KTM MOTORCYCLES

250/300/360 MOTOCROSS/ENDURO

BEDIENUNGSANLEITUNG
OWNER'S HANDBOOK

'97

ART. NR. 3.205.12 - D/E
7.96

IMPORTANT

WE STRONGLY SUGGEST THAT YOU READ THIS MANUAL CAREFULLY AND COMPLETELY BEFORE GOING ON YOUR FIRST RIDE. IT CONTAINS A GREAT DEAL OF INFORMATION AND ADVICE WHICH WILL HELP YOU USE AND HANDLE YOUR BIKE PROPERLY. IN YOUR OWN INTEREST, PLEASE PAY PARTICULAR ATTENTION TO NOTICES THAT ARE MARKED AS FOLLOWS:

⚠ **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. Be sure to have any maintenance jobs performed by an authorized KTM dealer.
Address your special requests to an authorized KTM dealer who, should the need arise, will be supported by the KTM importer.

We wish you a lot of fun when driving !

TÜV CERT
FOR QUALITY SYSTEM
ISO 9001
REG.NO. 12 100 6061

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

Attachments: 1 spare parts manual chassis
1 spare parts manual engine
1 owner handbook for Marzocchi fork
1 owner handbook for Öhlins shock absorber

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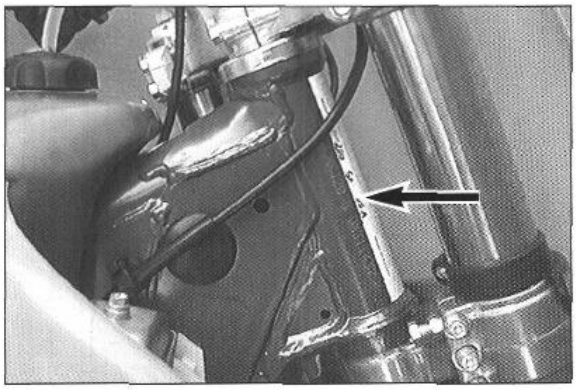
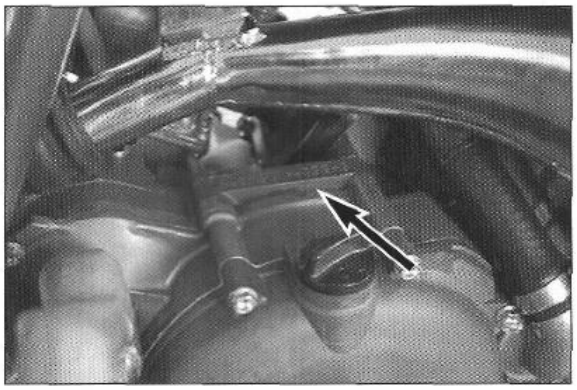


SERIAL NUMBER LOCATIONS

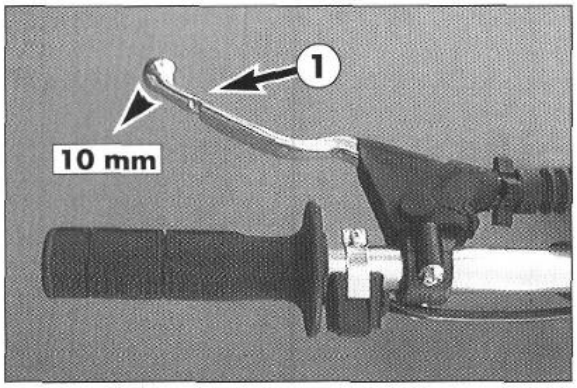
Chassis number

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



Engine number, engine type

Engine number and engine type are stamped on the right hand side of the engine in front of the kickstarter. Write this number into the relevant area on page 1.



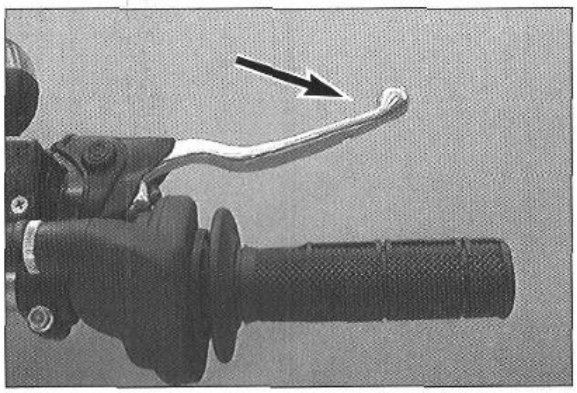
OPERATION INSTRUMENTS

Clutch lever

The clutch lever ❶ is fitted on the left hand side of the handle bar. When engine is cold, there should allways be a play of 10 mm (0,4 in) at this lever (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.

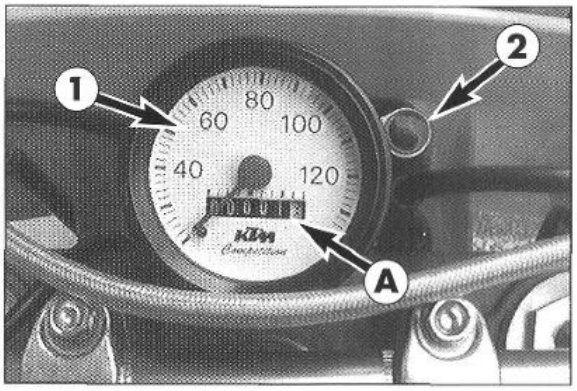


Hand brake lever

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

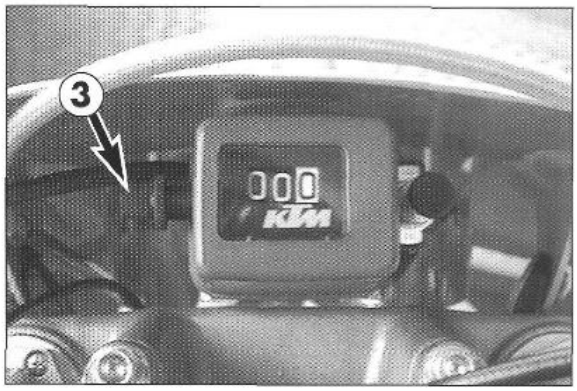
⚠ WARNING ⚠

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.



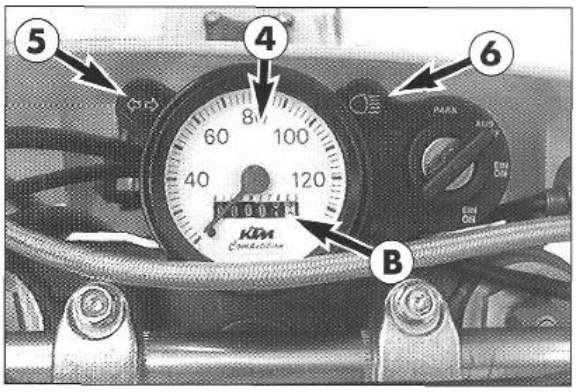
Speedometer, indicator lamps (EXC)

The mileage indicator ❹ in the speedometer ❶ indicates overall mileage.
The blue indicator lamp ❷ is lit when the high beam is on.



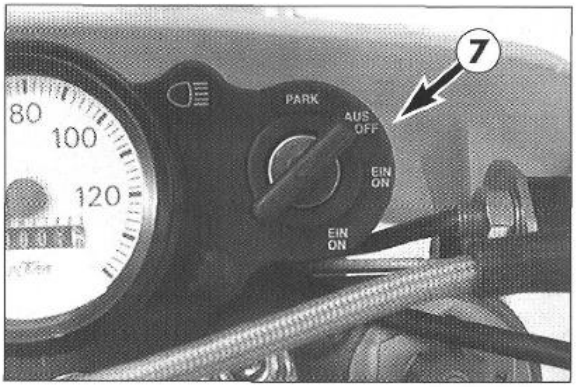
Odometer (EXC USA)

The odometer is a mileage indicator and can be set to 0 by means of the adjustment wheel ❸.



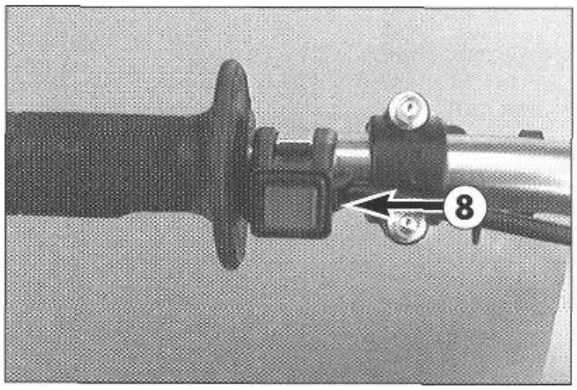
Speedometer, indicator lamps (EGS)

The mileage indicator ❹ in the speedometer ❹ indicates overall mileage.
When the turn indicator is on, the green indicator lamp ❺ will be flashing in the same thythm.
The blue indicator lamp ❻ will be lit when the high beam is on



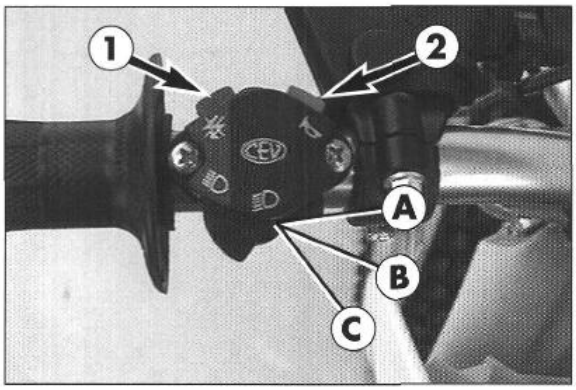
Ignition lock

Switch positions of ignition lock ❼:
AUS/OFF= Ignition off, light off
PARK = Ignition off, parking light on (only versions with battery)
EIN/ON = Ignition on, headlight on
EIN/ON = Ignition on, headlight on
The ignition key can be withdrawn in positions AUS/OFF and PARK.



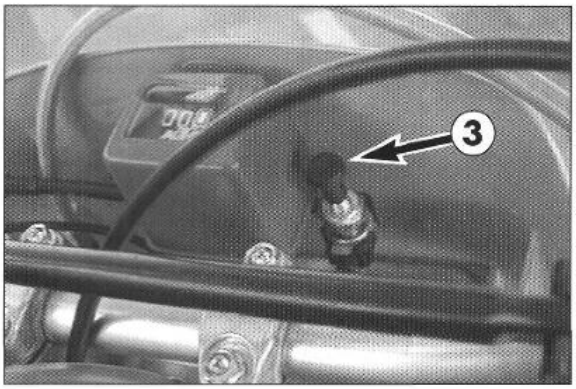
Short circuit button (SX)

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



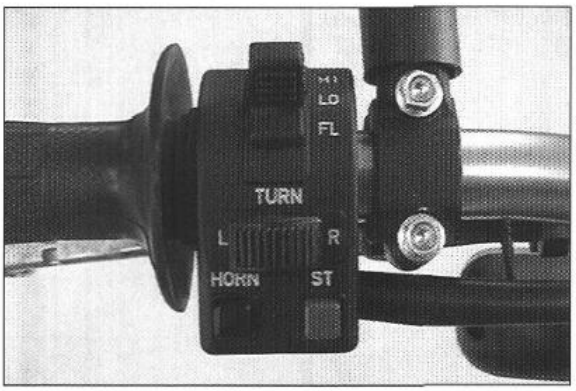
Combination switch (EXC)

The light switch has 3 switch positions.
Ⓐ = Light off
Ⓑ = Low beam on
Ⓒ = High beam on
The red short circuit button ❶ serves to switch off the engine. Leave the switch pressed until the engine stops. You may use button ❷ to actuate the horn.



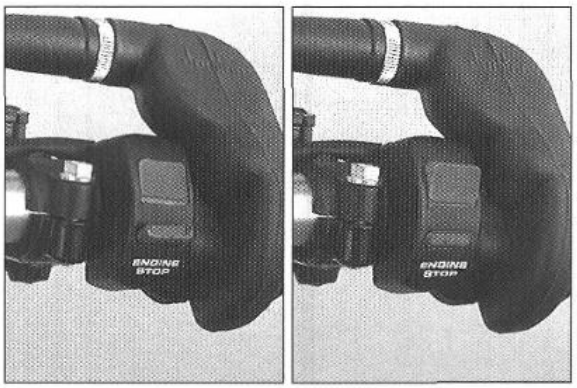
Headlamp switch (EXC USA)

In this model the headlamp is switched on with the pull switch ❸.



Combination switch (EGS)

HI = High-beam light
LO = Low-beam light
FL = Flash light
L = Left turn indicator
R = Right turn indicator
HORN = Horn button
STOP = Short-circuit button, to turn off engine in emergencies.

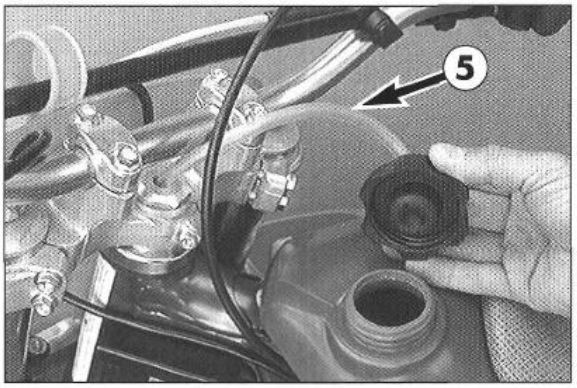


Emergency OFF switch (Australia)

The emergency OFF switch ❹ is located next to the throttle grip. Primarily designed as safety or emergency OFF switch, it should normally not be in its activated state.

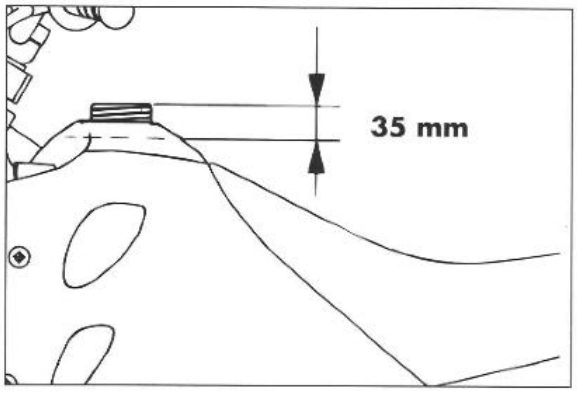
⊗ In this position, the ignition circuit is shorted; if the engine is running, it will stall immediately, if it is at standstill, it will not start.

○ In this position, the ignition circuit is enabled; the engine should start.



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 ❺ without kinks.



Refueling, fuel

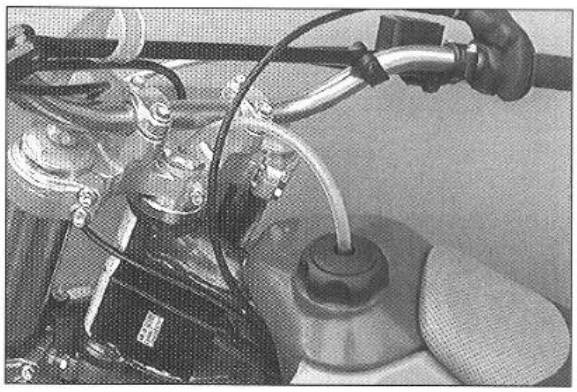
Oil (high-grade two-stroke engine oil) must be mixed with the fuel (ROZ 95) at a mixing ratio of 1:40 to 1:60.

⚠ WARNING ⚠

GASOLINE IS HIGHLY FLAMMABLE AND POISONOUS. EXTREME CAUTION SHOULD BE USED WHEN HANDLING GASOLINE. DO NOT REFUEL THE MOTORCYCLE NEAR OPEN FLAMES OR BURNING CIGARETTES. ALWAYS SWITCH OFF THE ENGINE BEFORE REFUELING. BE CAREFUL NOT TO SPILL GASOLINE ON THE ENGINE OR EXHAUST PIPE WHILE THE ENGINE IS HOT. WIPE UP SPILLS PROMPTLY. IF GASOLINE IS SWALLOWED OR SPLASHED IN THE EYES, SEEK A DOCTOR'S ADVICE IMMEDIATELY.

! CAUTION !

- ONLY USE PREMIUM-GRADE GASOLINE ROZ 95 MIXED WITH HIGH-GRADE TWO-STROKE ENGINE OIL. OTHER TYPES OF GASOLINE CAN CAUSE ENGINE FAILURE.
- ONLY USE KNOWN BRANDS OF HIGH-GRADE 2-STROKE ENGINE OIL.
- 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.)



Fuel tap

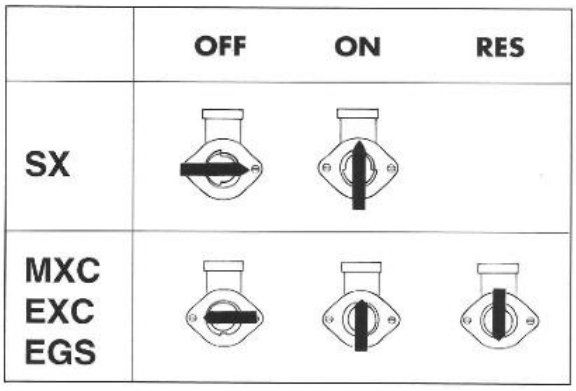
OFF In this position the fuel tap is closed. No fuel may flow to the carburetor.

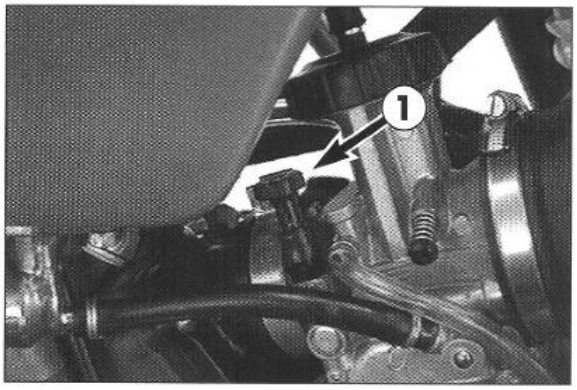
ON When using the motorcycle, the rotating handle must be set to the ON position. Now fuel may flow to carburetor. In this position the tank empties down to the fuel reserve of approx. 1,8 liters.

RES The reserve tank, approximately 1,8 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.

! CAUTION !

THE FUEL TAP SHOULD BE LOCKED WHENEVER THE MOTORCYCLE IS PARKED. IF THE TAP IS NOT CLOSED THE CARBURETOR MAY OVERFLOW AND FUEL GET INTO THE ENGINE.

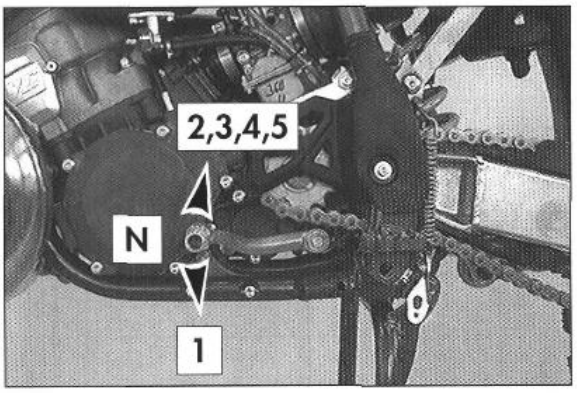




Choke knob

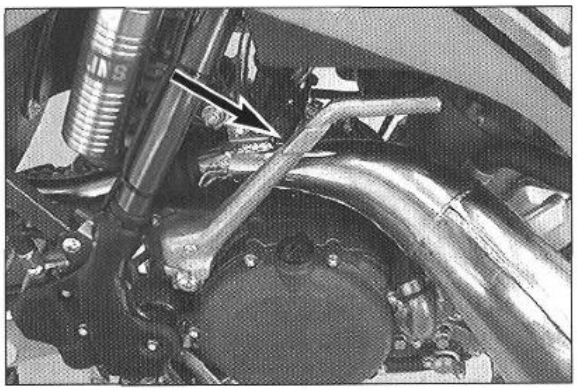
When pulling the choke knob ❶ fully towards the top, a bore is opened in the carburetor. Through this bore the engine can take in additional fuel. This encoure the rich fuel-air mixture, that is needed for a cold start.

When pressing the choke knob downward in the carburetor, the bore is closed again.



Shift lever

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

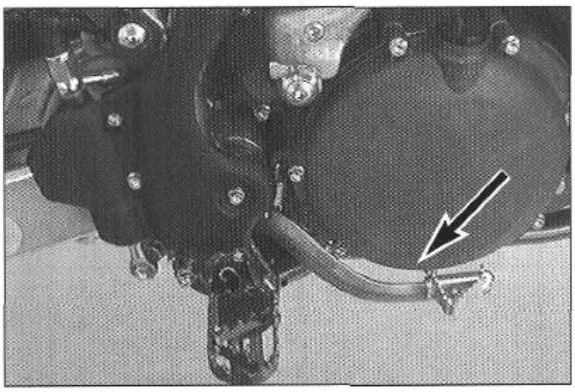


Kickstarter

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

⚠ WARNING ⚠

WHEN STARTING THE ENGINE, PUT ON MOTORCYCLE BOOTS IN ORDER TO AVOID INJURIES. YOU MAY SLIP OFF THE KICKSTARTER, OR THE ENGINE MAY STRIKE BACK WHEN KICKING NOT VEHEMENTLY ENOUGH.

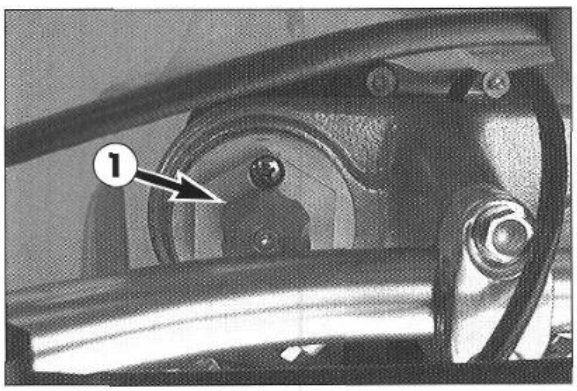


Foot brake pedal

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

⚠ WARNING ⚠

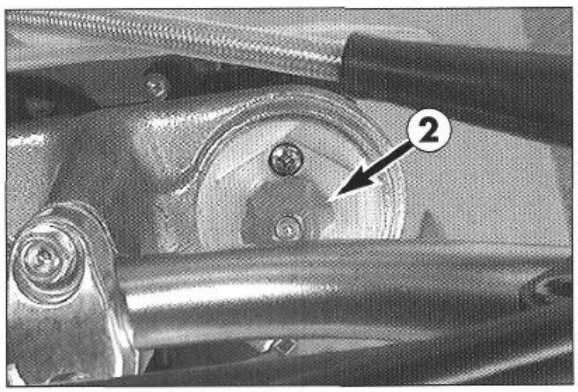
IF THE RESISTANCE IN THE HAND BRAKE LEVER OR FOOT BRAKE PEDAL FEELS "SPONGY" (TOO MUCH GIVE), THIS IS AN INDICATION THAT SOMETHING IS WRONG WITH THE BRAKE SYSTEM. DON'T RIDE YOUR MOTORCYCLE ANYMORE WITHOUT FIRST HAVING THE BRAKE SYSTEM LOOKED OVER BY A KTM DEALER.



Compression damping of fork

The compression damping mechanism is built into the left fork tube. It only regulates the degree of damping during compression.
By using the knob ❶ (C), the degree of damping of the compression can be adjusted. Turn the knob clockwise to increase damping, turn it counterclockwise to reduce damping during compression.

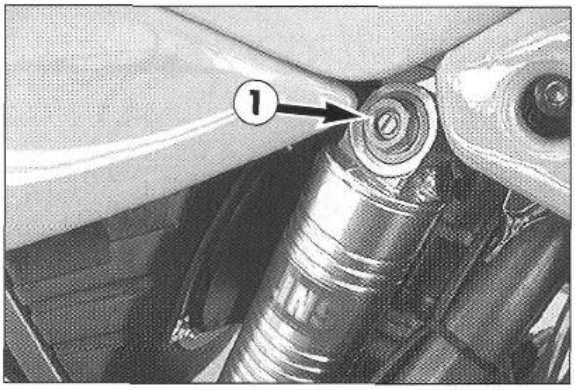
STANDARD ADJUSTMENT
- turn rotary knob clockwise as far as it will go
- turn it back by as many clicks as are specified for the relevant type of fork
- KTM 71.....10 clicks
  KTM 72..... 6 clicks



Rebound damping of fork

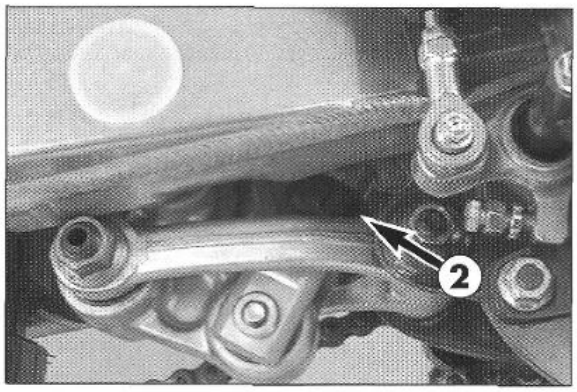
The rebound damping mechanism is built into the right fork tube. It only regulates the degree of damping during rebounding.
By using the knob ❷ (R), the degree of damping of the rebound can be adjusted. Turn the knob clockwise to increase damping, turn it counterclockwise to reduce damping during rebounding.

STANDARD ADJUSTMENT
- turn rotary knob clockwise as far as it will go
- turn it back by as many clicks as are specified for the relevant type of fork
- KTM 71.....10 clicks
  KTM 72..... 6 clicks



Compression damping of shock absorber

By using the knob ❶, the degree of damping of the compression can be adjusted. Turn the knob clockwise to increase damping, turn it counterclockwise to reduce damping during rebounding.
STANDARD ADJUSTMENT: Turn the adjuster knob clockwise until it stops, then turn the knob 17 clicks counterclockwise.

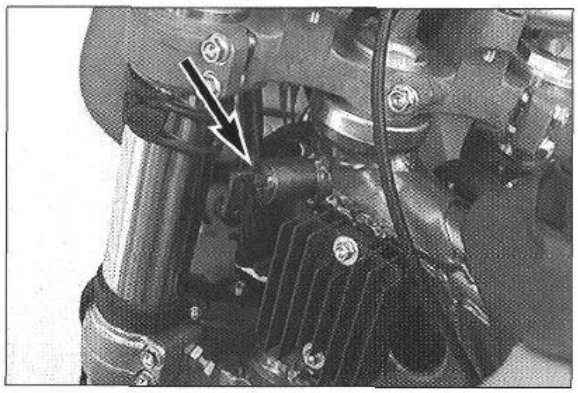


Rebound damping of shock absorber

By using the knob ❷, the degree of damping of the rebound can be adjusted. Turn the knob to the right side to increase damping, turn it to the left side to reduce damping during rebounding.
STANDARD ADJUSTMENT: Turn the adjuster knob clockwise until it stops, then turn the knob 18 clicks counterclockwise.

⚠ WARNING ⚠

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



Steering lock

The handlebar can be locked by means of the lock located on the steering head. To lock it, turn handlebar all the way to the right, insert key, turn it to left, press it in, turn it to right, and remove it.

! CAUTION !

NEVER LEAVE THE KEY INSERTED IN THE STEERING LOCK. IF YOU TURN THE HANDLE BAR TO THE LEFT THE KEY COULD GET DAMAGED.

DRIVING INSTRUCTIONS

What you should check before each start

When you start off, the motorcycle must be in a perfect technbical 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.
Too little transmission oil leads to premature wear and will ultimately destroy gear wheels and parts of the shift mechanism.

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 was fall off the chain wheels; an extremely worn chain may tear, and insufficient lubrication may result in unnecessary wear of chain and chain wheels.

4 TIRES
Check for damaged tyres. Tires 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.

5 BRAKES
Check correct functioning of the braking system. Verify that there is sufficient brake fluid in the reservoir. The reservoirs have been designed in such a way that brake fluid does not need to be refilled even when the brake pads are worn. If the level of brake fluid falls below the minimum value, this indicates a leak in the braking system or completely worn out brake pads. Arrange for the braking system to be checked by an authorized KTM dealer, 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.
Check free travel at hand brake lever and foot brake lever.

6 CABLES
Check correct adjustment and easy running of all control cables.

7 COOLING FLUID
Check the level of cooling fluid when the engine is cold.

8 ELECTRICAL SYSTEM
Check correct functioning of headlamps, tail-lights, brake lights, turn indicators, indicator lamps and horn while the engine is running.

9 LUGGAGE
If you are taking luggage with you, check that it is securely fastened.

⚠ WARNING ⚠

- WEAR SUITABLE CLOTHING WHEN DRIVING A MOTORCYCLE. SMART KTM DRIVERS ALWAYS WEAR A HELMET, BOOTS, GLOVES, AND A JACKET, REGARDLESS OF WHETHER DRIVING ALL DAY OR JUST GO FOR A SHORT RIDE. THE PROTECTIVE CLOTHING SHOULD BE BRIGHTLY COLORED SO THAT OTHER USERS OF THE ROADS CAN SEE YOU AS EARLY AS POSSIBLE. OF COURSE YOUR PASSENGER WILL ALSO NEED SUITABLE PROTECTIVE CLOTHING.
- DO NOT DRIVE AFTER HAVING CONSUMED ALCOHOL.
- ONLY USE ACCESSORY PARTS RECOMMENDED BY KTM. FOR EXAMPLE, FRONT PANELLING CAN IMPAIR THE DRIVING CHARACTERISTICS OF THE MOTORCYCLE. CASES, EXTRA TANKS ETC. CAN ALTER THE WEIGHT DISTRIBUTION AND THUS ALSO IMPAIR THE VEHICLE'S DRIVING CHARACTERISTICS.
- FRONT AND REAR WHEELS MAY ONLY BE FITTED WITH TIRES HAVING THE SAME TREAD LAYOUT. - ONLY USE HOLOGATED TIRES

Instructions for your first ride

- Verify that your KTM dealer performed the PREPARATION OF VEHICLE jobs (see Customer Service Manual).
- Read these operating instructions carefully before your first ride. If your motorcycle includes a Marzocchi-fork and an Öhlins shock absorber, separate owner handbooks will be enclosed for these parts. Read and observe these as well.
- Familiarize yourself with the controls.
- Adjust hand brake lever and foot brake lever to the positions that is the most comfortablefor you.
- Get used to handling the motorcycle in an empty parking lot or open space, before going for a longer ride. Also try to ride as slowly as possible while standing upright, to improve your feeling for the vehicle.
- Do not drive along off-road trails which go beyond your ability and experience.
- Hold the handlebar 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 take a passenger along if your motorcycle is fitted and registered for such purposes. During the ride, the passenger must hold on the straps or to the driver, 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, it should be secured as close as possible to the middle of the vehicle; distribute the weight evenly between the front and the 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.

⚠ WARNING ⚠

IMPORTANT INSTRUCTIONS FOR MODELS SX, MXC, AND EXC:

- THE ABOVE MODELS WERE DESIGNED AND BUILT FOR ONE PERSON ONLY - NO ADDITIONAL PASSENGER ALLOWED!
- NEITHER DO THESE MODELS MEET THE APPLICABLE STATUTORY REGULATIONS AND SAFETY STANDARDS. USING THEM ON PUBLIC ROADS, HIGHWAYS, FREEWAYS ETC. IS AGAINST THE LAW.
- WHEN RIDING YOUR MOTORCYCLE, PLEASE BEAR IN MIND THAT OTHER PEOPLE MAY FEEL MOLESTED BY EXCESSIVE NOISE.

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 500 KILOMETERS (300 MILES) OR 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 500 KILOMETERS (300 MILES) OR 5 HOURS!

Starting when the engine is cold

1 Open fuel tap
2 Turn on ignition or emergency OFF switch
3 Put the gear in neutral
4 Activate cold-starting aid (choke)
5 Leave throttle closed or open it no more than 1/3 and kick down kickstarter vigorously all the way.

⚠ WARNING ⚠

- TO AVOID INJURY WHEN STARTING THE ENGINE, ALWAYS WEAR BOOTS!
- DO NOT START THE ENGINE AND ALLOW IT TO IDLE IN A CLOSED AREA. EXHAUST FUMES ARE POISONOUS AND CAN CAUSE LOSS OF CONSCIOUSNESS AND DEATH. ALWAYS PROVIDE ADEQUATE VENTILATION WHILE THE ENGINE IS RUNNING.

! CAUTION !

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

Starting when the engine is warm

1 Open fuel tap
2 Turn on ignition or emergency OFF switch
3 Put the gear in neutral
4 Open throttle to 1/2 and kick down kickstarter vigorously

What to do when the engine is „flooded"

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

Starting off

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

⚠ WARNING ⚠

BEFORE YOU START OFF, CHECK THAT THE MAIN OR SIDE STAND HAS BEEN SWUNG RIGHT UP TO THE TOP. IF THE STAND DRAGS ON THE FLOOR, YOU MAY LOSE CONTROL OF YOUR MOTORCYCLE.

Shifting/Riding

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

⚠ WARNING ⚠

- OBSERVE THE TRAFFIC REGULATIONS, DRIVE DEFENSIVELY AND TRY TO LOOK AHEAD AS FAR AS POSSIBLE SO THAT YOU RECOGNIZE ANY HAZARDS AS EARLY AS POSSIBLE.
- ADJUST YOUR DRIVING SPEED TO THE CONDITIONS AND YOUR DRIVING SKILLS.
- DRIVE CAREFULLY ON UNKNOWN ROADS OR IN UNKNOWN TERRITORY.
- WHEN DRIVING OFF-ROAD, ALWAYS HAVE A FRIEND ON A SECOND MOTORCYCLE TO KEEP YOU COMPANY, SO THAT YOU CAN HELP EACH OTHER SHOULD DIFFICULTIES ARISE.
- REPLACE THE HELMET VISOR OR GOGGLE GLASSES EARLY ENOUGH. WHEN LIGHT SHINES DIRECTLY ON A SCRATCHED VISOR OR GOGGLES, YOU WILL BE PRACTICALLY BLIND.
- AFTER FALLING WITH THE MOTORCYCLE, CHECK ALL ITS FUNCTIONS THOROUGHLY BEFORE USING IT 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 OVERREV, DAMAGING THE VALVES. IN ADDITION, THE REAR WHEEL BLOCKS SO THAT THE MOTORCYCLE CAN EASILY GET OUT OF CONTROL.
- IF THE ENGINE RUNS WITHOUT THROTTLE DURING LONGER DOWNHILL TRAVEL, THE ENGINE SHOULD BE ACCELERATED OCCASIONALLY TO ENSURE THAT IT IS SUPPLIED WITH SUFFICIENT LUBRICANT WHICH IS MIXED IN THE FUEL.
- IN THE EVENT THAT, WHILE RIDING ON YOUR MOTORCYCLE, YOU NOTICE ANY UNUSUAL OPERATION-RELATED NOISE, STOP IMMEDIATELY, TURN THE ENGINE OFF, AND CONTACT AN AUTHORIZED KTM DEALER.

Braking

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

⚠ WARNING ⚠

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

Stopping and parking

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

⚠ 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 STARTING THE MOTORCYCLE, AND TAKE CARE TO PARK IT WHERE PEDESTRIANS ARE NOT LIKELY TO TOUCH IT AND GET BURNED.

! CAUTION !

- CLOSE THE FUEL TAP WHEN LEAVING YOUR VEHICLE. OTHERWISE THE CARBURETOR MAY GET FLOODED AND FUEL WILL ENTER THE ENGINE.

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 500 KILOMETERS (300 MILES) OR 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 500 KILOMETERS (300 MILES) OR 5 HOURS!

PERIODIC LUBRICATION AND MAINTENANCE SCHEDULE	KTM rider		KTM dealer			
7. 96 KTM MOTORCYCLES AT A REGULAR COMPETITION USE OF THE BIKE, THE 4000 KM (2500 MILES) SERVICE IS TO BE DONE AFTER EVERY RACE	before each start	after washing	1st service after 1000 km (600 miles) or 10 hours	after 2000 km (1250 miles) or 20 hours	after 4000 km (2500 miles) or once a year	at least once a year
Check transmission oil level	●					
Change transmission oil			●		●	●
Check spark plug and electrode gap				●	●	●
Change spark plug					●	
Check intake manifold for leaks and cracks	●				●	
Drain and clean carburetor float chamber		●			●	
Adjust idling			●		●	
Check breather hoses of engine case and gas tank for correct position without buckles			●			
Clean and check airfilter element, box and carburetor connection boot		●			●	●
Check chain, sprockets, guides and chain wear	●		●		●	
Clean and oil chain	●				●	
Check chain tension	●		●		●	
Check coolant level	●		●		●	
Check quality of antifreeze						●
Check cooling system for leaks - visual inspection	●		●		●	
Check exhaust system for cracks and leaks					●	
Replace glass fiber yarn of silencer					●	
Check exhaust brackets and silencer grommets					●	
Check brake fluid level front and rear	●		●		●	
Change brake fluid						●
Check thickness of disc brake pads	●				●	
Check brake discs					●	
Inspect condition and installation of front and rear brake hoses	●		●		●	
Check free travel and free movability of hand brake lever and foot brake lever	●		●		●	
Check telescopic fork action	●				●	
Check telescopic fork for leaks					●	
Change oil of telescopic fork						●
Service telescopic fork completely						●
Check steering head bearing free play			●		●	
Clean and regrease steering head bearing					●	●
Check setting and damping of shock absorber	●				●	
Service shock absorber completely						●
Grease Pro Lever Linkage System						●
Grease swingarm needle bearings						●
Check for even spoke tension and rim alignment	●		●		●	
Check wheel bearings	●				●	
Check tires for cuts and air pressure	●				●	
Check cables for damage and free movement	●				●	
Adjust and oil control cables		●	●		●	
Check electrical system	●		●		●	
Check battery holder and connections (A, CH)					●	
Check adjustment of headlight					●	
Treat combination switch with contact spray		●			●	
Check all bolts, nuts, screws and clamps for proper tightness	●		●		●	
Clean and lubricate control lever pivot points		●	●	●	●	

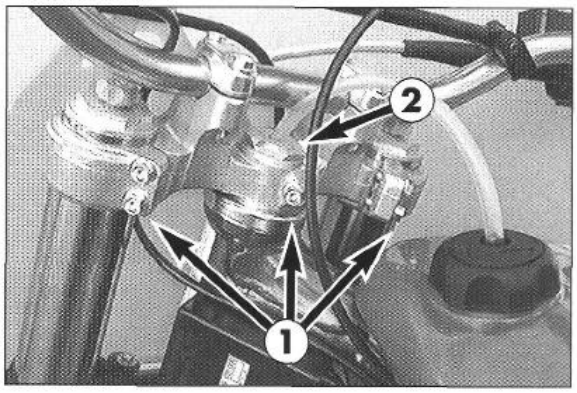
MAINTENANCE WORK ON CHASSIS AND ENGINE

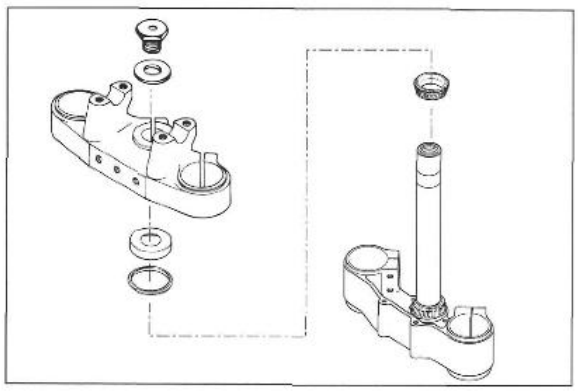
⚠ WARNING ⚠

ALL MAINTENANCE AND ADJUSTEMENT 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.
- WHEN TRANSPORTING YOUR KTM, ENSURE THAT IT IS HELD UPRIGHT WITH RESTRAINING STRAPS OR OTHER MECHANICAL FASTENING DEVICES AND THAT THE FUEL TAP IS IN THE OFF POSITION - IF THE MOTORCYCLE SHOULD FALL OVER, NO FUEL CAN LEAK FROM THE CARBURETOR OR FUEL TANK
- 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.
- 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 COUNTRYSIZE. 1 LITER USED OIL CONTAMINATES 1,000.000 LITERS WATER.





Checking and adjusting the steering head bearing*

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

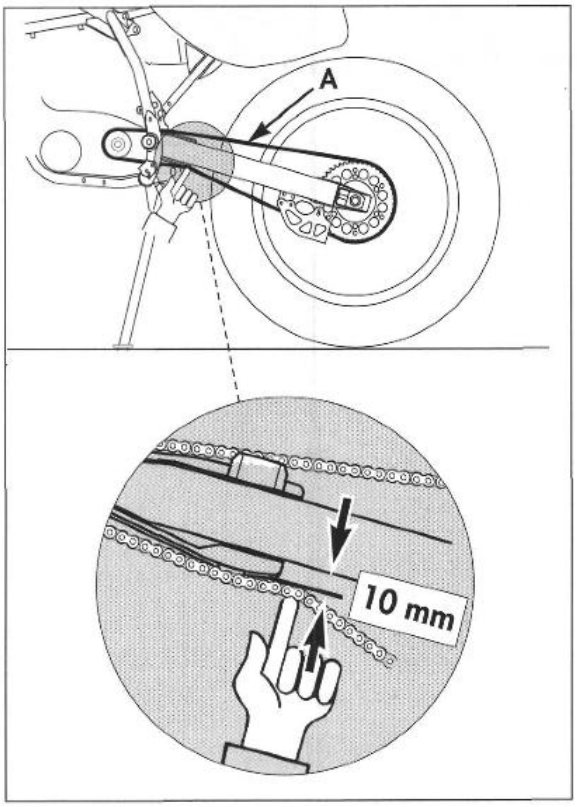
⚠ WARNING ⚠

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

! CAUTION !

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

At least once a year, the steering head bearings should be smeared with waterproof grease.

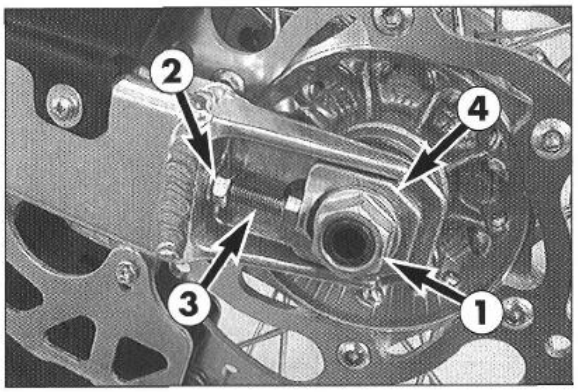


Check chain tension

- To check the chain tension, park the motorcycle.
- Press chain upward at the end of the chain sliding component. The distance between chain and swing arm should be approx. 10 mm. In the course of this procedure, the upper chain portion Ⓐ must be taut (see drawing).
- If necessary, correct chain tension.

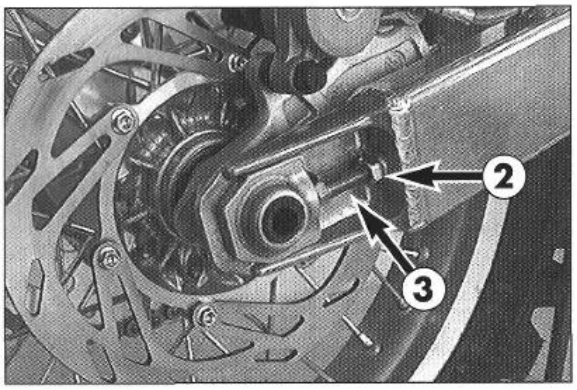
⚠ WARNING ⚠

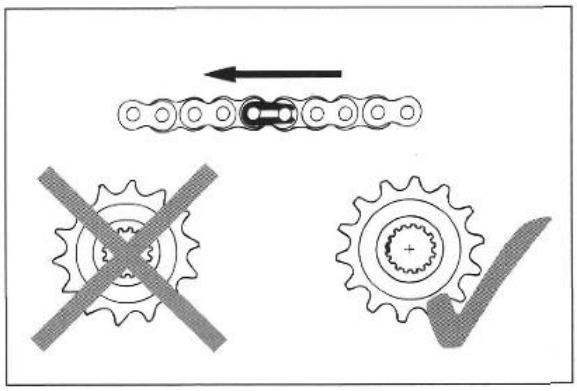
- IF CHAIN TENSION IS TOO GREAT, PARTS WITHIN THE SECONDARY TRANSMISSION (CHAIN, CHAIN WHEELS AND REAR WHEEL BEARINGS) WILL BE SUBJECTED TO UNNECESSARY STRESS, RESULTING IN PREMATURE WEAR AND EVEN CHAIN BREAKAGE.
- TOO MUCH SLACK IN THE CHAIN, ON THE OTHER HAND, CAN RESULT IN THE CHAIN JUMPING OFF THE 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 collar nut ❶, loosen lock nuts ❷, and turn right and left adjusting screws ❸ equally far. Tighten lock nuts.
- Before tightening the collar nut, verify that the chain adjusters ❹ are sitting close to the adjusting screws and that the rear wheel has been aligned with the front wheel.
- Tighten collar nut ❶ to 100 Nm (74 ft.lb).





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.
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.

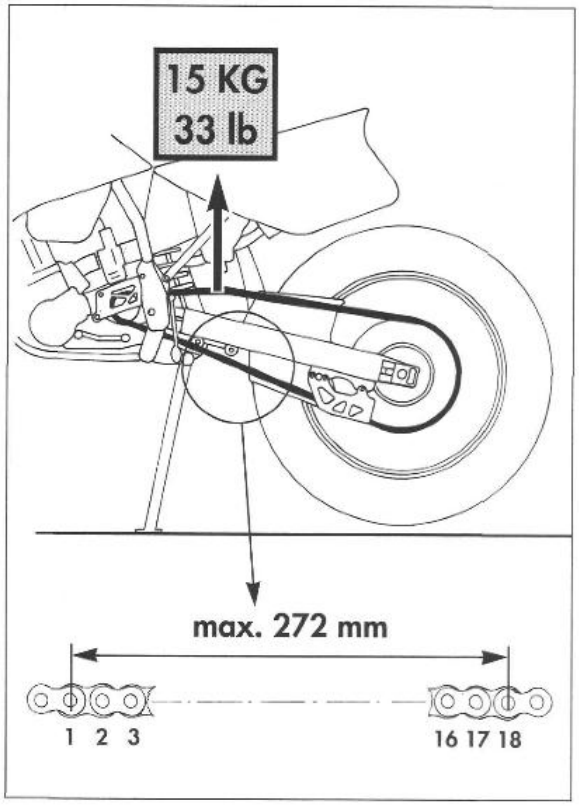
⚠ WARNING ⚠

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

! CAUTION !

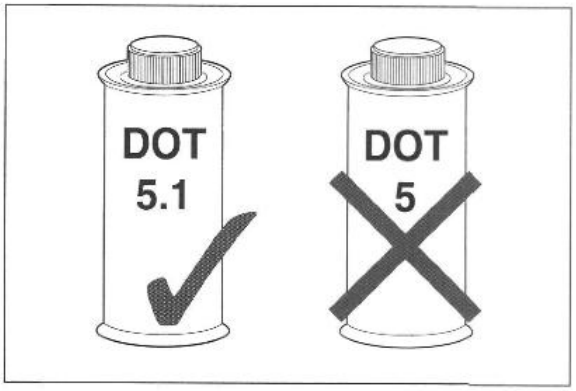
WHEN MOUNTING THE CHAIN MASTERLINK CLIP, THE CLOSED SIDE OF THE MASTERLINK CLIP MUST POINT IN RUNNING DIRECTION.

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.



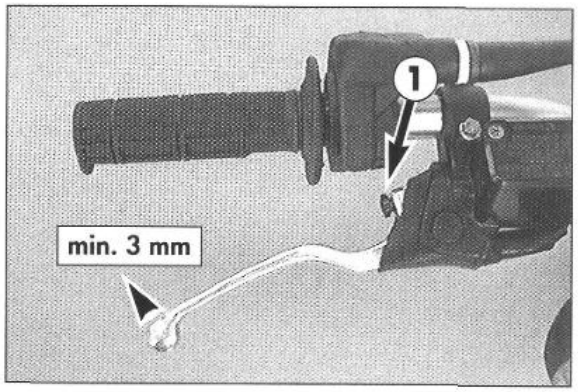
General information about KTM disc brakes

BRAKE CALIPERS:
The brake calipers of this series use a „floating" mount. This means that the brake calipers are not solidly attached to the caliper support, which enables them to „float" for maximum braking contact.

BRAKE PADS:
The motorcycles are delivered with organic brake pads and have also been type-coded with these pads. Said pads are suitable for almost the entire range of application of these motorcycles.
It is only for competitive racing in extremely dirty conditions (e.g., water in combination with sand and mud) that we recommend brake pads that have sintered linings. However, take notice of the fact that brake pads with sintered linings have not been type-coded! Besides, they may cause greater wear on the brake discs.

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

BRAKE FLUID:
KTM fills the brake 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.

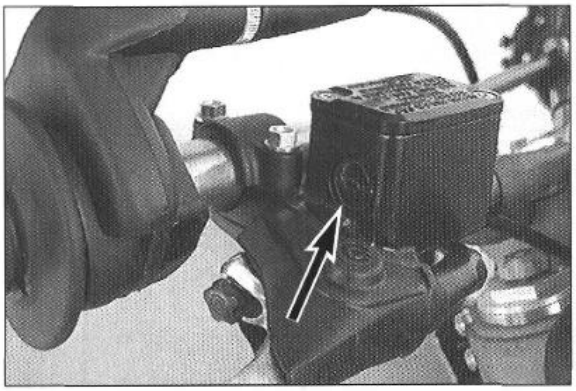


Adjusting of free travel at the hand brake lever

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

! CAUTION !

AT THE HAND BRAKE LEVER, FREE TRAVEL MUST AT LEAST BE 3 MM. 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.

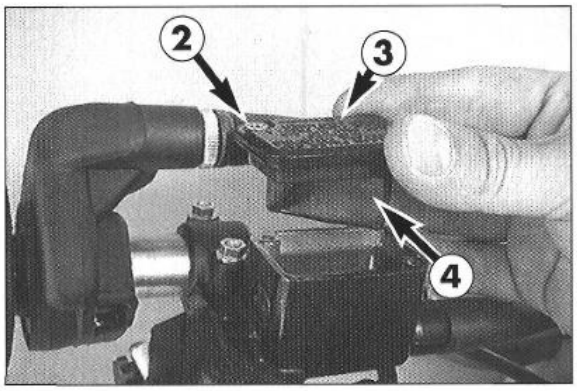


Checking of brake fluid level - front brake

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 drop below the 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. IN THIS CASE, CONSULT AN AUTHORIZED KTM DEALER IMMEDIATELY.



Refilling the front brake fluid reservoir*

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

Loosen screws ❷ and remove lid ❸ and membrane ❹.

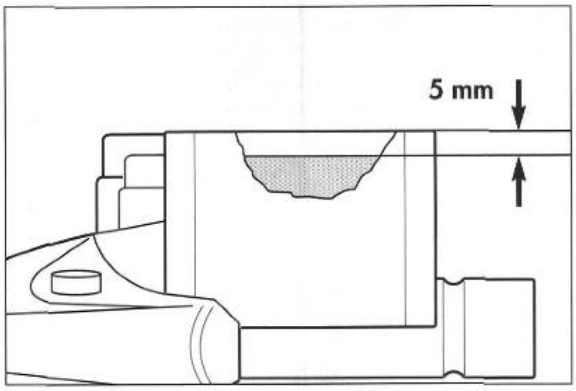
Place hand brake cylinder in a horizontal position and fill the brake fluid reservoir to 5 mm (0,2 in) below the rim with clean brake fluid DOT 5.1. Replace membrane and lid, tighten screws. Rinse off spilled or overflowing brake fluid with water.

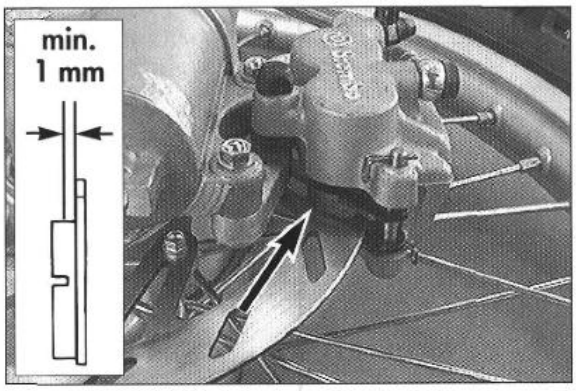
⚠ WARNING ⚠

- 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.





Checking the front brake pads

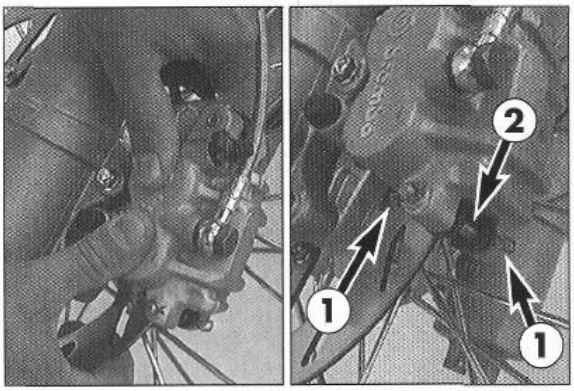
The brake pads can be inspected from below. The linings nust be at least 1 mm (0,04 in) thick.

⚠ WARNING ⚠

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

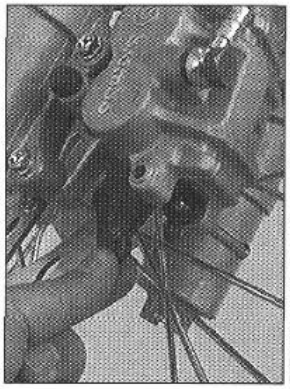
! CAUTION !

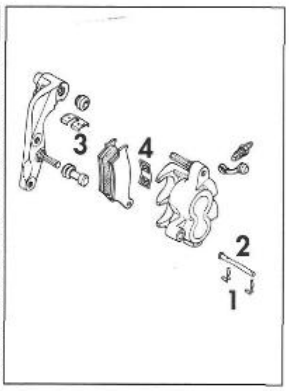
IF THE BRAKE PADS ARE REPLACED TOO LATE SO THAT THE LINING IS PARTLY OR ENTIRELY WORN, THE STEEL COMPONENTS OF THE BRAKE PAD WILL RUB AGAINST THE BRAKE DISC, THEREBY IMPARING THE BRAKING EFFECT AND DESTROYING THE BRAKE DISC.



Replacing front brake pads*

Press the brake caliper toward the brake disk, to put the brake piston in its basic position. Remove clips ❶ and pull out bolt ❷. Remove brake pads from the brake caliper. Clean the brake caliper and the brake caliper support with compressed air. Check the sleeves of the guide bolts for damage, and grease guide bolts if necessary.

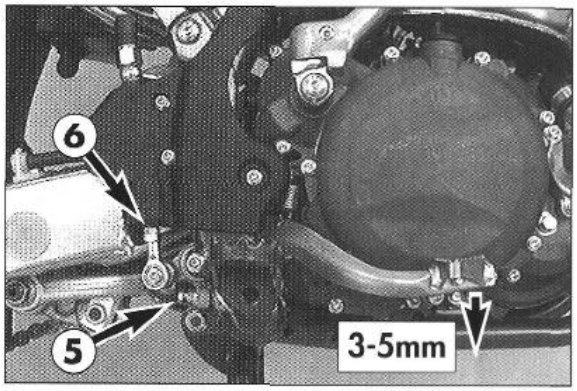




Mount the right brake pad and fix it with the bolt. Mount the left brake pad and insert the bolt until it stops. Mount the clips.
When mounting the brake pads, be sure to check for correct fit of the sliding metal-sheet ❸ in the caliper support and of the leaf spring ❹.

⚠ WARNING ⚠

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

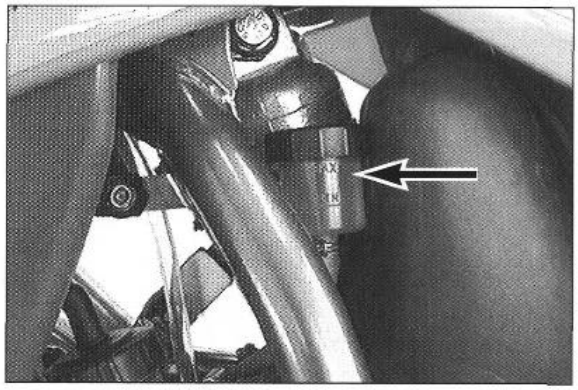


Changing the basic position of the foot brake pedal

The basic position of the foot brake pedal can be altered by turning the stop screw ❺. The free play at the foot brake pedal must then be adjusted by means of the piston rod ❻.
Measured on the outside, the foot brake pedal must have 3-5 mm (0,12–0,20 in) of free play, before the piston 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 MAY EVEN FAIL COMPLETELY IN EXTREME CASES.

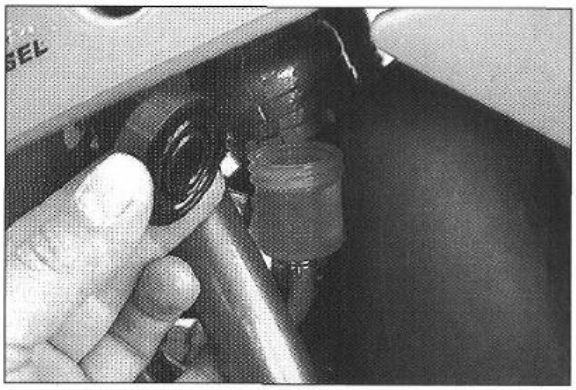


Checking rear brake fluid level

The reservoir for the rear disc brake is located on the left-hand side of the vehicle next to the carburetor collar. The brake fluid level must 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. IN THIS CASE, CONSULT AN AUTHORIZED KTM DEALER IMMEDIATELY.



Refilling the rear brake fluid reservoir*

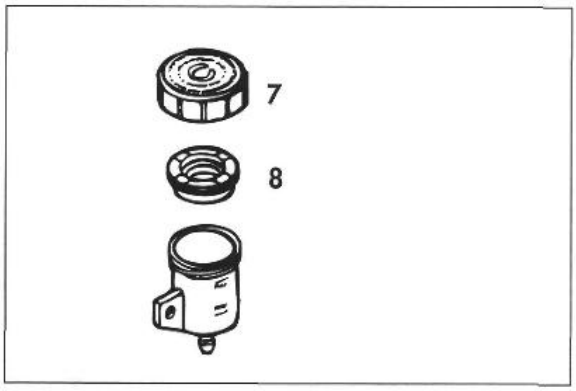
When the brake fluid level has dropped to the MIN mark, you need to refill the brake fluid reservoir. This is done by first unscrewing the cap ❼ and rubber bellows ❽. Add brake fluid DOT 5.1 until it reaches the MAX mark, then screw rubber bellows and cap back on. Rinse off spilled or overflowing brake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

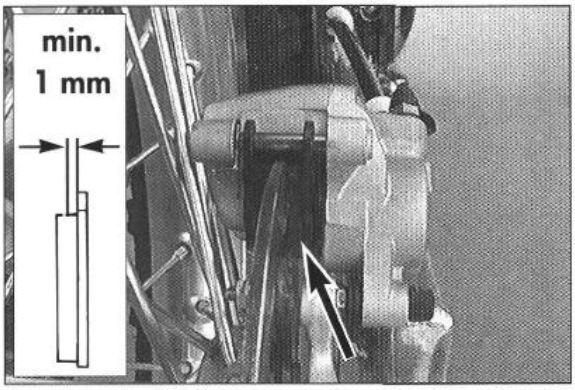
⚠ WARNING ⚠

- 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

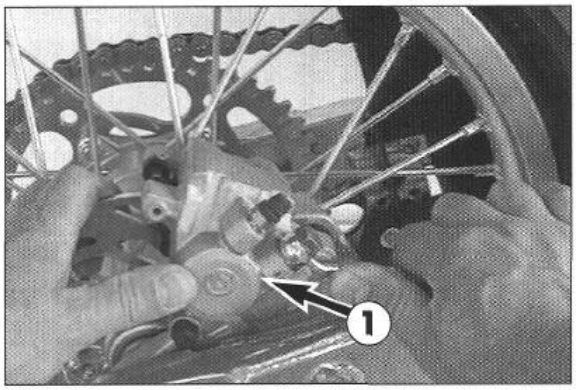
The brake pads can be inspected from the rear. The thickness of the linings may not be less than 1 mm (0.04 in).

⚠ 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, THE STEEL COMPONENTS OF THE BRAKE PAD WILL RUB AGAINST THE BRAKE DISC, THEREBY IMPARING THE BRAKING EFFECT AND DESTROYING THE BRAKE DISC.



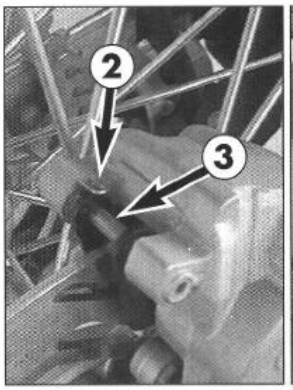
Replacing the rear brake pads*

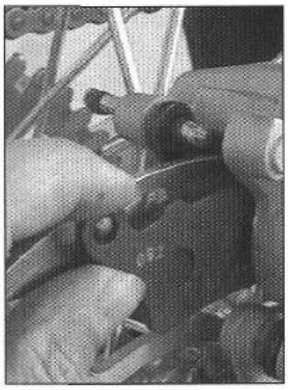
Press brake caliper ❶ in direction of chain wheel for the brake piston to reach its basic position. Remove safety device ❷, knock out the guide pin ❸ from the brake caliper with a drift towards the chain wheel and remove brake pads. Carefully clean the brake caliper with compressed air and check sleeves of the guide pins for damage.

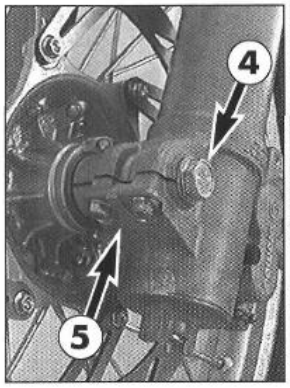
Slide left brake pad into the brake caliper and fix it with the pin. Slide in the right brake pad and knock the bolt in as far as it will go. Mount safety device ❷.

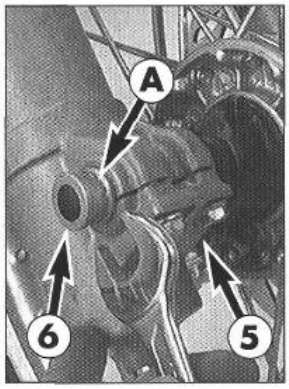
⚠ WARNING ⚠

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









Dismounting and mounting the front wheel

- To remove the front wheel, jack the motorcycle up on its frame so that the front wheel no longer touches the ground.
- Loosen the collar screw ❹
- Loosen the 4 clamping screws ❺ on the fork fists.
- Hold the front wheel, pull out the wheel spindle ❻
  NOTICE: the wheel spindle may be pulled out more easily, if you slide an open-end wrench (17mm) onto the flat portion Ⓐ of the wheel spindle.
- Remove front wheel carefully from the fork and take the speedometer drive ❼ off the hub.

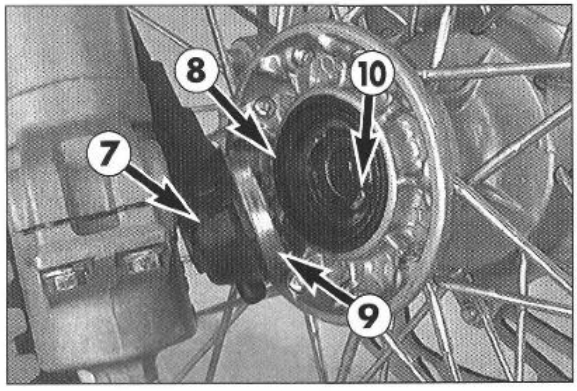
! CAUTION !

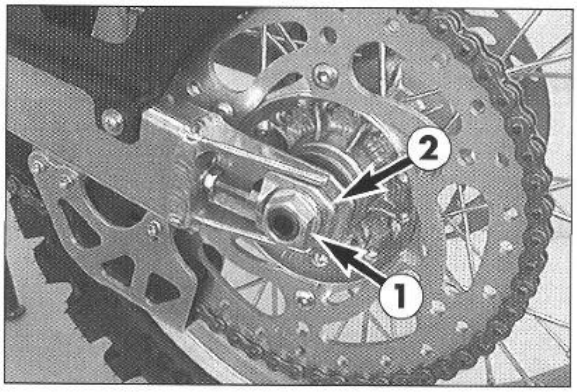
DO NOT OPERATE THE HAND BRAKE WHEN THE FRONT WHEEL HAS BEEN DISMOUNTED.

- Prior to mounting the front wheel, clean and grease sealing ring ❽ and running surface ❾ 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 ❿ engage with the slots of the drive.
- Position front wheel and speedometer drive, and mount wheel spindle.
- Mount collar screw ❹, turn speedometer drive in a way that the flexible speedometer shaft will curve upwards in a slight bow and tighten collar screw to 50 Nm (37 ft.lb).
- Take the motorcycle off the stand and bounce the fork hard a few times to align the fork legs
- Then tighten clamping screws ❺ to 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, EITHERWISE THE BRAKING EFFECTS WOULD BE STRONGLY REDUCED.



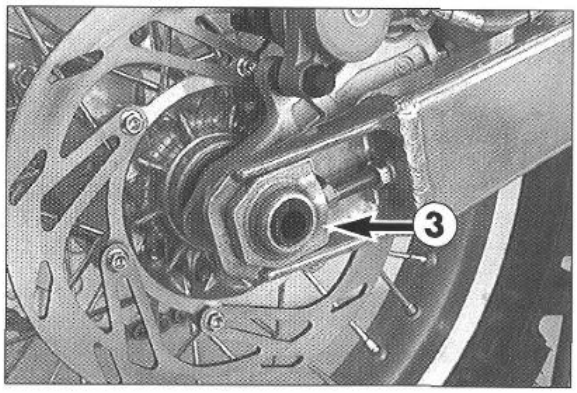


Dismounting and mounting the rear wheel*

Jack the motorcycle up on its frame so that the rear wheel no longer touches the ground. Loosen the collar nut ❶, remove chain tensioner ❷, hold the rear wheel and pull out the wheel spindle ❸ 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 !

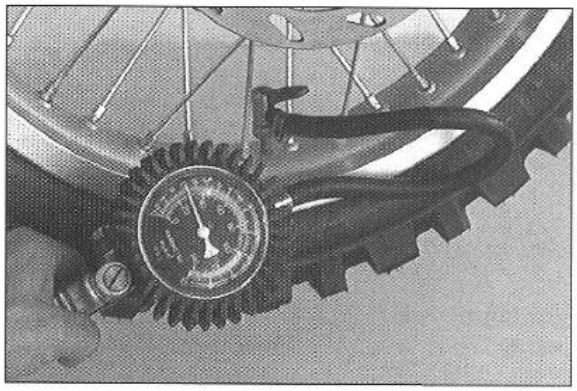
- DO NOT OPERATE THE REAR BRAKE WHEN THE REAR WHEEL HAS BEEN DISMOUNTED.
- IF THE AXLE IS DISMOUNTED, CLEAN THE THREAD OF THE WHEEL SPINDLE AND COLLAR NUT THOROUGHLY AND APPLY A NEW COAT OF GREASE TO PREVENT THE THREAD FROM JAMMING.



The rear wheel is remounted in reverse order. Before tightening the collar nut to 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, EITHERWISE THE BRAKING EFFECTS WOULD BE STRONGLY REDUCED.
- TIGHTEN THE COLLAR NUT WITH THE REQUIRED TORQUE. A LOOSE WHEEL SPINDLE MAY LEAD TO AN UNSTABLE BEHAVIOR OF YOUR MOTORCYCLE.



Tires, air pressure

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

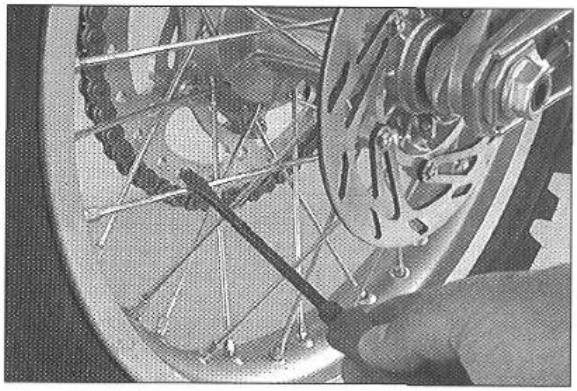
- Tire size can be found in the technical specifications and in their homologation certificate
- Tire condition has to be checked every time you want to ride your motorcycle. Before leaving, check tires for punctures and nails or other sharp objects that might have become embedded in them. Refer to the specific regulations in your country for minimum tire tread requirements. We recommend you replace the 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 BEHAVES.
- FRONT AND REAR WHEELS MAY ONLY BE FITTED WITH TIRES HAVING THE SAME TREAD LAYOUT. USE HOMOLOGATED TIRES
- 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

TIRES - AIR PRESSURE

	front	rear
Off road	1,0 bar (14 psi)	1,0 bar (14 psi)
Road driver only	1,5 bar (21 psi)	2,0 bar (28 psi)
Road with passenger	1,7 bar (25 psi)	2,2 bar (32 psi)

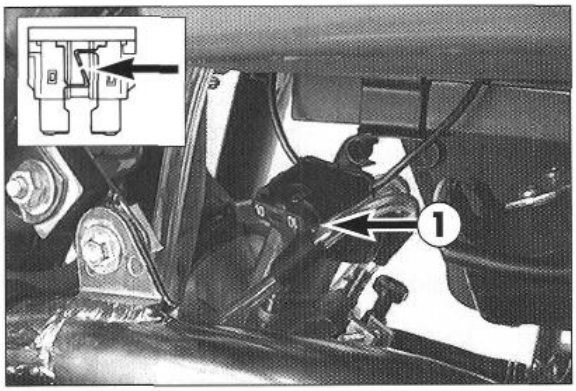


Checking spoke tension

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.

⚠ WARNING ⚠

SPOKES CAN TEAR IF YOU CONTINUE TO RIDE WITH THEM LOOSE. THIS MAY LEAD TO AN UNSTABLE HANDLING OF YOUR MOTORCYCLE.

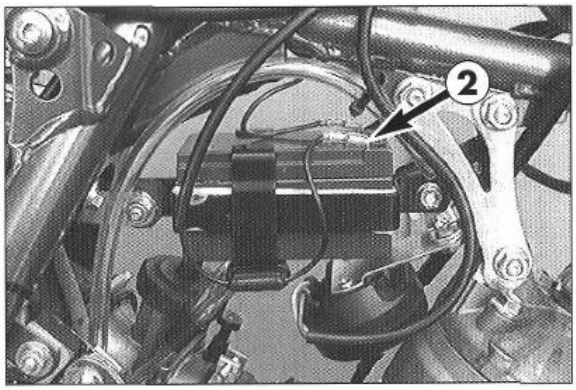


Fuse (A, CH)

The fuse ❶ disposed above the carburetor protects parking light and battery charge. Its current rating is 10 ampere.

! CAUTION !

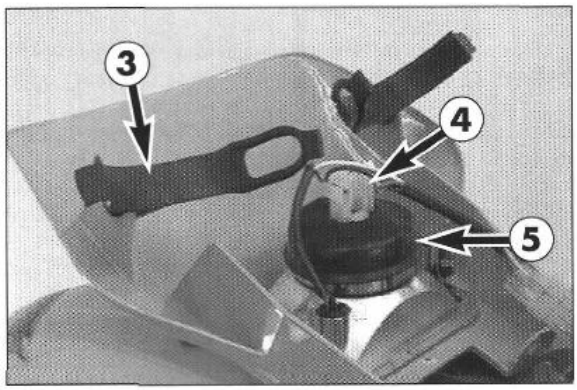
NEVER USE A STRONGER FUSE. NEVER REPAIR A FUSE. IMPROPER TREATMENT CAN DESTROY THE ENTIRE ELECTRICAL SYSTEM.



Battery (A, CH)

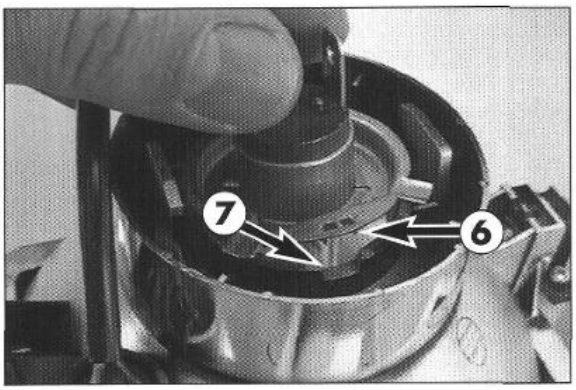
The battery ❷ is mounted under the gasoline tank (remove seat and tank). It is a high-quality, maintenance-free battery.
To avoid oxidation of the battery contacts, grease them regularly with acid-free grease. Never open the valves!
STORAGE:
Keep battery dry and clean. Charge it before storage. The best storage temperature is 0-35 °C. Recharge it after 16 months at the latest. If the battery has lost its charge, recharge it after one week at the latest.
CHARGING:

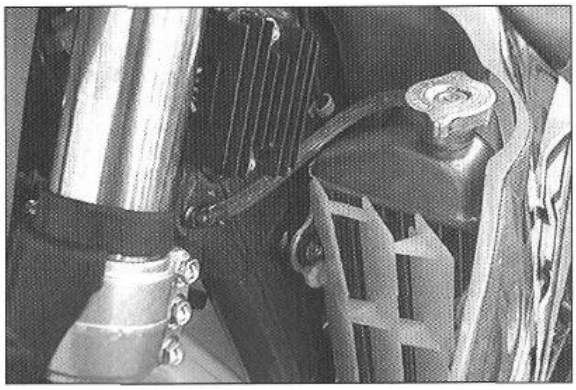
- Nominal voltage 12 V
- maximum charging current 0.3 Ampere
  recommended charging current 0.2 Ampere
- Charging time: 4-6 hours, depending on charging level.



Replacing headlight lamp (H4)

Loosen both rubber bands ❸ and tilt headlight mask to the front. Remove bulb plug ❹ and remove rubber cap ❺. Turn the supporting ring counter-clockwise and remove it from the reflector together with the bulb.
Insert a new bulb such that the noses ❻ fit into the recess ❼. Do not touch the glass body of the bulb, to keep if free from grease. Mount supporting ring, rubber cap and plug. Position headlight mask with the bottom holders, and fasten it with the rubber bands.





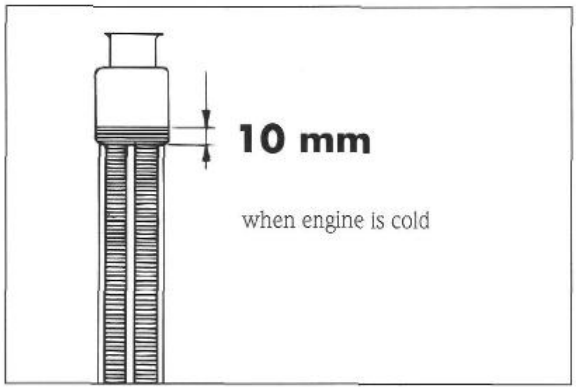
Cooling system

The engine water pump ensures forced circulation of the coolant. But the coolant can only circulate correctly if there are no air bubbles in the system. The cooling system must therefore be bled each time it is topped up or refilled (cf. bleeding cooling system).
A mixture of 40% antifreeze liquid and 60% water is used as coolant. However, the anti-freeze protection must be at least for –25° C (–13° F). This mixture offers antifreeze protection but also good corrosion protection and should therefore not be replaced by pure water.

! CAUTION !

FOR THE COOLING SYSTEM, USE ONLY 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; a water temperature of up to 120° C (248° F) is admissible therefore, having to expect any trouble.

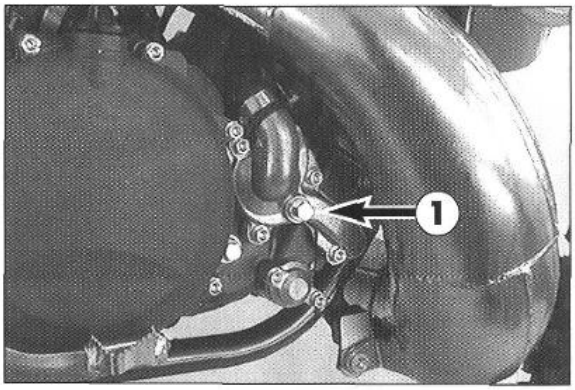


Checking the coolant level

The coolant should be 10 mm (3/8 in) above the radiator fins when the engine is cold (cf. diagram). In the event of the coolant being drained, always fill and bleed the system.

⚠ WARNING ⚠

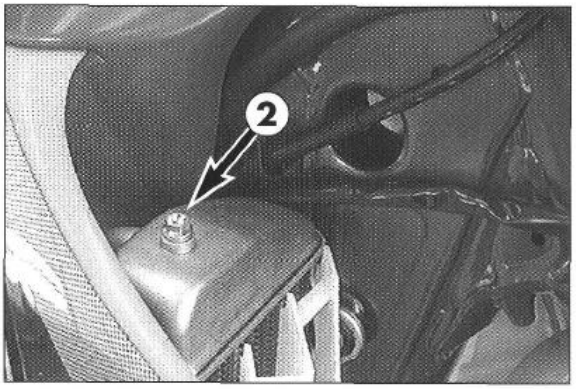
IF POSSIBLE, ALWAYS CHECK LEVEL OF COOLING LIQUID WHEN ENGINE IS COLD. IF YOU HAVE TO OPEN THE RADIATOR CAP WHEN THE ENGINE IS HOT, USE A RAG TO COVER THE CAP AND OPEN SLOWLY TO RELEASE PRESSURE.



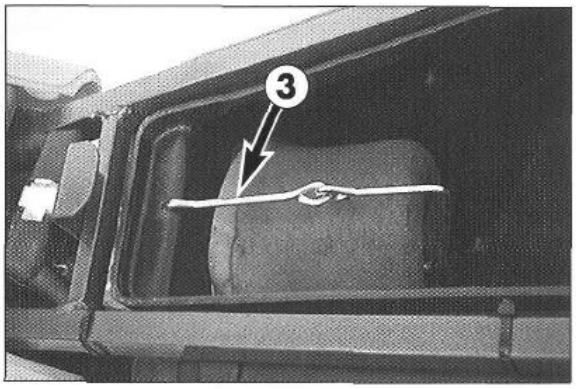
Bleeding the cooling system

If the coolant has been drained, the cooling system must be bled as follows after refilling.

- Make sure that the drain screw ❶ is fastened.
- Pour approx. 0.5 litres coolant into the system.



- Remove the screw ❷ on the right radiator and tilt the motorcycle to the right approx. 30 degree angle.
- Now pour coolant into the system until it escapes from the right radiator free of bubbles and replace the screw ❷ immediately so that no more air may reach the right radiator.
- Return the motorcycle to its original position and top up the left radiator until the coolant can be seen approx. 10 mm above the radiator fins.
- Check the coolant level again after a short ride.



Cleaning the air filter

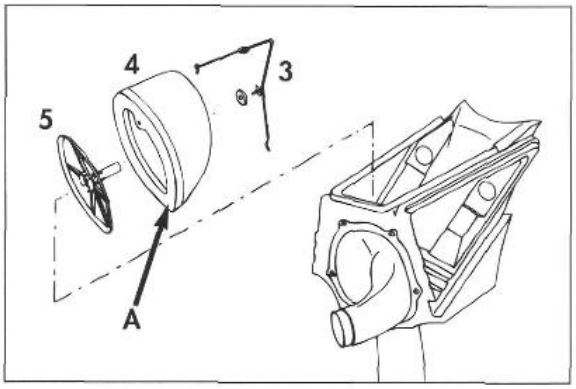
The air filter must be cleaned after each race or depending on accumulated dust. For this purpose, remove the seat. Disengage filter holder ❸ at the front, swing it back and remove air filter ❹ along with the filter carrier ❺ from the filter box.

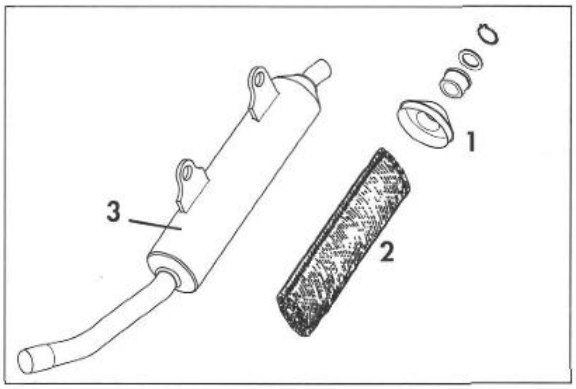
! CAUTION !

DO NOT CLEAN FOAM FILTER WITH FUEL OR PETROLEUM SINCE THESE WILL DAMAGE THE FOAM. KTM RECOMMENDS THE PRODUCTS MADE BY PUTOLINE FOR AIR FILTER MAINTENANCE.„ACTION CLEANER" FOR CLEANING PURPOSES AND „ACTION FLUID" TO OIL THE FOAM FILTER.

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.

Mount the air filter on the filter support. Grease the front side Ⓐ of the filter to improve the sealing. Mount the filter with the filter support in the filter box. Make sure it is centered properly, and fasten it with the filter holder.



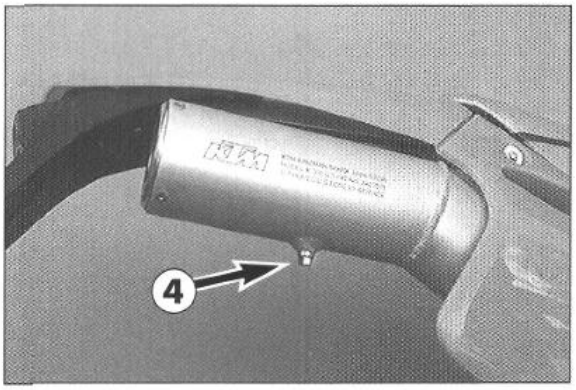


Exhaust system *

Silencers whose caps ❶ is detachable are filled with glass-fiber yarn. Check this packing in regular intervals. Glass-fiber yarn that is too loose may cause a drop in performance and curtail the silencer's silencing effect.
To replace the glass-fiber yarn packing ❷, remove the silencer cap and pull off the outer tube ❸. Use adhesive tape to attach the new glass-fiber yarn packing to the inner tube, and slide on outer tube. Mount silencer cap.
Glass-fiber yarn packings are available at your authorized KTM dealer.

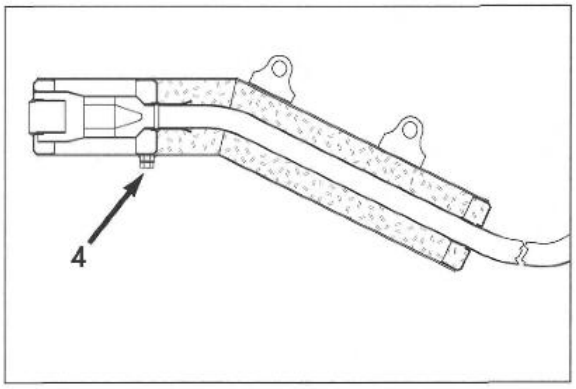
⚠ WARNING ⚠

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



Cleaning the spark arrestor (250/360 EXC USA)*

With these models, the spark arrestor is part of the exhaust silencer. Clean it every 4000 km (2500 miles) to guarantee proper functioning. Also clean the spark arrestor when replacing the glass fiber yarn filling.
After assembling the silencer, remove the plug ❹ and start the motorcycle. Close the opening of the muffler with a rag and press the accelerator approximately 20 times. The carbon deposits will be blown out through the opening. Then turn off the engine and let the exhaust system cool down. Grease the plug with molycote grease and mount the plug.



Carburetor adjustment *

Basic information on the original carburetor setting
The original carburetor setting was adapted for an altitude of approx. 500 meters (1600 ft.) above sea level, and the ambient temperature of approx. 20° C (68° F), mainly for off-road use and central European premium-grade fuel (ROZ 95 MOZ). Mixing ratio 2-stroke motor oil : super fuel 1:40 – 1:60.

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

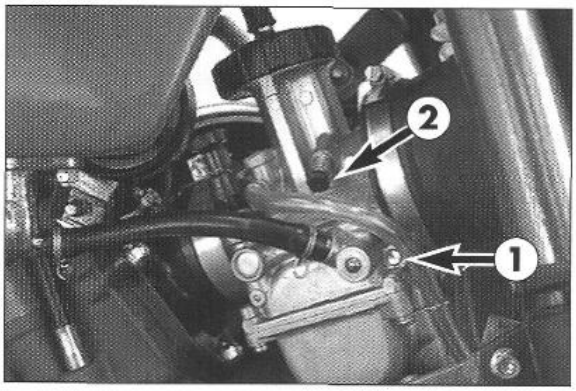
RULE OF THUMB:	high altitude or high temperatures	→	choose leaner carburetor adjustment
	low altitude or low temperatures	→	choose richer carburetor adjustment

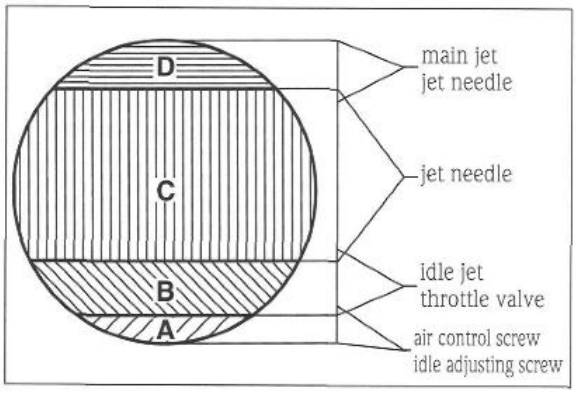
⚠ WARNING ⚠

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

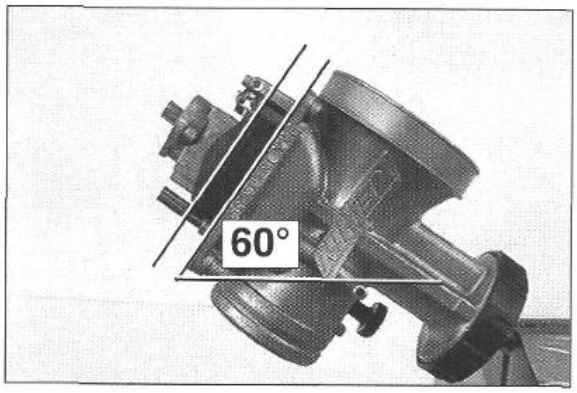
NOTE: If despite a changed adjustment the engine does not run properly, look for mechanical faults and check the ignition system.

Basic information on carburetor wear
As a result of engine vibrations, throttle valve, jet needle, and needle jet are subjected to increased wear. This wear may cause carburetor malfunction (e.g., overly rich mixture). Therefore, these parts should be replaced after 10000 kilometers (6000 miles).





jet needle	throttle valve open	effect
N 85 A		
N 85 B	0–1/4	⊖
N 85 C	0–1/4	⊖⊖
N 85 D	0–1/4	⊖⊖⊖
N 85 E	0–1/4	⊖⊖⊖⊖
NOZ E		
NOZ F	0–1/4	⊖
NOZ G	0–1/4	⊖⊖
NOZ H	0–1/4	⊖⊖⊖
NOZ I	0–1/4	⊖⊖⊖⊖



Definitions

Mixture too rich:
Too much fuel in proportion to air.

Mixture too lean:
Not enough fuel in proportion to air.

Idling range Ⓐ
Operation with closed throttle valve. This range is influenced by the position of the air control screw ❶ and the idle adjusting screw ❷. Only make adjustments when the engine is hot.
To this end, slightly increase the idling speed of the engine by means of the idle adjusting screw. Turning it clockwise produces a higher idling speed and turning the screw counterclockwise produces a lower idling speed. Create a round and stable engine speed using the air control screw (basic position of the air control screw = open by 1.5 turns). Then adjust to the normal idling speed by means of the idle adjusting screw.

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

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

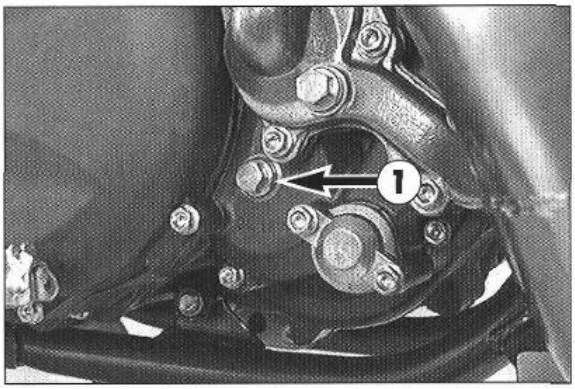
Full throttle range Ⓓ
Operation with the throttle fully open (flat out). This range is influenced by the main jet and the jet needle. If the porcelain of the new spark plug is found to have a very bright or white coating or if the engine rings, after a short distance of riding flat out, a larger main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

Explanation - Example

N 85 C	0–1/4	⊖⊖

Compared to the needle N 85 A, the jet needle N 85 C is two steps leaner in the range from the closed position of the throttle to 1/4 throttle. Otherwise, there are not differences.

Checking the float level *
Arrange the Keihin carburetor diagonally at about 60° so that the spring in the float needle valve is not pressed together. In this position, the edge of the float should be parallel with the float chamber sealing surface (see illustration).

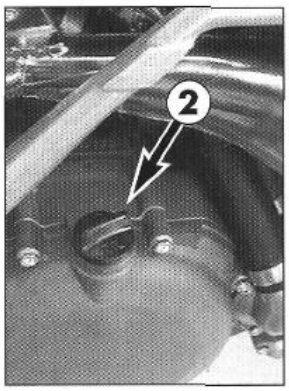


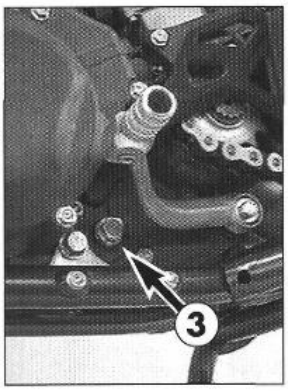
Check transmission oil level

In order to check the transmission oil level the control screw ❶ on the clutch cover is to be removed. Oil should just barely escape from the inspection opening when the motorcycle is in an upright position. If necessary, remove the plug ❷ and top up with engine oil SAE 30.

! CAUTION !

TRANSMISSION AND CLUTCH WILL BE SUBJECT TO AXCESSIVE WEAR AND TEAR, IF YOU USE TOO LITTLE OR LOW GRADE OIL. USE ONLY HIGH-GRADE OIL.



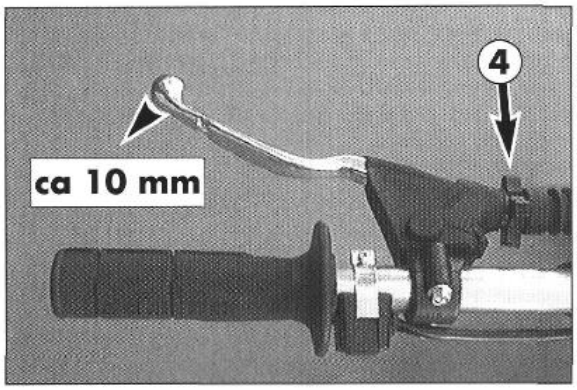


Changing the transmission oil

To change the transmission oil run the engine warm and set up the motorcycle on a horizontal surface. Remove the oil drain screw ❸ and drain used oil into a container. Clean the magnet of the oil drain screw and reinstall oil drain screw with seal. Pour in 0.8 litres engine oil SAE 30, replace plug ❷ and check engine for leaks.

! CAUTION !

TRANSMISSION AND CLUTCH WILL BE SUBJECT TO AXCESSIVE WEAR AND TEAR, IF YOU USE TOO LITTLE OR LOW GRADE OIL. USE ONLY HIGH-GRADE OIL.



Adjusting the clutch cable

The outer play of the clutch lever should be about 10 mm. To adjust the clutch cable turn the adjustment nut ❹ accordingly.

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 MAILFUNCTIONS, 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.
- 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 ignition lock, the short circuit switch, the short circuit button, and the light switch with a 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

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, oil filter and micro filter (old engine oil contains aggresive contaminations).
- Check antifreeze and amount of cooling liquid.
- Let the engine warm up again, close fuel tap and wait until the engine dies off by itself. In this way, the carburetor jets are prevented from becoming resin-clogged by the old fuel.
- Remove spark plug and fill in approx. 5 ccm of engine oil into the cylinder through the opening. Actuate kick-starter 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, foot rests, etc. as well as the chain.
- Service the rear suspension linkage
- Disassemble and charge battery (see chapter: BATTERY).
  NOTE: Only the following models are equipped with a battery: EGS Austria, EGS Switzerland.
- The storage place should be dry and not be subject to overly great temperature fluctuations.
- Cover the motorcycle with an air permeable tarpaulin or blanket. Do not use non-air-permeable 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

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

TECHNICAL SPECIFICATIONS CHASSIS 250 / 300 / 360 SX / MXC / EXC / EGS

	250/360SX	250/300/360 EXC	250/300/360 EXC,MXC USA	250/300/360 EGS
Frame	Central chrome-moly-steel frame			
Fork	Marzocchi Magnum 50			
Wheel travel front/rear	300/340 mm (11,8/13,4 in)			
Rear suspension	Central shock absorber (Öhlins) with PRO-LEVER linkage to swingarm			
Front brake	Disc brake with carbon-steel brake disc Ø 260 mm (10,2 in), brake caliper floated			
Rear brake	Disc brake with carbon-steel brake disc Ø 220 mm (8,7 in), brake caliper floated			
Front tires Air pressure offroad Air press. road driver only Air press. road with passenger	80/100 - 21" 51R MT18 1,0 bar (14psi) – –	90/90 - 21" 54M MP11 1,0 bar (14psi) 1,5 bar (21psi) –	80/100 - 21" 51R MT18 1,0 bar (14psi) 1,5 bar (21psi) –	90/90 - 21" 54M MP11 – 1,5 bar (21psi) 1,7 bar (25 psi)
Rear tires Air pressure offroad Air press. road driver only Air press. road with passenger	110/90 - 19" NHS MT18 1,0 bar (14psi) – –	130/80 - 18" 66M MP11 1,0 bar (14psi) 2,0 bar (28psi) –	120/100 - 18" NHS MT18 1,0 bar (14psi) 2,0 bar (28psi) –	130/80 - 18" 66M MP11 – 2,0 bar (28psi) 2,2 bar (32 psi)
Fuel tank capacity	9 Liter	9 oder 13 Liter		
Final drive ratio	14:50t / 13:50t	14:50t / 13:50t	14:52t	15:48t/15:40t/14:48t/13:50t
Chain	5/8 x 1/4 "			
Steering head angle	62,5°			
Wheel base	1469 ± 10 mm (57,8 ± 0,4 in)			
Seat height, unloaded	945 mm (37,2 in)			
Ground clearance, unloaded	385 mm (15,2 in)			
Dead-weight without fuel	99,5 kg (219,6 lbs)	108 kg (220,7 lbs)		112 kg (246,4 lbs)
Max. permiss.front axle load		110 kg (242 lbs)		110 kg (242 lbs)
Max.permiss.rear axle load		220 kg (484 lbs)		220 kg (484 lbs)
Max.permiss.laden weight		310 kg (682 lbs)		310 kg (682 lbs)

STANDARD ADJUSTMENT - FORK

	Marzocchi KTM72	Marzocchi KTM71
Compression adjuster	6	10
Rebound adjuster	6	10
Spring	4,5 N/mm	4,2 N/mm
Spring preload	5 mm (0,2in)	12 mm (0,5in)
Air chamber length	140 mm (5,5in)	150 mm (5,9in)
Capacity per fork leg	appropx. 780 ccm	appropx. 780 ccm
Fork oil	SAE 7,5	SAE 7,5

NOTE:
The damping units in the left and the right fork leg are of different design. Make sure not to mix them up in case of repair or service jobs.

STANDARD-ADJUSTMENT - SHOCK ABSORBER

	Öhlins KT725*	Öhlins KT726*
Compression adjuster	17	17
Rebound adjuster	18	18
Spring	53-596-10-53	53-596-10-53
Spring preload	12 mm (0,5in)	11 mm (0,4in)

TORQUES

Collar screw front wheel spindle	M 10	50 Nm	(37 ft.lb)
Collar nut rear wheel spindle	M 20x1,5	100 Nm	(74 ft.lb)
Hexagon nut swing arm bolt	M 14x1,5	100 Nm	(74 ft.lb)
Clamping screws upper fork bridge	M8	15 Nm	(11 ft.lb)
Clamping screws lower fork bridge	M8	20 Nm	(15 ft.lb)
Clamping screws fork stubs	M6	7 Nm	(5 ft.lb)
Other screws on chassis	M 6 M 8 M 10	5 Nm 30 Nm 50 Nm	(4 ft.lb) (22 ft.lb) (37 ft.lb)

TECHNICAL SPECIFICATIONS - ENGINE (all models out of USA)

Engine	250 SX	250 EXC, EGS	300 EXC, EGS	360 SX	360 EXC, EGS
Design	Liquid-cooled single-cylinder two-stroke engine with **KTM** Twin **V**alve **C**ontrol exhaust system				
Piston displacement	249 ccm		297 ccm	353 ccm	
Bore / stroke	67,5 / 69,5 mm (2,66 / 2,74 in)		72 / 73 mm (2,84 / 2,88 in)	78 / 74 mm (3 / 2,9 in)	
Fuel	SUPER fuel, research octane no 95, mixed with two stroke oil				
Oil / gasolin ratio	1:50 - 1.60 when using high grade two stroke oil. When in doupt, please contact your importer or use 1:40 mix ratio to be on the safe side				
Crankshaft bearing	1 deep-groove ball bearing / 1 cylinder roller bearing				
Connecting rod bearing	needle bearing				
Piston pin bearing	needle bearing				
Piston	forged piston			cast piston	
Piston ring	two plain compression rings				
Dimension "X" *(upper edge piston - upper edge cylinder)*	0 ± 0,1 mm (0 ± 0,004 in)				
Ignition timing	1,9 mm (0,07 in) (17 °) BTDC	1,2 mm (0,05 in) (13,5 °) BTDC	1,2 mm (0,05 in) (13,5 °) BTDC	2,0 mm (0,08 in) (17 °) BTDC	1,2 mm (0,05 in) (13 °) BTDC
Spark plug	NGK BR 8 ECM				
Electrode gap	0,6 mm (0,024 in)				
Dimension "Z" *(height of the control flap)*	46 mm (1,8 in)			48 mm (1,9 in)	
TVC start open TVC fully open	5400/min 7550/min		5300/min 7750/min	5200/min 7200/min	
Primary drive	straight cut spur gears, primary ratio 25:72			straight cut spur gears, primary ratio 26:72	
Clutch	multiple disc clutch in oil bath				
Transmission	5 speed, claw actuated				
Gear ratio 1. Gear 2. Gear 3. Gear 4. Gear 5. Gear	 15:29 17:27 19.25 21:23 23:21	 15:29 18:26 19:22 21:20 23:18		 15:29 18:26 19:24 21:23 23:21	 15:29 18:26 19:22 21:20 23:18
Gear lubrication	0,8 l engine oil SAE 30				
Rear wheel ratio	14:50	14:50 / 15:48 / 15:40 / 13:50	14:50 / 15:48 / 15:40	13:50	13:50 / 15:40
Available chain sprockets	13t / 14t / 15t for chain 5/8 x 1/4"				
Available final sprockets	38t / 40t / 42t / 45t / 48t / 50t / 52t for chain 5/8 x 1/4"				
Coolant	1,3 litres, 40% anti freeze, 60% water, at least -25 °C (-13 °F)				
Ignition system	KOKUSAN 2K-1	SEM K11 (counterclock)		KOKUSAN 2K-1	SEM K11 (counterclock)
Generator output	no generator	12V 130W		no generator	12V 130W
Carburetor	flat-slide carburetor, carburetor setting see table 3				
Air-filter	wet foam type air filter insert				

TOLERANCES AND FITTING CLEARANCES

Piston fitting clearance	0,04 mm (250) 0,05 mm (300) 0,09 mm (360)
Piston ring end cap	0,3–0,4 mm
Connecting rod bearing - radial clearance	0,021–0,032 mm
Transmission shafts end float	0,1–0,2 mm
Clutch springs - length	Ø 2,5 new = 43 mm, minimum length = 41 mm

GASKET THICKNESSES

Crankcase	0,5 mm
Clutch cover	0,5 mm
Cylinder bottom gasket	as required
Available bottom gasket	0,15/0,2/0,5/0,7 mm
Cylinder-head gasket	O-rings

TIGHTENING TORQUES

Flange bolts - cylinder-head	M 8	34 Nm	(25 ft.lb)
Nuts cylinder base	M 10	34 Nm	(25 ft.lb)
Flywheel collar nut	M 12x1	54–59 Nm	(40–43 ft.lb)
Nut for primary sprocket (LH thread)	M 18x1,5	147 Nm	(108 ft.lb)
Nut for inner clutch hub	M 18x1,5	147 Nm	(108 ft.lb)
Crankcase and cover bolts	M 6	8 Nm	(6 ft.lb)
Swingarm pivot	M 14	100 Nm	(74 ft.lb)
Axle for rear hub	M 20x1,5	100 Nm	(74 ft.lb)
Other screws	M 6 M 8 M 10	5 Nm 29 Nm 49 Nm	(4 ft.lb) (21 ft.lb) (36 ft.lb)

BASIC CARBURETOR SETTING

TABLE 3

	250 EGS AUS, SGP	250 SX EUROPE DIVERSE 250 EXC EUROPE DIVERSE 250 EGS FRANCE	360 SX, EXC EUROPE DIVERSE	250 EGS AUSTRIA, GERMANY	300 EXC EUROPE DIVERSE 300 EGS AUSTRALIA 300 EGS FRANCE	300 EGS AUSTRIA, GERMANY	360 EGS EUROPE DIVERSE
Carburetor	Keihin PWK 38	Keihin PWK 38	Keihin PWK 38	Keihin PWK 39	Keihin PWK 38	Keihin PWK 39	Keihin PWK 38
Carburetor setting number	240496	180495	200596	100793	210495	210793	080695
Main jet	175 (170/180)	175 (170)	175 (165/170)	150 (170/175/180)	175 (170)	150 (170/175/180)	150 (170/175/180)
Idling jet	45 (42/48)	45 (42)	45 (42/48)	38 (42/45/48)	45 (42/48)	38 (42/45/48)	45 (42/48)
Starting jet	85	85	85	85	85	85	85
Jetneedle	N85C (N85D)	N85D (N85E)	NOZH (NOZI)	N85C (N85D)	N85D	N85C (N85D)	NOZH (NOZG)
Needle position from top	III	III	II	I	III	I	II
Throttle valve	6	6	6	6	6	6	6
Air adjustment screw open	1,5	1,5	1,5	1,5	1,5	1,5	1,5

BASIC CARBURETOR SETTING

TABLE 3

	360 EGS AUSTRALIA
Carburetor	Keihin PWK 38
Carburetor setting number	300596
Main jet	175 (170/165)
Idling jet	45 (42/40)
Starting jet	85
Jetneedle	NOZG (NOZH/NOZI)
Needle position from top	II
Throttle valve	6
Air adjustment screw open	1,5

TECHNICAL SPECIFICATIONS - ENGINE (only USA)

Engine	250 SX	250 EXC	300 EXC, MXC	360 SX	360 EXC, MXC
Design	Liquid-cooled single-cylinder two-stroke engine with **KTM** Twin **V**alve **C**ontrol exhaust system				
Piston displacement	249 ccm		297 ccm	353 ccm	
Bore / stroke	67,5 / 69,5 mm (2,66 / 2,74 in)		72 / 73 mm (2,84 / 2,88 in)	78 / 74 mm (3 / 2,9 in)	
Fuel	SUPER fuel, research octane no 95, mixed with two stroke oil				
Oil / gasolin ratio	1:50 - 1.60 when using high grade two stroke oil. When in doupt, please contact your importer or use 1:40 mix ratio to be on the safe side				
Crankshaft bearing	1 deep-groove ball bearing / 1 cylinder roller bearing				
Connecting rod bearing	needle bearing				
Piston pin bearing	needle bearing				
Piston	forged piston			cast piston	
Piston ring	two plain compression rings				
Dimension "X" *(upper edge piston - upper edge cylinder)*	0 ± 0,1 mm (0 ± 0,004 in)				
Ignition timing	1,9 mm (0,07 in) (17 °) BTDC		2,0 mm (0,08 in) (17 °) BTDC		
Spark plug	NGK BR 8 ECM				
Electrode gap	0,6 mm (0,024 in)				
Dimension "Z" *(height of the control flap)*	46 mm (1,8 in)			48 mm (1,9 in)	
TVC start open TVC fully open	5400/min 7550/min		5300/min 7750/min	5200/min 7200/min	
Primary drive	straight cut spur gears, primary ratio 25:72			straight cut spur gears, primary ratio 26:72	
Clutch	multiple disc clutch in oil bath				
Transmission	5 speed, claw actuated				
Gear ratio 1. Gear 2. Gear 3. Gear 4. Gear 5. Gear	 15:29 17:27 19.25 21:23 23:21	 15:29 18:26 19:22 21:20 23:18	EXC / MXC 15:29 / 15:29 18:26 / 18:26 19:22 / 19:24 21:20 / 21:23 23:18 / 23:21	 15:29 18:26 19:24 21:23 23:21	EXC / MXC 15:29 / 15:29 18:26 / 18:26 19:22 / 19:24 21:20 / 21:23 23:18 / 23:21
Gear lubrication	0,8 l engine oil SAE 30				
Rear wheel ratio	14:50	14:52		14:50	14:52
Available chain sprockets	13t / 14t / 15t for chain 5/8 x 1/4"				
Available final sprockets	38t / 40t / 42t / 45t / 48t / 50t / 52t for chain 5/8 x 1/4"				
Coolant	1,3 litres, 40% anti freeze, 60% water, at least -25 °C (-13 °F)				
Ignition system	KOKUSAN 2K-1	KOKUSAN 2K-2		KOKUSAN 2K-1	KOKUSAN 2K-2
Generator output	no generator	12V 35W		no generator	12V 35W
Carburetor	flat-slide carburetor, carburetor setting see table 3				
Air-filter	wet foam type air filter insert				

TOLERANCES AND FITTING CLEARANCES

Piston fitting clearance	0,04 mm (250) 0,05 mm (300) 0,09 mm (360)
Piston ring end cap	0,3–0,4 mm
Connecting rod bearing - radial clearance	0,021–0,032 mm
Transmission shafts end float	0,1–0,2 mm
Clutch springs - length	Ø 2,5 new = 43 mm, minimum length = 41 mm

GASKET THICKNESSES

Crankcase	0,5 mm
Clutch cover	0,5 mm
Cylinder bottom gasket	as required
Available bottom gasket	0,15/0,2/0,5/0,7 mm
Cylinder-head gasket	O-rings

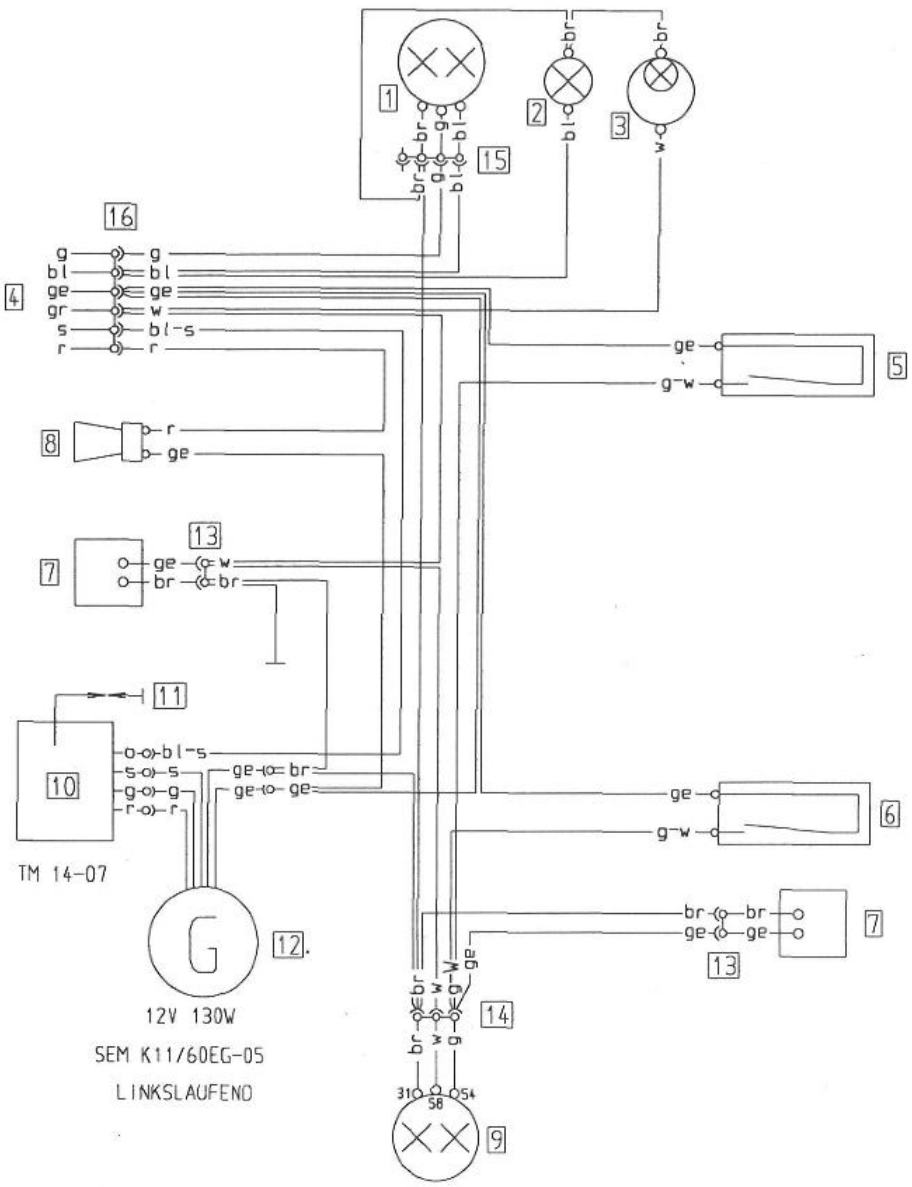
BASIC CARBURETOR SETTING

	250 SX/EXC USA 300 MXC/EXC USA	360 SX/MXC/EXC USA
Carburetor	Keihin PWK 38	Keihin PWK 38
Carburetor setting number	240496	250496
Main jet	175 (170/180)	175 (165/170)
Idling jet	45 (42/48)	45 (42/48)
Starting jet	85	85
Jetneedle	N85C (N85D)	NOZF (NOZG)
Needle position from top	III	III
Throttle valve	6	6
Air adjustment screw open	1,5	1,5

TIGHTENING TORQUES

Flange bolts - cylinder-head	M 8	34 Nm	(25 ft.lb)
Nuts-cylinder base	M 10	34 Nm	(25 ft.lb)
Flywheel collar nut	M 12x1	54–59 Nm	(40–43 ft.lb)
Nut for primary sprocket (LH thread)	M 18x1,5	147 Nm	(108 ft.lb)
Nut for inner clutch hub	M 18x1,5	147 Nm	(108 ft.lb)
Crankcase and cover bolts	M 6	8 Nm	(6 ft.lb)
Swingarm pivot	M 14	100 Nm	(74 ft.lb)
Axle for rear hub	M 20x1,5	100 Nm	(74 ft.lb)
Other screws	M 6 M 8 M 10	5 Nm 29 Nm 49 Nm	(4 ft.lb) (2 ft.lb) (36 ft.lb)

SERVICE	Modell: 250/300/360 E-XC '97	Kabelstrangnummer: vorne: 546 11 275 200 hinten: 583 11 276 000	Land: S,SF,E,NL,GB,P, BRD,CH,I,DIV	Datum, Name: 24 05 95 KE	Zeichnungsnr.: 50 22C7-DIV	Änderungsstand:	Kabelstrangbez.: vo 250/300 E-XC III 93 hi: ACERBIS 93 0 BL



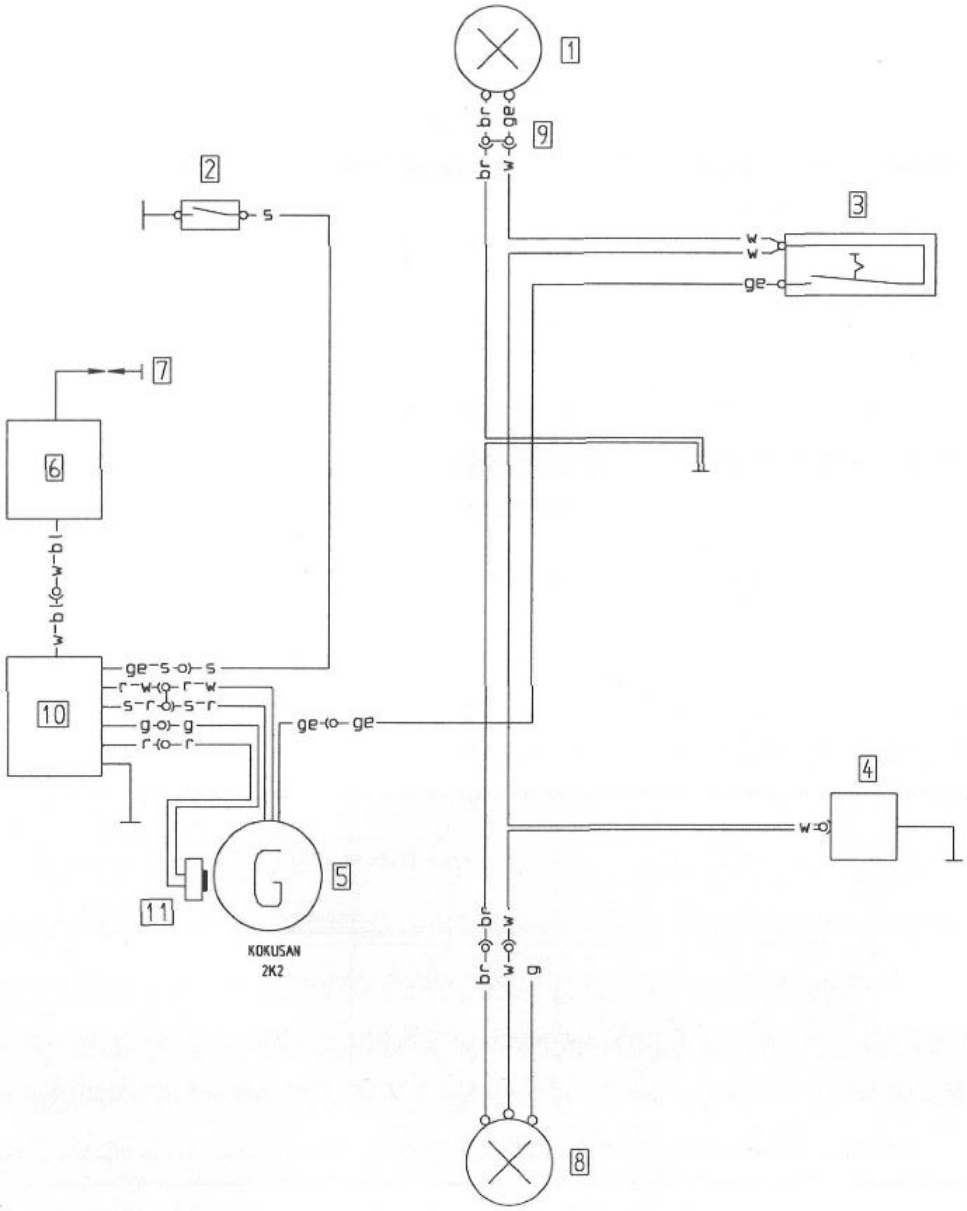
Deutsch	Englisch	Italienisch	Französisch
1 Scheinwerfer	1 headlight	1 faro	1 phare
2 Fernlichtkontrolle	2 high beam indicator	2 spia abbagliante	2 temoin feu route
3 Tachobeleuchtung	3 speedometer light	3 luce tachimetro	3 eclair.comp.vitesse
4 zum Kombischalter	4 to combinat. switch	4 multicomando	4 commodo
5 Bremslichtsch. vo	5 stoplight switch f.	5 int.luce arresto ant	5 contact de stop av.
6 Bremslichtsch. hi	6 stoplight switch r	6 int.luce arresto post	6 contact de stop arr.
7 Spannungsbegrenzer	7 voltage limiter	7 regol. di tens.	7 regulateur
8 Schnarre	8 horn	8 clacson	8 klaxon
9 Brems-Schlußlicht	9 rear-stoplight	9 fanal.post.di freno	9 feu arr.et de stop
10 Zündspule	10 ignition coil	10 bobina d'accens.	10 bobine d'allumage
11 Zündkerze	11 spark plug	11 candela	11 bougie
12 Generator	12 generator	12 dinamo	12 generateur
13 2-pol.Stecker	13 multip.cont.plug (2)	13 connettore a 2 poli	13 connect.multiple (2)
14 3-pol.Stecker	14 multip.cont.plug (3)	14 connettore a 3 poli	14 connect.multiple (3)
15 4-pol.Stecker	15 multip.cont.plug (4)	15 connettore a 4 poli	15 connect.multiple (4)
16 9-pol.Stecker	16 multip.cont.plug (9)	16 connettore a 9 poli	16 connect.multiple (9)
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 arancione	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 blanc

Kontaktbelegung - Lichtschalter (Typ CEV 9607)

	g	bl	ge	gr	s	r	⊥
LICHT •							
Abblendl.	•		•	•			
Fernlicht		•	•	•			
HUPE						•	•
ZÜNDUNG AUS					•		•
	5	2	1	3	6	4	

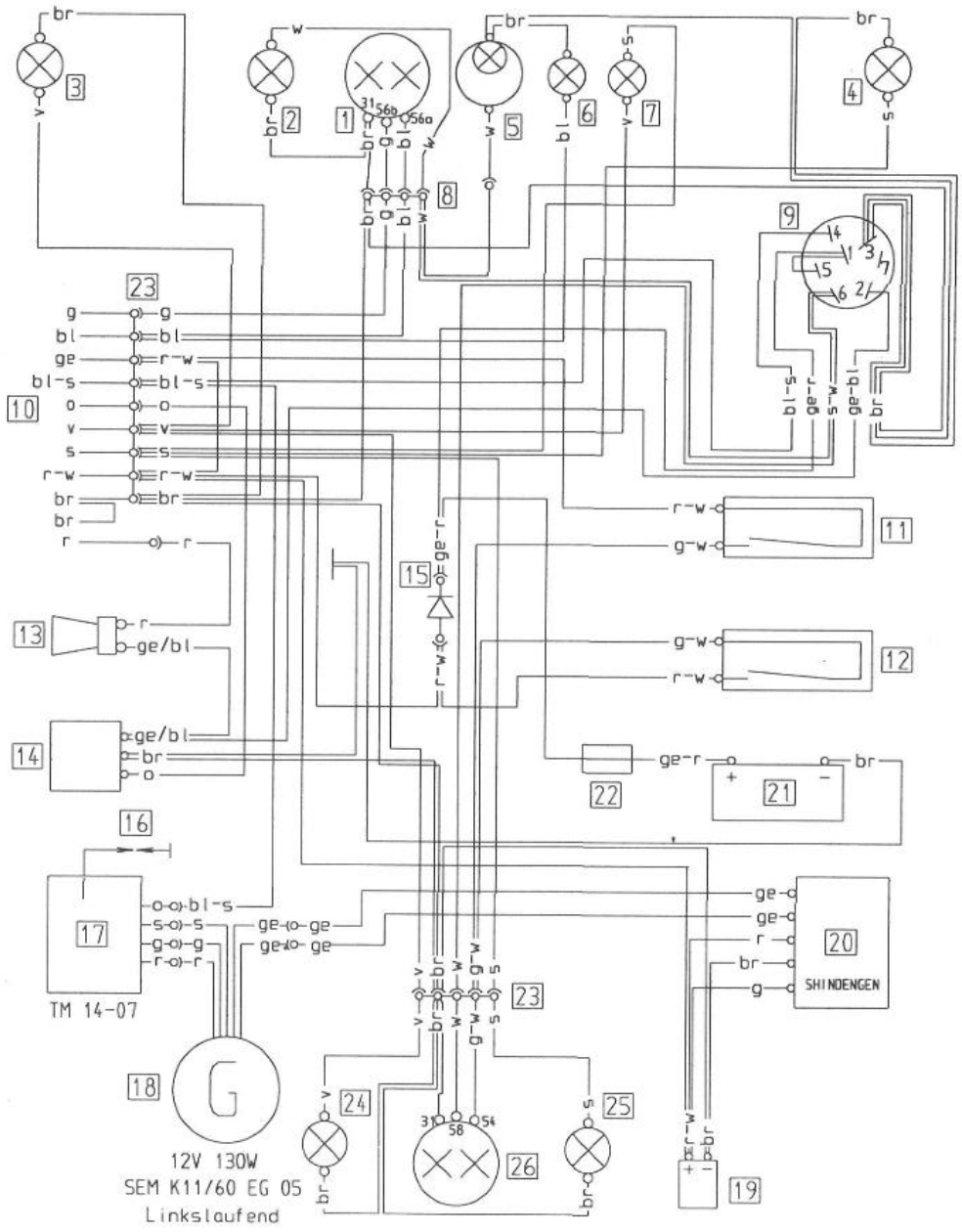
Spanisch
1 faro
2 control luces largas
3 luz tacometro
4 llave combinada
5 interr. luces de freno del.
6 interr. luces de freno tras.
7 regulador de tension
8 claxon
9 luz freno tras.
10 bobina de encendido
11 bujia
12 generador
13 conector multiple (2)
14 conector multiple (3)
15 conector multiple (4)
16 conector multiple (9)
bl azul
br marron
ge amarillo
gr gris
g verde
o naranja
r roja
s negra
v violeta
w blanco

KTM SERVICE	Modell: 250/300/360 E-XC '97	Kabelstrangnummer: vorne: 547 11 075 000 hinten: 547 11 076 000	Land: USA, AUS, SA	Datum, Name: 30 05 96 KE	Zeichnungsnr.: 22C7-USA	Änderungsstand:	Kabelstrangbez.: vo.: 250/300 E-XC 1 hi.: ACERBIS 93 O.BL



Deutsch	Englisch	Italienisch	Französisch
1 Scheinwerfer	1 headlight	1 faro	1 phare
2 Kurzschlußtaster	2 short-circuit button	2 interr.cortocircuito	2 bouton d'arret
3 Lichtschalter	3 light switch	3 interr. della luce	3 interr. d' eclairage
4 Spannungsbegrenzer	4 voltage limiter	4 regol. di tens.	4 regulateur
5 Generator	5 generator	5 dinamo	5 generateur
6 Zündspule	6 ignition coil	6 bobina d'accens.	6 bobine d'allumage
7 Zündkerze	7 spark plug	7 candela	7 bougie
8 Schlußlicht	8 rearlight	8 fanale posteriore	8 feu arriere
9 2-pol.Stecker	9 multip.cont.plug (2)	9 connettore a 2 poli	9 connect.multiple (2)
10 CDI-Einheit	10 CDI-unit	10 CDI-scatola	10 CDI-unite
11 Impulsgeber	11 pulser coil	11 distributore	11 generateur d'impuls.
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 arancione	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 blanc

KTM SERVICE	Modell	Kabelstrangnummer:	Land:	Datum, Name:	Zeichnungsnr.:	Änderungsstand:	Kabelstrangbez.:
	250/300/360 E-GS '97	vorne: 546 11 475 200 hinten: 546 11 476 200	A,AUS,CH	02 05 95 KE	51 2257MB--		vo:250/300/360 GS hi:Ulo 93 m.Blinker



Deutsch	Englisch	Italienisch	Französisch
1 Scheinwerfer	1 headlight	1 faro	1 phare
2 Standlicht	2 parking light	2 luce di posizione	2 feu de position
3 Blinker li vo	3 turn indic.left fr.	3 lampegg.ant.sn.	3 clignoteur av gauche
4 Blinker re vo	4 turn indic.right fr.	4 lampegg.ant.dx.	4 clignoteur av droit
5 Tachobeleuchtung	5 speedometer light	5 luce di tachimetro	5 eclair.comp.vitesse
6 Fernlichtkontrolle	6 high beam indicator	6 spia abbagliante	6 temoin feu route
7 Blinkerkontrolle	7 turn indicator	7 spia lampeggiatori	7 temoin de clignoteur
8 4-pol.Stecker	8 multip.cont.plug (4)	8 connettore a 4 poli	8 connect.multiple (4)
9 Zündschloß	9 ignition lock	9 accensione	9 contact d'allum.
10 zum Kombischalter	10 to combinat. switch	10 multicomando	10 commodo
11 Bremslichtsch. vo	11 stoplight switch f.	11 int.luce arresto ant	11 contact de stop av
12 Bremslichtsch. hi	12 stoplight switch r.	12 int.luce arresto post	12 contact Harr.de stop
13 Horn	13 horn	13 clacson	13 klaxon
14 Blinkgeber	14 turn indicator	14 trasmett. di lampeg.	14 centrale clignot.
15 Diode	15 diode	15 diodo	15 pont
16 Zündkerze	16 spark plug	16 candela	16 bougie
17 Zündspule	17 ignition coil	17 bobina d'accens.	17 bobine d'allumage
18 Generator	18 generator	18 dinamo	18 generateur
19 Kondensator	19 capacitor	19 condensatore	19 condensateur
20 Spannungsregler	20 voltage regulator	20 regol. di tens.	20 regulateur
21 Batterie 1.2Ah	21 battery 1.2Ah	21 batteria 1.2Ah	21 batterie 1.2Ah
22 Stecksicherung 10A	22 fuse 10A	22 fusibile 10A	22 fusible 10A
23 9-pol.Stecker	23 multip.cont.plug (9)	23 connettore a 9 poli	23 connect.multiple (9)
24 Blinker li hi	24 blinker left rear	24 lampegg.post.sn	24 clign.arr gauche
25 Blinker re hi	25 blinker right rear	25 lampegg.post.dx.	25 clign.arr droite
26 Brems-Schlußlicht	26 rear-stoplight	26 fanal.post.di freno	26 feu arr.et de stop

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 arancione	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 blanc

Kontaktbelegung
Zündschloß (Typ CEV 7-pol.)

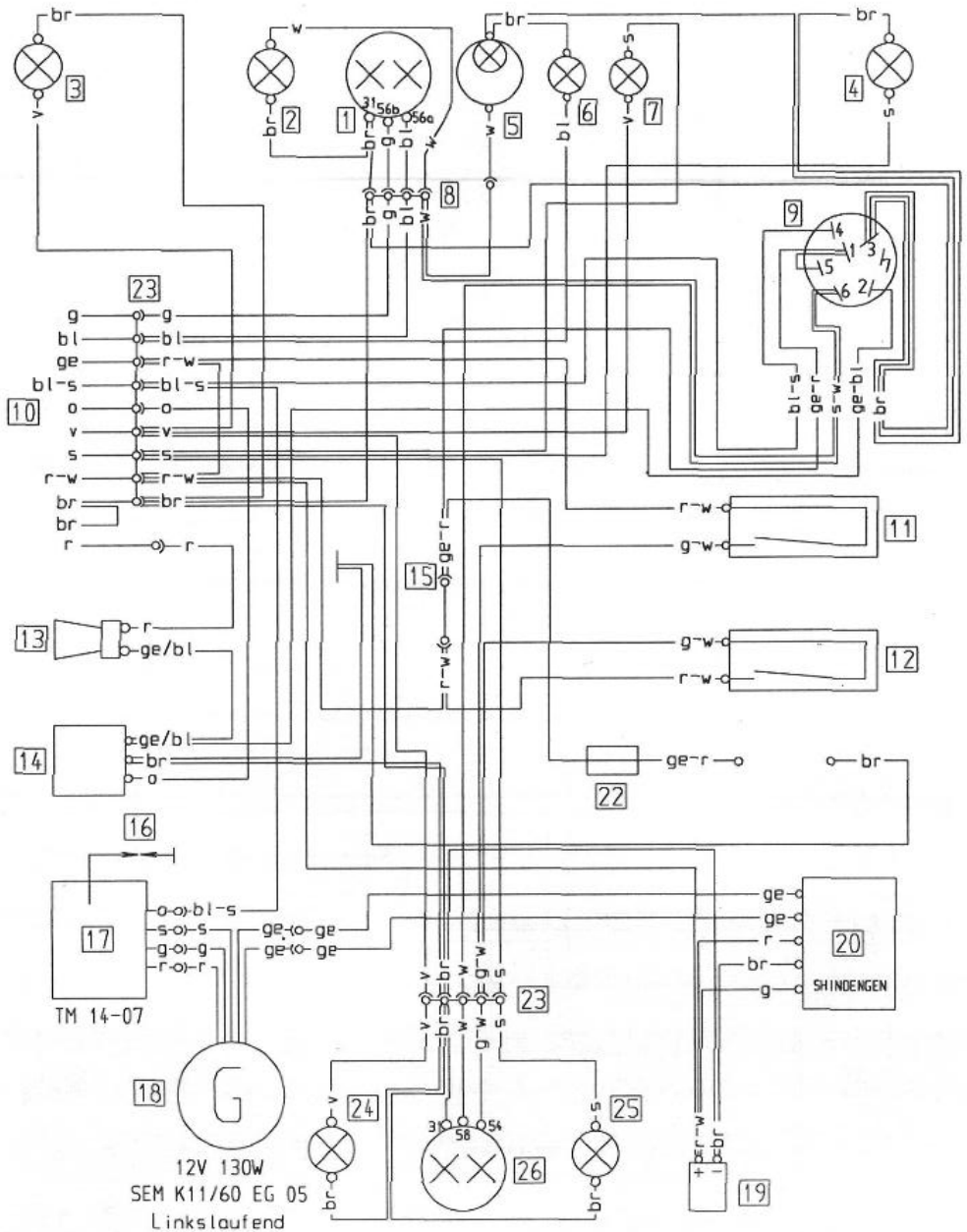
	1	2	3	4	S	6	7
PARK	•			•		•	
AUS			•	•			
EIN	•	•			•		
EIN	•	•			•		•

Kontaktbelegung
Kombischalter (Typ Merit)

	ge	g	bl	r-w	s	o	v	s-bl	br	r	br
LIGHT HI	•		•								
LO	•	•									
FL			•	•							
TURN L						•	•				
TURN R					•	•					
HORN										•	•
STOP								•	•		
	1	2	3	4	8	9	10	11	12	13	14

KTM SERVICE

Modell:	Kabelstrangnummer:	Land:	Datum, Name:	Zeichnungsnr.:	Änderungsstand:	Kabelstrangbez.:
250/300/360 E-GS '97	vorne: 546.11.475.200 hinten: 546.11.476.200	DIVERSE	02.05.95 KE	S1 225708--		vo:250/300/360 GS hi:Uto 93 m.Blinker



Deutsch	Englisch	Italienisch	Französisch
1 Scheinwerfer	1 headlight	1 faro	1 phare
2 Standlicht	2 parking light	2 luce di posizione	2 feu de position
3 Blinker li vo	3 turn indic.left fr.	3 lampegg.ant.sn.	3 clignoteur av gauche
4 Blinker re vo	4 turn indic.right fr.	4 lampegg.ant.dx.	4 clignoteur av.droit
5 Tachobeleuchtung	5 speedometer light	5 luce di tachimetro	5 eclair.comp.vitesse
6 Fernlichtkontrolle	6 high beam indicator	6 spia abbagliante	6 temoin feu route
7 Blinkerkontrolle	7 turn indicator	7 spia lampeggiatori	7 temoin de clignoteur
8 4-pol.Stecker	8 multip.cont.plug (4)	8 connettore a 4 poli	8 connect.multiple (4)
9 Zündschloß	9 ignition lock	9 accensione	9 contact d'allum.
10 zum Kombischalter	10 to combinat. switch	10 multicomando	10 commodo
11 Bremslichtsch. vo	11 stoplight switch f.	11 int.luce arresto ant.	11 contact de stop av.
12 Bremslichtsch. hi	12 stoplight switch r.	12 int.luce arresto post.	12 contact Harr.de stop
13 Horn	13 horn	13 clacson	13 klaxon
14 Blinkgeber	14 turn indicator	14 trasmett. di lampeg.	14 centrale clignot.
15 Kabelbrücke	15 wirebridge	15 ponte	15 pont
16 Zündkerze	16 spark plug	16 candela	16 bougie
17 Zündspule	17 ignition coil	17 bobina d'accens.	17 bobine d'allumage
18 Generator	18 generator	18 dinamo	18 generateur
19 Kondensator	19 capacitor	19 condensatore	19 condensateur
20 Spannungsregler	20 voltage regulator	20 regol. di tens.	20 regulateur
21 Batterie 12Ah	21 battery 12Ah	21 batteria 12Ah	21 batterie 12Ah
22 Stecksicherung 10A	22 fuse 10A	22 fusibile 10A	22 fusible 10A
23 9-pol.Stecker	23 multip.cont.plug (9)	23 connettore a 9 poli	23 connect.multiple (9)
24 Blinker li hi	24 blinker left rear	24 lampegg.post.sn.	24 clign.arr.gauche
25 Blinker re hi	25 blinker right rear	25 lampegg.post.dx.	25 clign.arr.droite
26 Brems-Schlußlicht	26 rear-stoplight	26 fanal.post.di freno	26 feu arr.et de stop
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 arancione	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 blanc

Kontaktbelegung
Zündschloß (Typ CEV 7-pol.)

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

Kontaktbelegung
Kombischalter (Typ Merit)

	ge	g	bl	r-w	s	o	v	s-bl	br	r	br
LIGHT HI	•	•									
LO	•	•									
FL			•	•							
TURN L						•	•				
TURN R					•	•					
HORN										•	•
STOP								•	•		

	1	2	3	4	8	9	10	11	12	13	14

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Juncal 2275
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Fax: 00619 - 3561908

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Av. Brig.Luiz Antonio 580, conj.112
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Tel: 005511 - 6074445
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Motoworld Ltda.
Calle 93A No. 11-49
CO - Santafe de Bogota
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Motos Breymann S.A.
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CR - San José
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Fax: 00506/2336952

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Pedersborg Torv 13
DK - 4180 Sorö
Tel: 0045 - 633348
Fax: 0045 - 634855

ECUADOR
Bullock del Acuador Cia.Ltda.
Av. de los Granadas
y ELoy Alfara
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Im Gewerbegebiet
Hohenburgerstr. 55
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Racing Bike Sidecar OY
Valuraudantie 1
FL - 00700 Helsinki
Tel: 00358037 - 41133
Fax: 00358037 - 41165

FRANCE
Royal Moto France S.A.
B.P.11
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F - 10430 Rosieres Pres Troyes
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Fax: 0033 - 25755412

GREAT BRITAIN
KTM U.K. Ltd.
3 Therapia Trading Estate
GB - Therapia Lane
Croydon Cro 3 DH
Tel: 0044 - 181/6659994
Fax: 0044 - 181/6659901

GREECE
Hellinmoto Ltd.
4-6 Plateon Street
GR - 10435 Athen
Tel: 0030 - 134129-2527
Fax: 0030 - 19323713

HUNGARY
Motorsport Zsembery
Bajcsi Zsilinsky 25
H - 2045 Törokbalint
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Fax: 00361 - 2174988

ISLAND
KG Racing/Karl Neons
Skemmuvegur 44
IS - 200 Kopavogur
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Fax: 00354 - 5674378

ISRAEL
Polaris Machinery Importers Ltd.
Industrial Area, P.O. Box 304
IL - Ashkelon 78102
Tel: 00972 - 7751181
Fax: 00972 - 7750734

ITALY
Farioli/CORSE SRL
Via Celadina 199
I - 24100 Bergamo
Tel: 0039 - 35294249
Fax: 0039 - 35291010

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6-23.16 Ohmori-kita
J - Tokyo 143
Tel: 0081 - 337664320
Fax: 0081 - 337638787

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Cabroworks LTD.
Embakasi Off Airport North Road
EAK - P.O.Box 46247 Nairobi
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Desert Star Trading Comp.
P.O. Box 5326
KT - 13054 Safat
Tel: 00965 - 4838101
Fax: 00965 - 4840078

LETTLAND
Rats Ltd.
Rigas iela 98 A
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Fax: 00371 - 9340049

MALTA
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Fax: 00356 - 416465

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Fax: 0031 - 342461567

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Fax: 0047 - 677974102

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Corporacion Dixie, S.A.
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PA - Balboa
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Fax: 03062 - 512741
Tel: 1 - 753203
Tel: 1 - 751523

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Fax: 002711 - 6143919

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Fax: 0034 - 38771404

SWEDEN
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Fax: 004631 - 994114

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CH - 8500 Frauenfeld
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Fax: 05052 - 7216305

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SETTE spol. s. r. o.
Uzbecka 1/1463
CZ - 10100 Prag
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1906 Broadway
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KTM Sportmotorcycle USA Inc.
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P.O. Box 52218
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Fax: 009714 - 330078

URUGUAY
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Juncal 1305 Ofic. 1202
UY - Montevideo
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Fax: 005982 - 403407

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