor for tight fit
Engine overheats	not enough cooling liquid in cooling system radiator fins are extremely dirty foam forms in cooling system bent radiator hose defective thermostat	replenish cooling liquid (see maintenance work), check cooling system for leaks clean radiator fins with water jet replace cooling liquid, use branded antifreeze agent shorten or replace radiator hose dismantle thermostat and have it checked (opening temperature: 65°C) or replace it
All activated lamps are blown out battery is discharged	defective voltage regulator ignition (power consumers) not turned OFF discharge due to residual current no charge	remove seat and fuel tank, and check connections, check voltage regulator charge battery according to instructions perform electric loss test check connections and components of the charging system

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 normal trade 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. THE WATER COULD OTHERWISE RUN INTO THE ELECTRICAL COMPONENTS, CONNECTORS, SHEATHED CABLES, BEARINGS, CARBURETOR ETC. AND CAUSE DISTURBINGS I.E. LEAD TO A PREMATURE DESTRUCTION OF THESE PARTS.

- You should use normal trade-mark detergents to clean the motorcycle. Strongly dirtied parts should be cleaned additionally with the help of a paint brush.
- 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 the working temperature and also use the brakes. The water also evaporates at the unapproachable parts of the engine and the brakes.
- 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. Treat the chain with a chain spray too.
- To prevent failures in the electric system, you should treat the ignition lock, the emergency OFF switch, light switch and the socket connectors with contact spray.

CONSERVATION FOR WINTER OPERATION

In the event that the motorcycle is also used in winter and on roads where one has to expect salt spraying, you will have to take precautions against the aggressive road salt.

- clean motorcycle thoroughly and let it dry
- treat engine, carburetor, swing arm, and all other bare or galvanized parts (except for brake discs) with a wax-based anti-corrosion agent.

WARNING

KEEP ANTI-CORROSION AGENT FROM GETTING INTO CONTACT WITH THE BRAKE DISCS, FOR OTHERWISE THIS WILL SIGNIFICANTLY REDUCE THE BRAKING POWER.

CAUTION

AFTER RIDES ON SALTED ROADS, CLEAN MOTORCYCLE THOROUGHLY WITH COLD WATER AND LET IT DRY WELL!

STORAGE

Should you desire to make a pause over a longer space of time, please observe the following instructions:

- Clean motorcycle thoroughly (see chapter: CLEANING)
- Check antifreezer and amount of cooling liquid.
- Let the engine warm up again.
- Drain fuel from float chamber. By this means, carburetor jets are prevented from becoming resinous by the old fuel.
- remove spark plug, and fill approx. 5 ccm engine oil into the cylinder via the spark plug hole. Start for 5 seconds in order to spread the engine oil, and reinstall spark plug.
- Let fuel flow out of tank into an appropriate basin.
- Correct tyre pressure.
- Lubricate bearing points of the control levers, foot rests, etc. as well as the chain.
- Servicing the rear suspension linkage and swing arm bearings.
- Remove and charge battery (see chapter: BATTERY).
- The storage place should be dry and not be subject to too big temperature fluctuations.
- Cover the motorcycle with an air permeated tarpaulin or blanket. Do not use non air permeable materials as a possible humidity might not be able to escape and thereby cause corrosion.

CAUTION

IT IS EXTREMELY BAD TO LET THE ENGINE RUN FOR SHORT PERIODS OF TIME WHEN THE MOTORCYCLE IS KEPT IN STORAGE. SINCE IN THIS CASE THE ENGINE WOULD NOT GET WARM ENOUGH, THE STEAM PRODUCED DURING THE COMBUSTION PROCESS WOULD CONDENSE AND CAUSE RUSTING ON CRANK SHAFT, MAIN BEARING, AND EXHAUST SYSTEM.

RE-INITIATION AFTER TIME OF STORAGE

- Mount the charged battery (watch out for polarity, RED = +)
- Fill up tank with fresh fuel and turn the fuel tap to the ON position.
- Check motorcycle as before each start.
- Take a short, careful test ride first.

TECHNICAL SPECIFICATIONS - CHASSIS KTM 125 LC2 '96

Frame	Central chrome-moly-steelframe	
Fork	type	Paioli Ø 41mm (1,6 in)
	Wheel travel	240 mm (9,5 in)
	Spring preload	44 mm (1,7 in)
	Oil capacity per fork leg / viscosity	485 ccm / SAE 10
Rear suspension	Central shock absorber with PRO LEVER linkage to swingarm	
Shock absorber	type	Paioli MC56
	Wheel travel	280 mm (11 in)
	Spring preload	14 mm (±10 mm) (0,55 in ±0,4 in)
Front brake	Disk brake with perforated brake disk Ø 260 mm (10,2 in), brake caliper floated	
Rear brake	Disk brake with perforated brake disk Ø 220 mm (8,7 in), brake caliper floated	
Tyre front	2.75/21" 45R Pirelli MT40	
Air pressure, driver only	1,6 bar (23 psi)	
Air pressure driver plus passenger	1,8 bar (26 psi)	
Tyre rear	4.10/18" 60R Pirelli MT40	
Air pressure, driver only	2,0 bar (29 psi)	
Air pressure driver plus passengers	2,2 bar (32 psi)	
Fuel tank capacity	8,5 liter (2,2 US gallons), of that 3,0 liter (0,8 US gallons) reserve	
Final drive ratio	13:50 / 13:45	
Chain	O-ring $\frac{3}{8}$ x $\frac{1}{4}$ "	
Battery	12V 3Ah maintenance free	
Lamps	head light	H4 12V 60/55W (socket P 43 t)
	parking light	12V 5W (socket W 2,1x9,5 d)
	instrument lights	12V 2W (socket W 2x4,6 d)
	stop and tail light	12V 21/5W (socket BaY 15 d)
	flasher	12V 10W (socket Ba 15 s)
Steering angle	63°	
Wheel base	1440 ±10 mm (56,7 in ±0,4 in)	
Seat high	860 mm (33,8 in)	
Ground clearance	300 mm (11,8 in)	
Weight with tank filled up	121 kg (267 lbs)	
Max. permissible front axle load	133 kg (294 lbs)	
Max. permissible rear axle load	217 kg (479 lbs)	
Max. permissible laden wight	350 kg (770 lbs)	

TORQUES

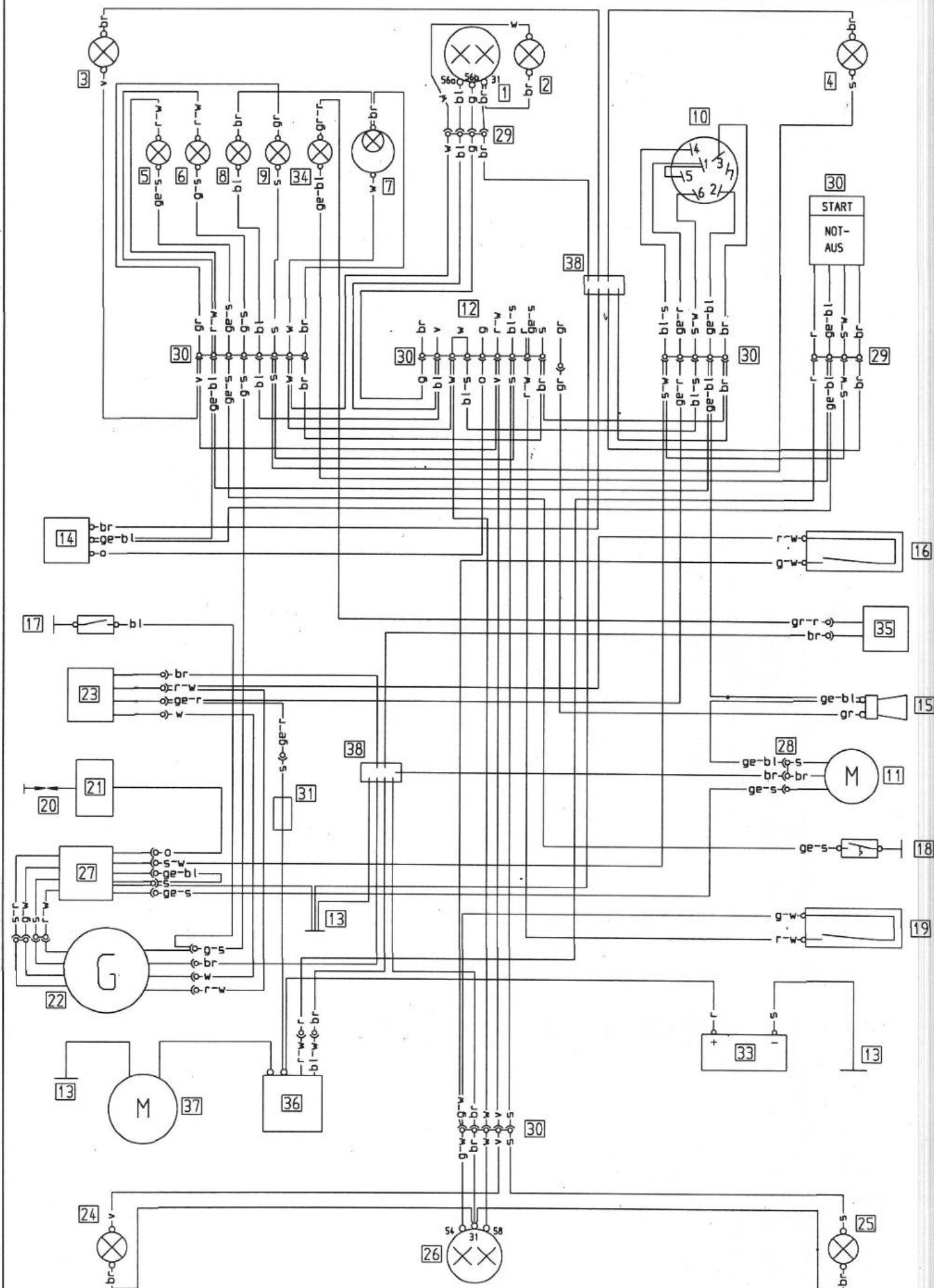
Collar screw front axle	M 10	50 Nm (37 ft.lbs)
Collar nut rear axle	M 20x1,5	100 Nm (74 ft.lbs)
Hexagon nut swingarm bolt	M 14x1,5	100 Nm (74 ft.lbs)
Clamping screws top fork plate	M 8	15 Nm (11 ft.lbs)
Clamping screws bottom fork plate	M 8	20 Nm (15 ft.lbs)
Hexagon nuts fork stubs	M 6	5 Nm (3,7 ft.lbs)
Other screws on chassis	M6	5 Nm (3,7 ft.lbs)
	M8	30 Nm (22 ft.lbs)
	M10	50 Nm (37 ft.lbs)

TECHNICAL DATA – ENGINE KTM 125 LC2 '96

Design	single-cylinder, two-stroke Otto engine with balancer shaft, liquid-cooled	
Control	membrane inlet into crankcase, exhaust control by means of servomotor and roller	
Displacement	124,8 ccm	
Bore / stroke	56 / 50,7 mm	
Compression ratio	12,5:1	
Fuel	unleaded fuel with a least RON 91	
Engine lubrication	separate lubrication	
Engine oil	Shell Advance VSX 2 or 2-stroke oil for a mix ratio 1:50 and separate lubrication	
Crankshaft bearing	2 ball bearings	
Connecting rod bearing	needle bearing	
Top end bearing	bronze bushing	
Piston	cast aluminium alloy	
Piston rings	1 half keystone ring, 1 rectangular ring	
Primary drive	helical gears 22:73 Z	
Clutch	multi disk clutch in oil bath	
Transmission	6-speed claw shifted	
Transmission reduction	1st gear 34:12 2nd gear 30:16 3rd gear 24:17	4th gear 24:21 5th gear 22:23 6th gear 18:22
Transmission oil	0,75 liter (0,2 US gallons) engine oil SAE 10W30	
Zündanlage	breakerless CDI ignition system with digital ignition timing	
Generator	12V / 95W	
Spark plug	NGK BR9ES	
Electrode distance	0,7 mm ± 0,1 mm (0,03 in)	
Cooling system	liquid cooling, permanent circulation of cooling liquid effected by water pump	
Cooling liquide	0,8 Liter (0,2 US gallons), 40% antifreeze, 60% water, at least	
Carburetor	slide carburetor	
Air filter	wet foam type air filter insert	

BASIC CARBURETOR SETTING 125 LC2

Type	Dell'Orto PHBH 28 VS
Main jet	132
Needle jet	GM1 264
Idling jet	50
Starting jet	65
Jet needle	83
Needle position from top	3
Mixture adjusting screw open	4 turn
Throttle valve	40



KTM 125 LC2 1996

Deutsch	Englisch	Italienisch	Französisch
1 Scheinwerfer	1 headlight	1 faro	1 phare
2 Standlicht	2 parking light	2 luce di stazionam	2 feu de position
3 Blinker li vo	3 blinker left front	3 lampeg ant sin	3 clignoteur a gauche
4 Blinker re vo	4 blinker right front	4 lampeg ant dest	4 clignoteur a droite
5 Temperaturkontrolle	5 temperature control	5 contr di temperature	5 temoin d temperature
6 Leerlaufanzeige	6 neutral	6 indicat marcia folle	6 ind de point mort
7 Tachobeleuchtung	7 tachometer light	7 luce di tachimetro	7 éclair comp vitesse
8 Fernlichtkontrolle	8 high beam control	8 contr di fare abb	8 temoin de feux route
9 Blinkerkontrolle	9 blink control	9 contr di lampeg	9 temoin de clignoteur
10 Zündschloß	10 ignition switch	10 accensione	10 contact d'allum
11 Servomotor	11 servomotor	11 servomotore	11 servo-moteur
12 zum Kombischalter	12 to combinat. switch	12 multicomando	12 commutateur combine
13 Masseanschluß	13 ground connection	13 collegam di masse	13 prise de masse
14 Blinkgeber	14 blink signal system	14 trasmett di lampeg	14 central clignot
15 Horn	15 horn	15 tromba	15 klaxon
16 Bremslichtsch. vo	16 stoplight switch f	16 interr luce arresto	16 cont de stop av
17 Leerlaufschalter (N)	17 neutral switch (N)	17 interr luce folle (N)	17 palpeur de marche (N)
18 Thermostalter	18 temperature switch	18 interruttore di temp	18 palpeur de temp
19 Bremslichtsch. hi	19 stoplight switch r	19 interr luce arresto	19 cont de stop der
20 Zündkerze	20 spark plug	20 candela	20 bougie
21 Zündspule	21 ignition coil	21 bobina d'accens	21 bobine d'allumage
22 Generator	22 generator	22 dinamo	22 generateur
23 Regelgleichrichter	23 regulator-rectifier	23 regolat raddrizzatore	23 regulat redresseur
24 Blinker li hi	24 blinker left rear	24 lamp post sin	24 clign a gauche derr
25 Blinker re hi	25 blinker right rear	25 lamp post dest	25 clign a droite derr
26 Brems-Schlußlicht	26 rear-stoplight	26 fanal post di freno	26 feu arr et de stop
27 CDI-Einheit	27 CDI-unit	27 CDI-seatola	27 CDI-unite
28 2-pol Stecker	28 multip cont plug (2)	28 presa a spina (2)	28 connect multiple (2)
29 4-pol Stecker	29 multip cont plug (4)	29 presa a spina (4)	29 connect multiple (4)
30 9-pol Stecker	30 multip cont plug (9)	30 presa a spina (9)	30 connect multiple (9)
31 Hauptsicherung 10A	31 mainfuse 10A	31 fusibile principale 10A	31 fusible principal 10A
32 Starttast Notausssch.	32 run-off/start switch	32 disinseritor/partire	32 cont de demar/couper
33 Batterie 12V 3Ah	33 battery 12V 3Ah	33 batteria 12V 3Ah	33 batterie 12V 3Ah
34 Ölstandkontrolle	34 oil-level tell-tale	34 control d livello d'olio	34 contr de niveau d'huile
35 Ölstandgeber	35 oil-level sensor	35 livello d'olio trasmetti	35 niveau d'huile transmet
36 Startrelais	36 starter relay	36 rele d'avviamento	36 relais de demarrage
37 Startermotor	37 starter engine	37 mot d'avviamento elettr	37 demarreur electrique
38 Parallelverbinder	38 parallel connector	38 parallelo compdsto	38 parallele connecteur

Deutsch	Englisch	Italienisch	Französisch
bl blau	bl blue	bl blu	bl bleu
br braun	br brown	br marrone	br brun
ge gelb	ge yellow	ge giallo	ge jaune
gr grau	gr grey	gr grigio	gr gris
g grün	g green	g verde	g vert
o orange	o orange	o arancio	o orange
r rot	r red	r rosso	r rouge
s schwarz	s black	s nero	s noir
v violett	v violet	v violetto	v violet
w weiß	w white	w bianco	w blanche

Kontaktbelegung
Start- Notaus- Schalter
(Typ CEV)

	r	ge-bl	s-w	br
ENG	⊗			—
IGN	⊙			
NE	⊕	—		

Kontaktbelegung
Kombischalter (Typ CEV 100826000)

	s	br	v	r-w	bl-s	g	gr	r/ge-s
TURN L				—	—			
TURN R					—	—		
LIGHTS	•							
H LO		—	—	—	—	—	—	—
H HI			—	—	—	—	—	—
HORN	—	—	—	—	—	—	—	—
PASSING	—	—	—	—	—	—	—	—

Kontaktbelegung
Zündschloß (Typ CEV 7-pol)

	1	2	3	4	5	6	7
PARK	—	—	—	—	—	—	—
AUS			—	—			
EIN	—	—			—	—	
EIN	—	—	—	—	—	—	—



VERZEICHNIS DER IMPORTEURE LIST OF IMPORTEURS



SINGAPORE
Ideal Motor Sport Pte. Ltd.
31 Howard Road
SGP - Singapore 369586
Tel: 28 - 20082
Fax: 28 - 21012

SLOVENIA
Motor Jet d.o.o.
Podjetje Osojnikova 17
SLO - 62000 Maribor
Tel: 062 - 512306
Fax: 062 - 512741
Tel: 1 - 753203
Tel: 1 - 751523

SOUTH-AFRIKA
Pro Action C.C.
351, Commisioner Street
Fairview
ZA - 2094 Johannesburg
Tel: 11 - 6241220
Fax: 11 - 6143919

SPAIN
Marsimoto SA
c/Barcelona No. 96
E - 08240 Manresa
Tel: 93 - 8741351
Fax: 93 - 8771404

SWEDEN
KTM Motorcykelimport Sverige AB
Elementvägen 1
S - 43722 Lindome
Tel: 031 - 995045
Fax: 031 - 994114

SWIZERLAND
Fabag Handels AG
Zürcher Straße 305
CH - 8500 Frauenfeld
Tel: 052 - 7221274
Fax: 052 - 7216305

TUNESIEN
Sanzo Motors
15, Rue Farés El Khoury
TN - 1001 Tunis
Tel: 1 - 753203
Tel: 1 - 751523

USA
KTM Sportmotorcycle USA Inc.
1906 Broadway
USA - Lorain, Ohio 44052
Tel: 216 - 2461060
Fax: 216 - 2461062

KTM Sportmotorcycle USA Inc.
930 Fesler Street
USA - El Cajon, CA 92020
Tel: 6192 - 586300
Fax: 6192 - 586304

UNITED ARAB EMIRATES
Gorica Trading Comp.
P.O. Box 52218
ARE - Dubai
Tel: 4 - 330659
Fax: 4 - 330078

URUGUAY
Keisil S.A.
Juncal 1305 Ofic. 1202
UY - Montevideo
Tel: 2 - 403407
Fax: 2 - 403407

ZIMBABWE
The Bike Centre
P.O. Box 3498
ZW - Harare
Tel: 4 - 752919
Fax: 4 - 790315

KTM-SPORTMOTORCYCLE AKTIENGESELLSCHAFT
A-5230 Mattighofen • Postfach 91 • Austria
Tel. 07742/6000-0 • Telefax 07742/6000-7
FN 102019 d - Landesgericht Ried im Innkreis