OWNER'S MANUAL 2008

125 EXC, EXC SIX DAYS
200 XC, XC-W, EXC
250 XC, XC-W, EXC, EXC SIX DAYS
300 XC, XC-W, EXC-E, EXC-E SIX DAYS

3211226en



We would like to congratulate you on your purchase of a KTM motorcycle.
You are now the owner of a state-of-the-art sports motorcycle that guarantees to bring you lots of fun and enjoyment, provided that you clean and maintain it appropriately.

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

Frame number	
Engine number	
Key number	
Stamp of dealer	

COMSUMER INFORMATION FOR AUSTRALIA ONLY
Tampering with noise control system prohibited
Owners are warned that the law may prohibit:
(a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and
(b) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

All information contained is without obligation. KTM-Sportmotorcycle AG particularly reserves the right to modify any equipment, technical specifications, prices, colors, shapes, materials, services, service work, constructions, equipment and the like so as to adapt them to local conditions or to cancel any of the above items, all without previous announcement and without giving reasons. KTM may stop manufacturing certain models without previous notice. KTM shall not be held liable for any deviations of availability and/or ability to deliver, illustrations, descriptions, printing and/or other errors. The illustrated models partly contain extra equipment, which is not applied to standard models.

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

INTENDED PURPOSE

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

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

THE XC/XC-W MODELS ARE PROHIBITED ON PUBLIC ROADS.

The EXC and EXC-E models are only allowed on public roads in the original homologated (throttled) version. **Without this performance restriction (i.e. dethrottled), these models are only allowed to be driven off-road but not on public roads.** The EXC and EXC-E models are designed for off-road sports endurance competitions(enduro) and **not suitable for predominant motocross use.**

2-STROKE OFFROAD MOTORCYCLES ON PUBLIC ROADS

KTM EXC and EXC-E models were designed for offroad use only and are only suitable for longer rides on public roads to a certain extent. The engine is subjected to completely different performance demands on public roads and must be adapted to these operating conditions.

Ask your KTM dealer for more information.

OWNER'S MANUAL

Please 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. Only by doing so will you learn how to tune your motorbike to your specific needs and how to protect yourself against injury. Besides, this manual contains important information on motorcycle maintenance.

⚠ WARNING

– Ignoring these instructions can be dangerous to life and limb!

! CAUTION

– ignoring these instructions may damage parts of the motorcycle or impair the motorcycle's traffic safety!

At the time this manual was typeset, it was up-to-date with the latest state of this production series. It cannot be completely ruled out, however, that minor discrepancies may exist resulting from further design upgrades of these motorcycles.This manual is an important part of your motorbike and should be passed on to any subsequent owner in case you decide to sell it.

SERVICE

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

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

The service work specified in the "Lubrication and Maintenance Schedule" must be performed by a KTM workshop and recorded in the service manual otherwise claims under the warranty shall become void. The fuels and lubricants specified in the Owner's Manual or automotive fluids with equivalent specifications must be used in accordance with the maintenance schedule.
Take special care to follow the recommended run in, inspection, and maintenance intervals. Heeding these guidelines will significantly increase the life of your motorcycle.

WARRANTY
The service work specified in the "Lubrication and Maintenance Schedule" must be performed by a KTM workshop and recorded in the service manual otherwise claims under the warranty shall become void.
No claims can be filed under the warranty for damage or consequential damage caused by manipulations or conversions to the motorcycle.

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

SPARE PARTS, ACCESSORIES
For your own safety, use KTM-approved parts and accessories only. KTM is not liable for damage that arises in connection with the use of other products.

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

ENVIRONMENT
Offroad-Motorcycle driving is a wonderful sport and we hope that you will be able to enjoy it to the full. It may, however, involve potential problems for the environment or lead to conflicts with others. These problems or conflicts can be avoided if the motorcycle is used responsibly. To safeguard the future of motorcycle sports, make sure that you use the motorcycle in accordance with the law, show that you are environmentally conscious and respect the rights of others.

Enjoy driving your motorcycle !

KTM-SPORTMOTORCYCLE AG
5230 MATTIGHOFEN, AUSTRIA

Attachments: Spare parts manual chassis & engine

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SERIAL NUMBER LOCATIONS »



Chassis number

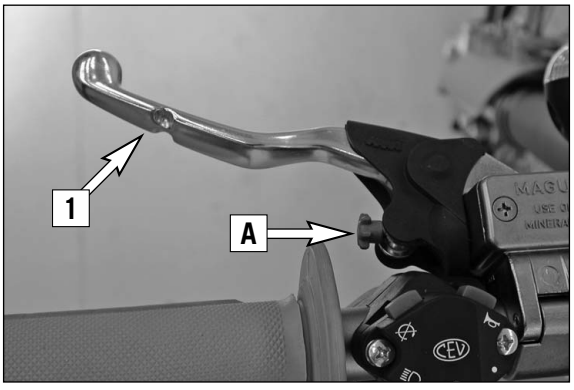
The chassis number is stamped on the right side of the steering head tube. Enter this number in the field on page no 1.



Engine number, engine type

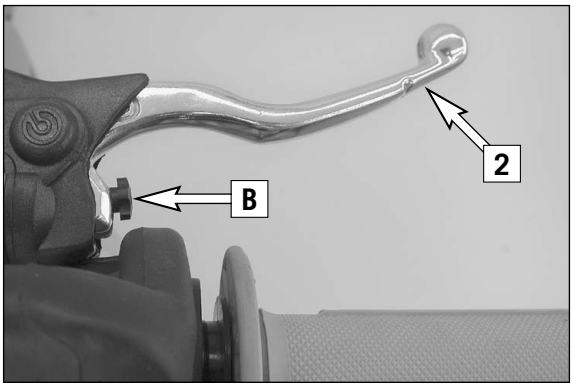
The engine number and the engine type are stamped into the left side of the engine below the engine sprocket. Enter this number on page 1.

OPERATION INSTRUMENTS »



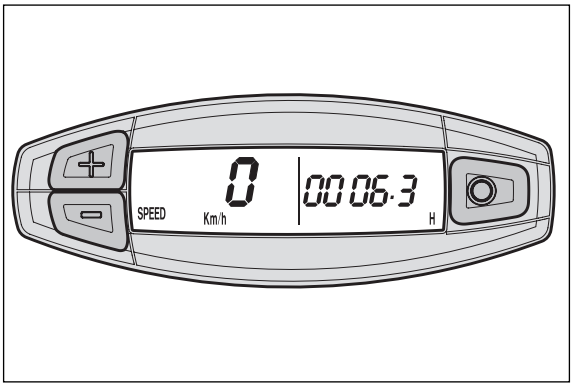
Clutch lever

The clutch lever **[1]** is located on the left side of the handlebars. The adjusting screw **[A]** is used to change the original position of the clutch lever (see maintenance work on chassis and engine).
The clutch is hydraulically actuated and adjusts itself automatically.



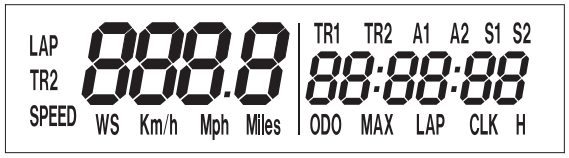
Hand brake lever

The hand brake lever **[2]** is mounted on the handlebars on the right and actuates the front wheel brake. The adjusting screw **[B]** can be used to change the basic position of the hand brake lever (see maintenance work on chassis and engine).



Electronic speedometer

The display in the electronic speedometer is activated as soon as you press a button on the speedometer or an impulse is received from the wheel sensor. The display lights up when the engine is running.
The display is cleared if no button is pressed for 1 minute or no impulse is received from the wheel sensor.
The **O** button is used to change between display modes.
The **+** and – buttons are used to control various functions.



TEST

All of the display segments briefly light up for the display function test.



WS (wheel size)

The display changes and the circumference of the front wheel is briefly displayed in millimeters (2205 mm corresponds to a front wheel circumference of 21" with production tires).
Afterwards the display will return to the previous display mode.



SPEED display mode / H (service hours)

Only the SPEED / H and SPEED / ODO display modes are activated in the condition at delivery. SPEED/H is displayed whenever the display is activated and the front wheel is not turning. It automatically changes to the SPEED/ODO display mode as soon as the front wheel starts turning.

SPEED displays the speed.

H displays the engine's service hours. The service hour counter starts to count as soon as you start the engine. The displayed figure cannot be changed. Service intervals are indicated in service hours for some KTM offroad motorcycles, making the service hour counter a very practical function.

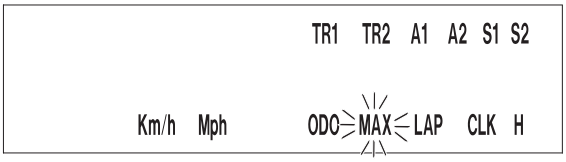


SPEED / ODO display mode (odometer)

The SPEED/ODO mode displays the speed and the total distance traveled. The display automatically changes to the SPEED/H display mode when the front wheel stops turning.

+ button	no function
– button	no function
briefly press **O** button	changes to the next display mode
hold **O** button 3 secs.	changes to the next display mode

The electronic speedometer has a number of display modes (functions) that you can also activate (reveal) (see: Activating and deactivating display modes).



Activating and deactivating display modes

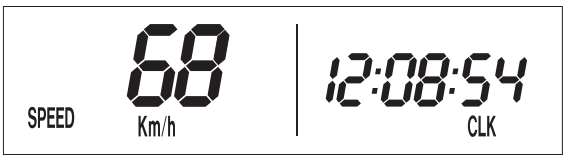
In the display mode SPEED/H, press and hold the **O** button for 3 seconds to access the SETUP menu. The active functions will be displayed. The blinking function can be activated by pressing the **+** button and deactivated by pressing the – button.
Press and hold the **O** button 3 seconds to store the settings.
If no button is pressed for 20 seconds, the setting will be stored automatically and the display will return to the SPEED/H mode.

+ button	activates the blinking display
– button	deactivates the blinking display
briefly press **O** button	changes to the next display without changing any settings
hold **O** button 3 secs.	starts the SETUP stores the settings and changes to the SPEED/H mode

The following display modes can be activated:

TR1	tripmaster 1
TR2	tripmaster 2
A1	average speed 1
A2	average speed 2
S1	stop watch 1
S2	stop watch 2
CLK	clock
LAP	lap time
KMH/MPH	display in kilometers or miles (see: Kilometers or miles)

If you have activated all of the display modes, they will be displayed in the following order:
SPEED/H, SPEED/CLK, SPEED/LAP, LAP/LAP, SPEED/ODO, SPEED/TR1, SPEED/TR2, SPEED/A1, SPEED/A2, SPEED/S1, SPEED/S2



SPEED / CLK (time) **display mode**

CLK displays the time in hours, minutes and seconds.

+ button	no function
– button	no function
briefly press **O** button	changes to the next display mode
hold **O** button 3 secs.	set the clock menu

To set the clock, see „Setting the clock“.



SPEED / LAP (lap time) **display mode**

You can use the manual stop watch to stop and store up to 10 lap times, which you can view in the LAP/LAP display mode (see below).
LAP displays the lap times in hours, minutes and seconds.

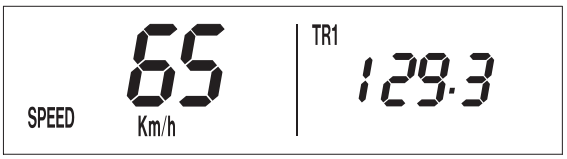
+ button	Starts and stops the stop watch, lap time is not reset to 0
– button	Stops the stop watch, stores the lap time and restarts the stop watch again. The time is reset to 0. A total of 10 lap times can be stored. If the lap time continues to run after you press the - button, all 10 memory locations are occupied.To clear all of the stored lap times, hold the **O** button for 3 seconds in the SPEED/LAP mode.Up to 10 lap times can be stored in this way.
briefly press **O** button	Changes to the next display mode.If no lap time is stored or the motorcycle is driving, the LAP/LAP mode will be skipped.
hold **O** button 3 secs.	Clears all LAP figures



LAP / LAP display mode (to view lap times)

The LAP/LAP display mode will only be shown if lap times have been stored and the front wheel has stopped. It will display the lap number and the stopped lap time in hours, minutes and seconds. Press the **+** button to access the next lap time.
To clear all of the stored lap times, hold the **O** button for 3 seconds in the SPEED/LAP mode.

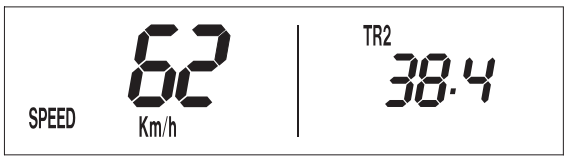
+ button	changes to the next lap time
– button	no function
briefly press **O** button	changes to the next display mode
hold **O** button 3 secs.	changes to the next display mode



SPEED / TR1 display mode (tripmaster 1)

The TR1 tripmaster is always active and counts to 999.9. It is used to measure the length of a trip or the distance between 2 refueling stops.
TR1 is linked to A1 (average speed 1). The calculation of these figures is activated by the first impulse received from the wheel sensor (when the front wheel starts to turn) and stops 3 seconds after the last impulse is received (when the front wheel has stopped).
The TR1, A1 and S1 figures are automatically cleared after passing 999.9.

+ button	no function
– button	no function
briefly press **O** button	changes to the next display mode
hold **O** button 3 secs.	clears the TR1, S1, A1 figures



SPEED / TR2 display mode (tripmaster 2)

The tripmaster 2 is always active and counts to 999.9. Contrary to TR1, the displayed figure can be changed using the **+** and – buttons. This is a very useful function for trips taken according to a roadbook.

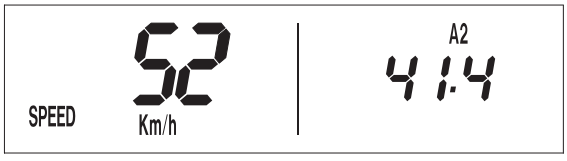
+ button	increases the TR2 figure
– button	decreases the TR2 figure
briefly press **O** button	changes to the next display mode
hold **O** button 3 secs.	clears the TR2 figure



SPEED / A1 display mode (average speed 1)

A1 shows the average speed based on the TR1 (tripmaster 1) and S1 (stop watch 1) figures. The calculation of this figure is activated by the first impulse received from the wheel sensor and stops 3 seconds after the last impulse is received.

+ button	no function
– button	no function
briefly press **O** button	changes to the next display mode
hold **O** button 3 secs.	clears the TR1, S1, A1 figures



SPEED / A2 display mode (average speed 2)

A2 shows the average speed based on the TR2 (tripmaster 2) and S2 (stop watch 2) figures.
The displayed figure can deviate from the actual average speed if the TR2 figure was changed manually or if S2 was not stopped after the trip.

+ button	no function
– button	no function
briefly press **O** button	changes to the next display mode
hold **O** button 3 secs.	changes to the next display mode



SPEED / S1 display mode (stop watch 1)

S1 shows the traveling time based on TR1 and continues to run whenever it receives impulses from the wheel sensor. The calculation of this figure is activated by the first impulse received from the wheel sensor and stops 3 seconds after the last impulse is received.

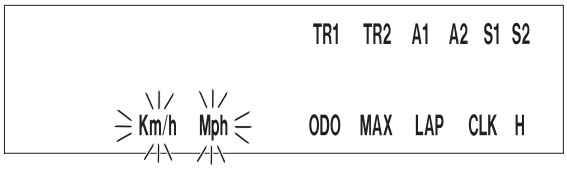
+ button	no function
– button	no function
briefly press **O** button	changes to the next display mode
hold **O** button 3 secs.	clears the TR1, S1, A1 figures



SPEED / S2 display mode (stop watch 2)

S2 is a manual stop watch. Start the stop watch by pressing the **+** button, press again to hold. Press again to continue timing.
Press the **O** button to change to the next mode. The S2 display will blink in the other modes if S2 continues to run in the background. To stop S2, return to the SPEED/S2 mode and press the **+** button.

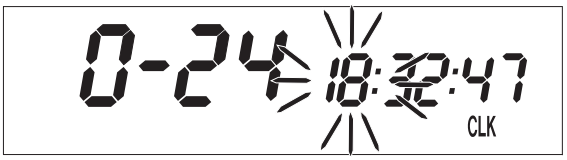
+ button	starts and stops the stop watch
– button	no function
briefly press **O** button	changes to the next display mode
hold **O** button 3 secs.	clears the S2 figure



Kilometers or miles

The unit (kilometers or miles) can also be changed. The ODO figure will be retained and converted accordingly. The TR1, A1, S1, TR2 and A2 figures will be cleared.
To select the unit, select the SPEED/H mode and hold the **O** button for 3 seconds to access the SETUP menu. Press the **O** button until the KMH/MPH function blinks. Press the **+** button briefly to move to the options. Press the **+** button for KMH or the – button for MPH.
To set, briefly press the **O** button 1 x and hold for 3 seconds until the display returns to the SPEED/H mode.
If no button is pressed for 20 seconds, the setting will be stored automatically and the display will return to the SPEED/H mode.

+ button	to access the menu to activate the KMH display
– button	to activate the MPH display
briefly press **O** button	changes to the next mode changes from the menu to the SETUP menu
hold **O** button 3 secs.	stores and closes the SETUP menu



Setting the clock

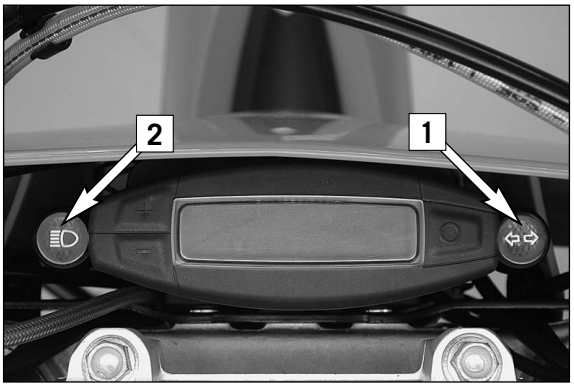
To set the clock, switch the ignition off and select the SPEED/CLK mode. Press and hold the **O** button for 3 seconds. The blinking digits can be changed using the **+** and – buttons. Press the **O** button to move to the next digit. 0-12 will show the time in the 12-hour mode, 0-24 in the 24-hour mode.
Press and hold the **O** button for 3 seconds to store the settings.
If no button is pressed for 20 seconds, the settings will be stored automatically and the display will return to the SPEED/CLK mode.

+ button	time +
– button	time –
briefly press **O** button	changes to the next digit
hold **O** button 3 secs.	starts the SETUP menu stores the time and changes to the SPEED/CLK display mode

Motorcycle is standing	Motorcycle is driving	OVERVIEW OF THE ELECTRONIC SPEEDOMETER FUNCTIONS				
		display	briefly press **+** button	briefly press **–** button	briefly press **O** button	hold **O** button 3 secs.
X		**SPEED / H**	no function	no function	next display mode	displays the SETUP menu
X	X	**SPEED / CLK**	no function	no function	next display mode	setting the clock menu
X	X	**SPEED / LAP**	starts/stops LAP without clearing LAP figure	stops LAP, stores LAP figure, resets LAP to 0	next display mode	clears all LAP figures
X		**LAP / LAP**	next figure	no function	next display mode	next display mode
	X	**SPEED / ODO**	no function	no function	next display mode	next display mode
X	X	**SPEED / TR1**	no function	no function	next display mode	clears TR1, S1, A1
X	X	**SPEED / TR2**	increases the TR2 figure	reduces the TR2 figure	next display mode	clears TR2
X	X	**SPEED / A1**	no function	no function	next display mode	clears TR1, S1, A1
X	X	**SPEED / A2**	no function	no function	next display mode	next display mode
X	X	**SPEED / S1**	no function	no function	next display mode	clears TR1, S1, A1
X	X	**SPEED / S2**	starts - stops S2	no function	next display mode	clears S2

If the CLK, LAP, TR1, TR2 A1, A2, S1 and S2 figures are suddenly cleared, the battery in the electronic speedometer is empty and must be replaced (see: Replacing the battery in the electronic speedometer).

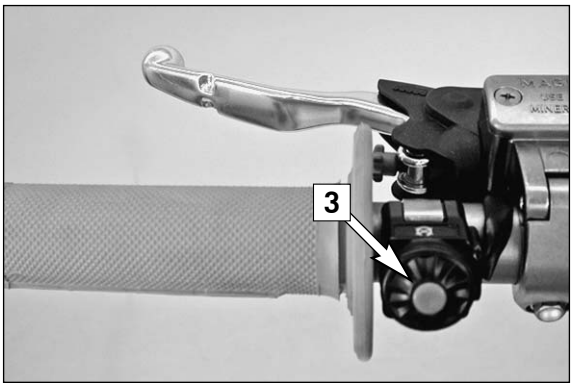
A tripmaster switch is available as an accessory that lets you control the electronic speedometer functions from the handlebar.



Indicator lamps

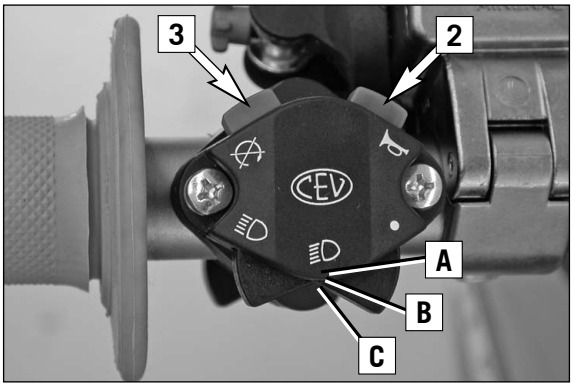
The green control lamp **[1]** flashes in the same rhythm as the flashing indicator when the indicator is working.

The blue control lamp **[2]** lights up when the high beam is on.



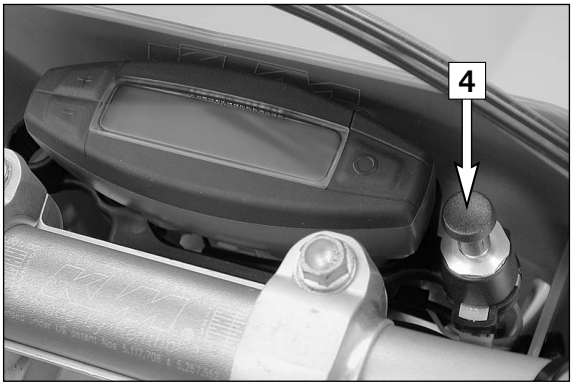
Short circuit button (XC, XC-W)

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



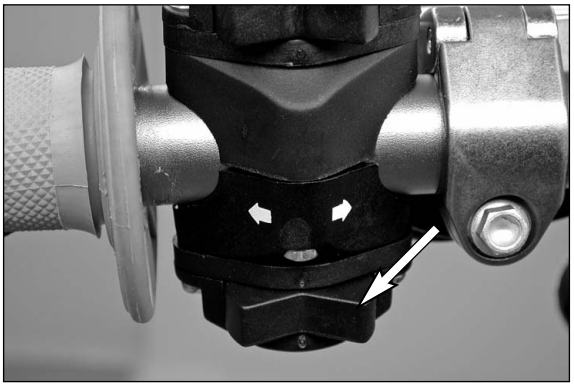
Combination switch (EXC/EXC Six Days)

The light switch has 2, respectively 3 switch positions.
[A] = Light off (this function is not available in all models)
[B] = Low beam on
[C] = High beam on
You may use button **[2]** to actuate the horn.
The red short circuit button **[3]** serves to switch off the engine. Leave the switch pressed until the engine stops.



Headlamp switch (XC-W)

In this model the headlamp is switched on with the pull switch **[4]**.

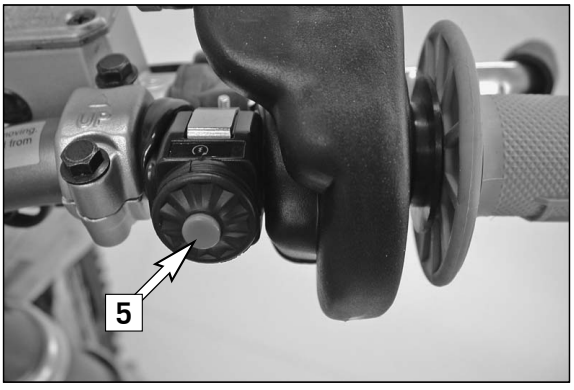


Flasher switch

The flasher switch is a separate unit and is mounted on the left portion of the handlebar.
The wire harness is designed in a way that whenever you want to use your bike off-road, you can dismount the entire turn indicator system without affecting the function of the remaining electrical system.

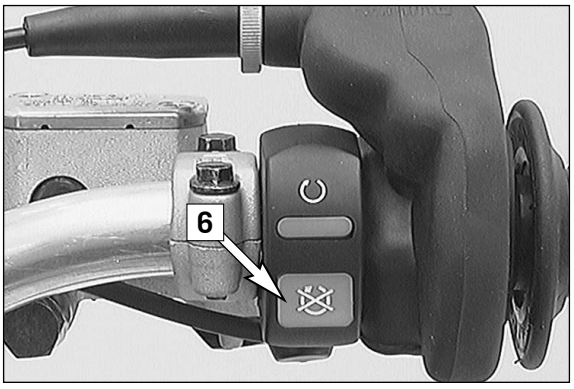
⇦ Flasher left

⇨ Flasher right



Starter button

Pushing the black starter button **[5]** will actuate the E-starter.

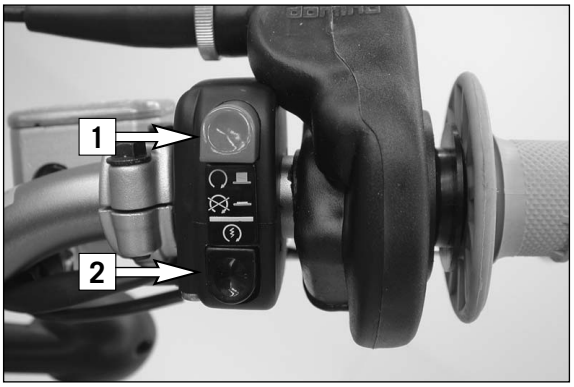


Emergency OFF switch (Australia)

The emergency OFF switch **[6]** 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.



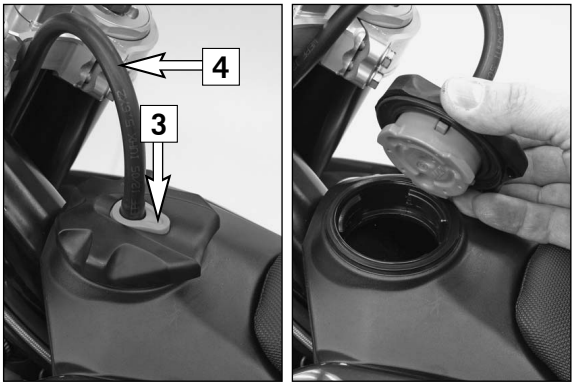
Emergency OFF switch (EXC-E Australia)

The red emergency-OFF switch **[1]** is arranged adjacent to the throttle grip.

In this position, the E-starter is operational and the engine can be started.

In this position, the E-starter and ignition circuits are interrupted.The E-starter cannot be actuated, and the engine will not start, not even if you attempt to start it with the kickstarter.

Pushing the black starter button **[2]** will actuate the E-starter.

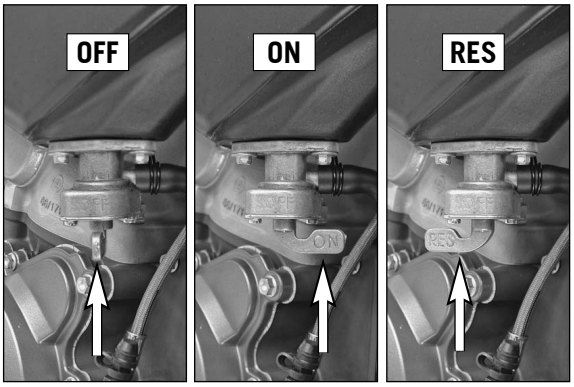


Filler cap

To open it: Press the release button **[3]** and turn the tank cap in a counterclockwise direction.

To close it: Put the tank cap back on and turn in a clockwise direction until the release button snaps into place.

Install tank breather hose **[4]** without kinks.

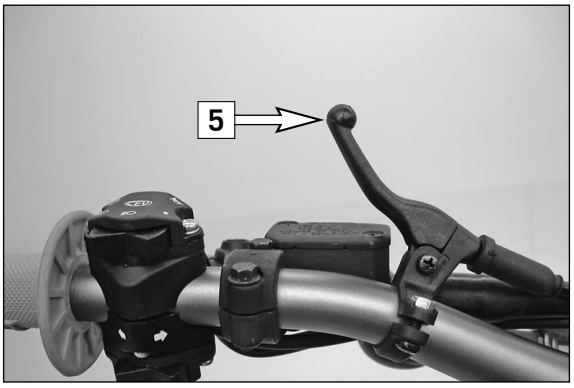


Fuel tap

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

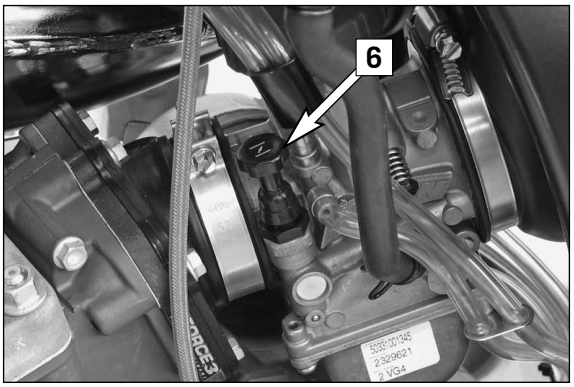
ON During operation the twist grip must be turned to ON. This means that the fuel can flow to the carburetor. With the twist grip in this position the tank will be emptied until only the reserve is left.

RES The reserve tank 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.



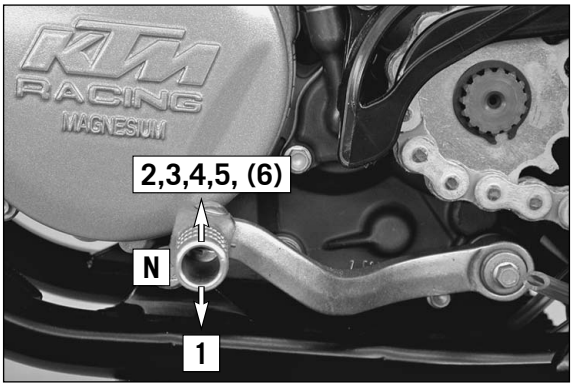
Choke lever on the handlebar

When you press the choke lever **[5]**, a hole in the carburetor is opened through which the engine can take in additional fuel. The result is a "rich" fuel-air mixture of the type needed for cold starts.
Press the choke lever all the way up to close the hole in the carburetor again.



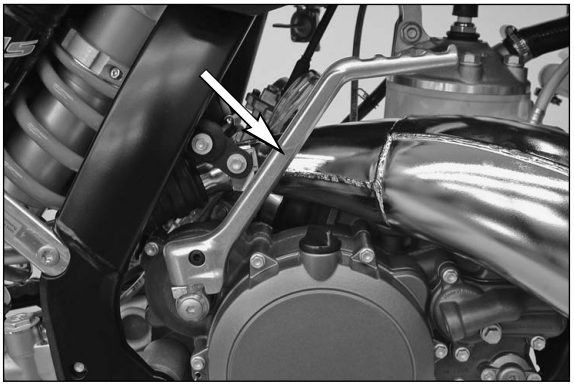
Choke knob

When pulling the choke knob **[6]** fully towards the top, a bore is opened in the carburetor. Through this bore the engine can take in additional fuel. This results in a rich fuel-air mixture, that is needed for a cold start.
When pressing the choke knob downward in the carburetor, the bore is closed again.



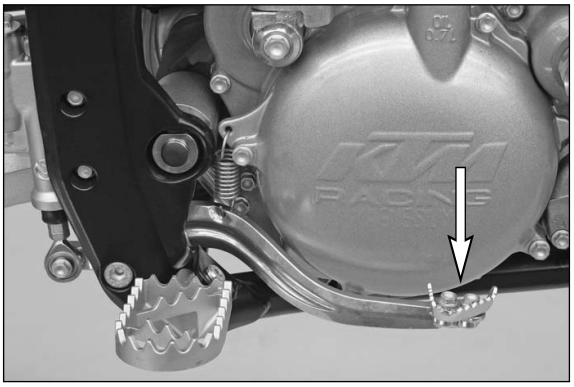
Shift lever

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 left side of the engine. Its upper part can be swivelled.



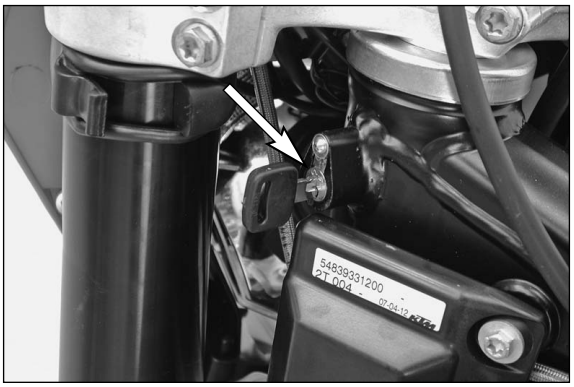
Foot brake pedal

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).



Side stand

Push the side stand to the ground with your foot and load it with the motorcycle. Make sure that you put your bike on solid ground and in a secure position. For off-road riding, you can use the rubber band **[1]** to additionally secure the center stand in its folded-up position.

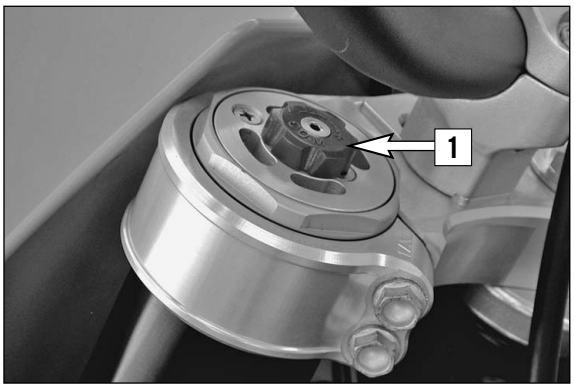


Steering lock

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

! CAUTION

Never leave the key inserted in the steering lock. If you turn the handlebar to the left the key could get damaged.

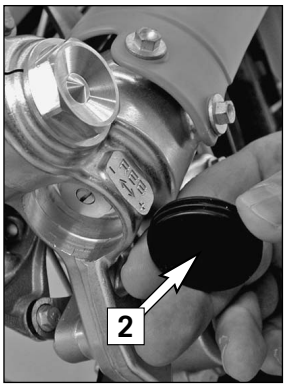


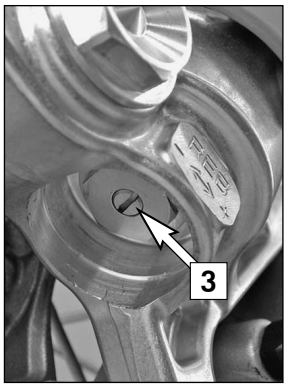
Compression damping of fork (XC)

Hydraulic compression damping determines the reaction when the fork is compressed. The degree of compression can be adjusted with adjusting screws at the top of the fork legs.
Turn the screw **[1]** clockwise to increase damping, turn it counterclockwise to reduce damping during compression.

STANDARD ADJUSTMENT:
- turn adjusting screw clockwise as far as it will go
- turn it back by as many clicks as are specified for the relevant type of fork

Typ WP Suspension 14187D27 . . . . .20 clicks
Typ WP Suspension 14187D28 . . . . .20 clicks



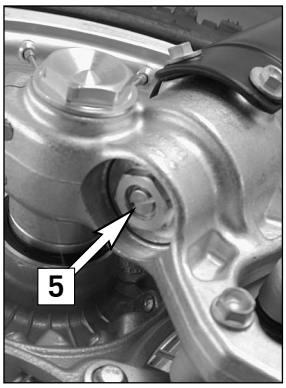


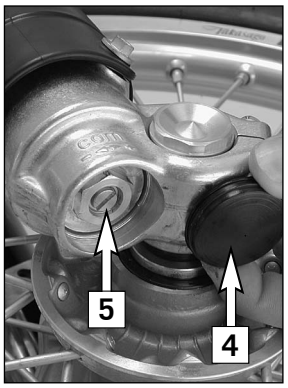
Rebound damping of fork (XC)

Hydraulic rebound damping determines the reaction when the fork is rebound. Remove the protecting cap **[2]**.
By turning the adjusting screw **[3]**, 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 adjusting screw clockwise as far as it will go
- turn it back by as many clicks as are specified for the relevant type of fork

Typ WP Suspension 14187D27 . . . . .21 clicks
Typ WP Suspension 14187D28 . . . . .21 clicks



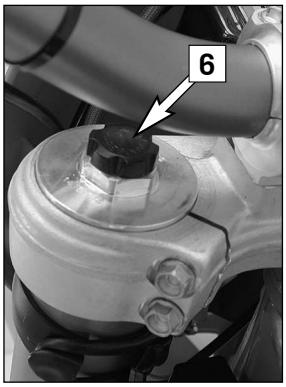


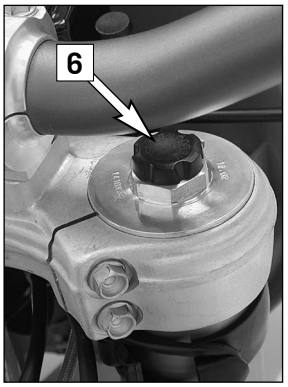
Compression damping of fork (XC-W, EXC, EXC-E)

Hydraulic compression damping determines the reaction when the fork is compressed. The degree of compression can be adjusted with adjusting screws at the bottom of the fork legs.Remove the protecting cap **[4]**.
Turn the screw **[5]** clockwise to increase damping, turn it counterclockwise to reduce damping during compression.

STANDARD ADJUSTMENT:
- turn adjusting screw clockwise as far as it will go
- turn it back by as many clicks as are specified for the relevant type of fork

Typ WP Suspension 14187D02 . . . . .22 clicks
Typ WP Suspension 14187D04 . . . . .22 clicks
Typ WP Suspension 14187D33 . . . . .20 clicks
Typ WP Suspension 14187D34 . . . . .24 clicks



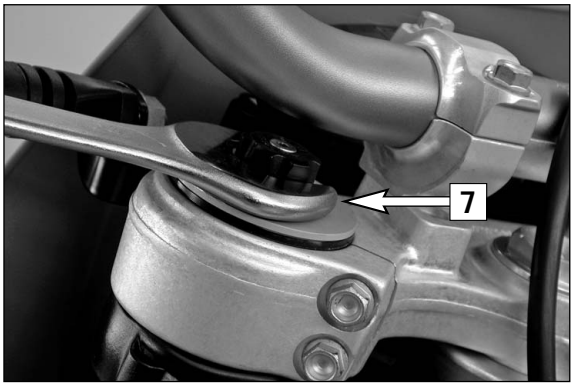


Rebound damping of fork (XC-W, EXC, EXC-E)

Hydraulic rebound damping determines the reaction when the fork is rebound.
By turning the adjusting screw **[6]**, 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 adjusting screw clockwise as far as it will go
- turn it back by as many clicks as are specified for the relevant type of fork

Typ WP Suspension 14187D02 . . . . .22 clicks
Typ WP Suspension 14187D04 . . . . .20 clicks
Typ WP Suspension 14187D33 . . . . .22 clicks
Typ WP Suspension 14187D34 . . . . .22 clicks



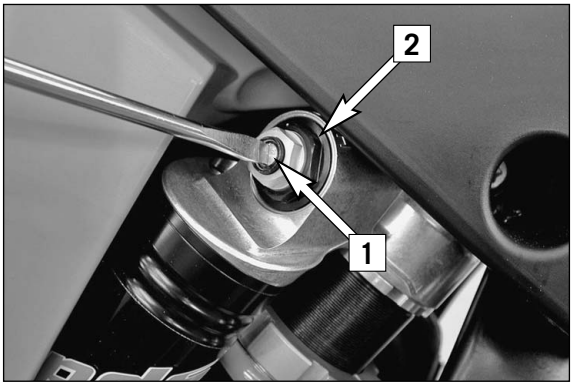
Spring preload of the fork (XC-W, EXC, EXC-E)

The fork's preload can be adjusted by means of the adjusting screws **[7]**. Use a 24 mm fork wrench. More information is provided in the chapter "Adjusting the fork and shock absorber."



Compression damping of shock absorber

The low-speed and high-speed compression damping can be adjusted separately on the shock absorber (Dual Compression Control).
Low and high speed refers to the movement of the shock absorber during compression and not to the speed of the motorcycle.
The low and high-speed technology overlaps.
The low-speed setting is primarily for slow to normal shock absorber compression rates.The high-speed setting is effective at fast compression rates.
Turning in a clockwise direction will increase the damping, turning counterclockwise will decrease the damping.

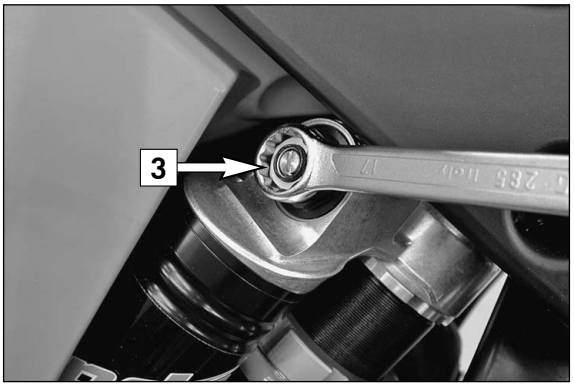


STANDARD LOW-SPEED SETTING:
- Turn the adjusting screw **[1]** to the limit in a clockwise direction using a screwdriver .
- Unscrew the respective number of clicks for the specific type of shock absorber in a counterclockwise direction.

Typ WP Suspension 12187D02 . . . . .15 clicks
Typ WP Suspension 12187D04 . . . . .15 clicks
Typ WP Suspension 12187D27 . . . . .15 clicks
Typ WP Suspension 12187D28 . . . . .15 clicks
Typ WP Suspension 12187D33 . . . . .13 clicks
Typ WP Suspension 12187D34 . . . . .15 clicks

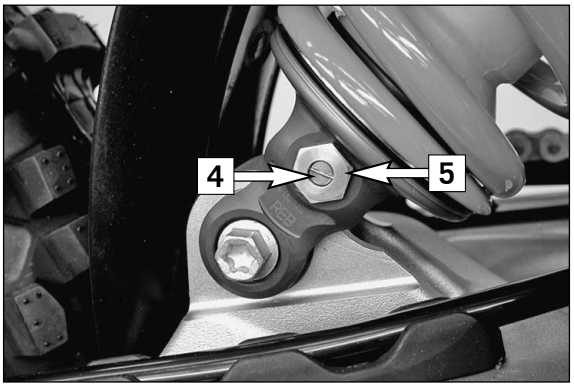
⚠ WARNING

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.
Never unscrew the black screw [2] connection (24mm).



STANDARD HIGH-SPEED SETTING:
- Turn the adjusting screw **[3]** to the limit in a counterclockwise direction using a box wrench.
- Unscrew the respective number of turns for the specific type of shock absorber in a clockwise direction.

Typ WP Suspension 12187D02 . . . . .1,5 turn
Typ WP Suspension 12187D04 . . . . .1,5 turn
Typ WP Suspension 12187D27 . . . . .1 turn
Typ WP Suspension 12187D28 . . . . .1 turn
Typ WP Suspension 12187D33 . . . . .1,75 turn
Typ WP Suspension 12187D34 . . . . .1,5 turn



Rebound damping of shock absorber

By using the adjusting screw **[4]**, 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 adjusting screw clockwise to the stop.
- Then turn the adjusting screw counterclockwise, counting the number of clicks that corresponds to the respective type of shock absorber.

Typ WP Suspension 12187D02 . . . . .24 clicks
Typ WP Suspension 12187D04 . . . . .24 clicks
Typ WP Suspension 12187D27 . . . . .23 clicks
Typ WP Suspension 12187D28 . . . . .23 clicks
Typ WP Suspension 12187D33 . . . . .24 clicks
Typ WP Suspension 12187D34 . . . . .22 clicks

⚠ 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.
Never unscrew the black screw [5] connection (15mm).

Instructions for your first ride

- Make sure the work for the "pre-delivery inspection" was performed by your authorized KTM workshop. The DELIVERY CERTIFICATE and SERVICE MANUAL will be handed over when you pick up your vehicle.
- Thoroughly read the whole instruction manual before starting for your first tour.
- Familiarize yourself with the controls.
- Adjust the clutch lever, the hand brake lever and the foot brake pedal to the most comfortable position.
- Get used to handling the motorcycle on 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.
- 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 with protective clothing and helmet.
- Pay attention to running-in procedure.

Running in

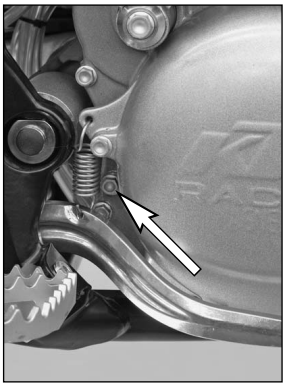
Even very precisely machined sections of engine components have rougher surfaces than components which have been sliding across one another for quite some time. Therefore, every engine needs to be broken in. For this reason, during its first 500 kilometers (300 miles) or 5 hours the engine must not be revved up to its performance limits.
Apply low but changing loads for running-in.

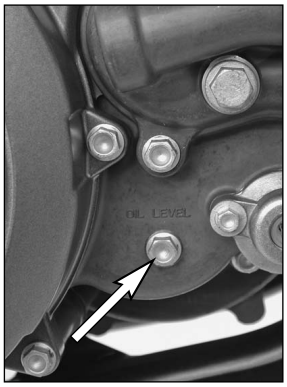
! CAUTION

Do not drive at full load for the first 500 kilometers (300 miles) or 5 hours!

⚠ 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.**
- **Always turn on the light to make sure that other drivers become aware of you as early as possible.**
- **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.**
- **The front and rear wheel are allowed to be fitted only with tires that have the same profile type.**
- **Be sure to check the spoke tension after 30 minutes' running time. The spoke tension will decrease quickly on new wheels. If you continue to drive with loose spokes, the spokes may crack and lead to unstable handling (see "Checking the spoke tension").**
- **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.**
- **Never leave your motorcycle without supervision as long as the engine is running.**
- **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.**











What you should check before each start

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

1 CHECK TRANSMISSION OIL LEVEL
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 the chain and chain wheels.

4 TIRES
Check for damaged tires. 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 of the hand brake lever and foot brake lever.

⚠ WARNING

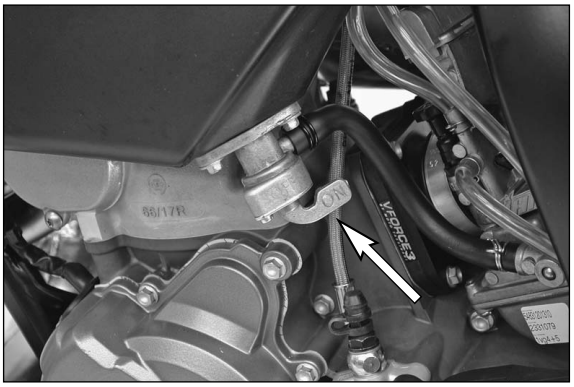
If the resistance in the hand brake lever or foot brake pedal feels „spongy“ (too much give), this is an indication that something is wrong with the brake system. Don’t ride your motorcycle anymore without first having the brake system looked over by a KTM dealer.

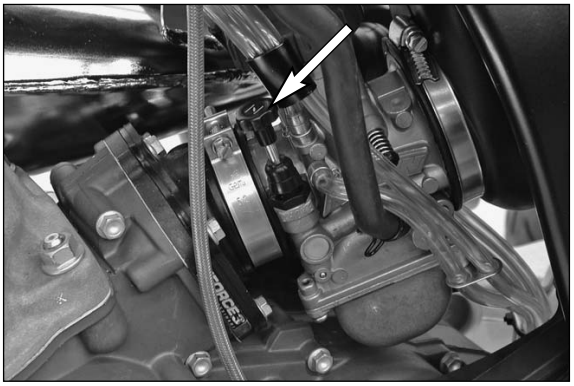
6 CABLES
Check correct adjustment and easy running of all control cables.

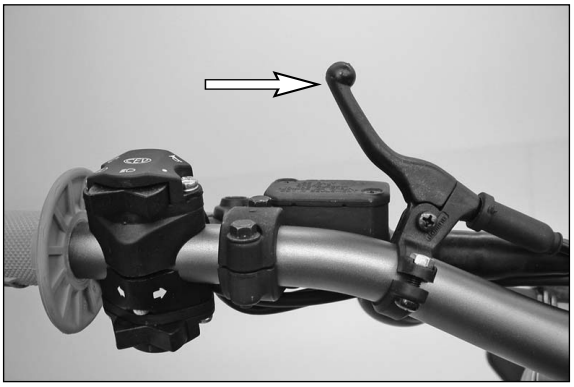
7 COOLING FLUID
Check the level of cooling fluid when the engine is cold.

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.











Starting when the engine is cold

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

⚠ WARNING

- **For starting always put on your motorcycle boots to avoid injuries. You could slip off the kickstarter or the motor could kick back and fling your foot upwards.**
- **Forcefully kick the kickstarter down the whole way and do not open the throttle. A kickstart with too little momentum and an opened throttle increases the kicking back risk.**
- **Check for power transmission at temperatures below 0°C (32°F) before you actuate the kickstarter. If you depress the kickstarter without feeling any resistance, power is not being transmitted. This could cause injuries.**
- **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 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.

NOTE:
The highly inflammable components in modern fuels volatilize if left standing for longer periods of time. If the motorcycle has not been used for over 1 week, the fuel should be drained from the float chamber. The engine will start up immediately if the float chamber is filled with fresh, ignitable fuel

Starting when the engine is warm

1 Open fuel tap
2 Turn on emergency OFF switch
3 Swing up the side stand
4 Put the gear in neutral
5 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.**
- **Before starting for an off-road tour, it is recommended to additionally secure the side stand with the rubber band on the air filter box.**

Shifting/Riding

You are now in first gear, referred to as the drive or uphill gear. Depending on the conditions (hill size, etc.), you can shift to a higher gear. Turn down the throttle, at the same time pull the clutch lever in and shift to the next higher gear. Let the 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 will increase. When shifting down, use the brakes if necessary and turn down at the same time. Pull the clutch lever and shift down to the next lower gear. Let the clutch lever go slowly and open the throttle or shift down again.

⚠ WARNING

- **After falling with the motorcycle, check all its functions thoroughly before using it again.**
- **A twisted handlebar must always be replaced. Do not adjust the handlebar, it will lose stability.**

! CAUTION

- **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 to 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 will block 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

Close the throttle and apply the hand and foot brake simultaneously. Be especially careful when you apply the brakes on sandy, wet or slick surfaces. Always apply the brakes intuitively, locked wheels can cause the bike to skid or crash. Shift down to a lower gear to match your speed. Always apply the brakes before you enter a curve.

⚠ WARNING

- **In case of rain, after washing the motorcycle, after rides through water and in case of rides on wet off-road tracks, humid or dirty brake discs can delay the braking effect. The brakes must be pulled until they are dry or clean.**
- **Rides on salt-strewed or dirty roads can also delay the braking effect. The brakes must be pulled until they are clean.**
- **Dirty brake discs cause increased tear of brake pads and brake discs.**
- **When you brake, the brake discs, brake pads, brake caliper and brake fluid heat up. The hotter these parts get, the weaker the breaking effect. In extreme cases, the entire braking system can fail.**
- **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.**

Stopping and parking

Apply the brakes fully and put the engine into neutral. To turn off the engine, push the short-circuit button or the emergency-OFF button with the engine at idling speed until the engine stops. Turn the fuel tap to the OFF position, park on an area where the ground is firm, and lock the motorcycle.

⚠ WARNING

Motorcycle engines produce a great amount of heat while running. The engine, exhaust pipe, muffler, brake rotors, and shock absorbers can become very hot. Do not touch any of these parts after starting the motorcycle, and take care to park it where pedestrians are not likely to touch it and get burned.

! CAUTION

- **Close the fuel tap when leaving your vehicle. Otherwise the carburetor may get flooded and fuel will enter the engine.**
- **Never park your motorcycle in places where there exist fire hazards due to dry grass or other easily flammable materials.**
- **The side stand is only designed for the weight of the motorcycle. If you get on your motorcycle and thus put additional weight on the motorcycle, the side stand or the frame can be damaged or the motorcycle may fall on the side.**

Refueling, fuel

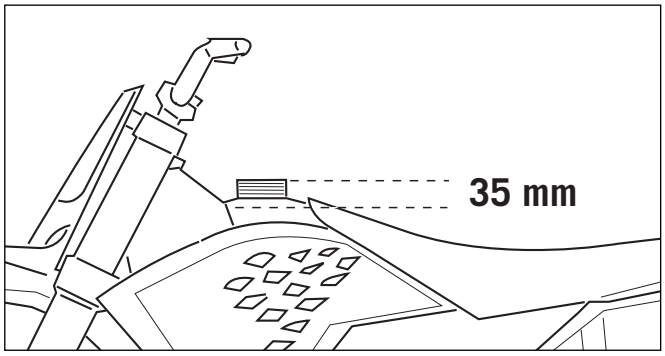
125-300: Unleaded premium gasoline RON 95 mixed with high grade two stroke oil. Mixture ratio 1:60
Fuel and engine oil should only be mixed immediately before use. KTM recommends Motorex Cross Power 2T.

⚠ 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.**
- **The tank cap's locking mechanism always has to snap into place when it is mounted.**

! CAUTION

- **Only use premium-grade gasoline ROZ 98 respectively 95 mixed with high-grade two-stroke engine oil. Other types of gasoline can cause engine failure.**
- **Do not use premixed two-stroke oils, oils for outboard engines or normal engine oil to prepare the mixture.**
- **Do not use gasoline and oil mixtures that are older than one week. The lubrication properties of some two-stroke oils can deteriorate very rapidly.**
- **Only use known brands of high-grade 2-stroke engine oil (i.e. Motorex Cross Power 2T).**
- **Never mix synthetic oils and mineral oils.**
- **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.**
- **If your motorcycle is equipped with a catalytic converter, always keep in mind that leaded fuel will destroy the catalytic converter.**
- **Fuel expands when its temperature rises. Therefore do not fill the tank to the top. (see fig.)**



PERIODIC MAINTENANCE SCHEDULE »

125 EXC/EXC SIX DAYS, 200 XC/XC-W/EXC 2008 A CLEAN MOTORCYCLE CAN BE CHECKED MORE QUICKLY WHICH SAVES MONEY		Before each race	1st service after 10 hours	every 20 hours	every 40 hours	at least once a year
ENGINE	Check gear box oil level			●		
	Change gear box oil	●	●		●	●
	Check spark plugs, adjust distance between electrodes		●	●		
	Renew spark plugs	●			●	
	Clean the spark-plug connector and check for a tight fit	●		●	●	
	Check the screws on the kick starter and shift lever for a tight fit	●		●	●	
CARBURETOR	Check the carburetor connection boot and intake flange for cracks or leaks	●			●	●
	Check idle speed setting	●	●		●	●
	Check that vent hoses are not damaged or bent	●	●		●	●
ADD-ON-PARTS	Check cooling system for leaks, check quantity of antifreeze	●	●		●	●
	Check exhaust system for leaks and fitment	●		●	●	
	Check cables for damage, smooth operation, bends; adjust and lubricate	●	●		●	
	Check the fluid level in the master cylinder of the hydraulic clutch	●	●	●	●	
	Clean air filter and filter box	●	●	●	●	●
	Check electric wires for damage and bends	●			●	
	Check headlamp setting	●			●	
	Check function of electric systems (low beam, high beam, break light, indicator,	●	●		●	
	indicator lamps, speedometer illumination, horn, emergency OFF switch or button					
BRAKES	Check brake fluid level, lining thickness, brake lining	●	●		●	
	Check brake lines for damage and leaks	●	●		●	
	Check/adjust the function, smooth operation and free travel of the hand/foot brake lever	●	●		●	
	Check the screws and guide bolts on the brake system for a tight fit	●	●		●	
CHASSIS	Check shock absorber and fork for leaks and function	●	●	●	●	
	Clean dust bellows	●		●	●	
	Bleed fork legs	●		●	●	
	Check swing arm bearings	●			●	
	Check/adjust steering head bearings	●	●		●	
	Check tightness of all chassis screws (triple clamps, fork leg axle passage axle nuts and screws, swing arm bearings, shock absorber)	●	●		●	
WHEELS	Check spoke tension and rim joint	●	●	●	●	
	Check tires and air pressure	●	●	●	●	
	Check chain, rear sprockets and chain guides for wear, fitment and tension	●	●	●	●	
	Lubricate chain, Clean and grease the adjusting screws on the chain tensioner	●	●	●	●	
	Check clearance of wheel bearings	●	●		●	

The kilometer reading for inspection intervals should not exceed 5 hours.
Maintenance work performed by your authorized KTM workshop is not a substitute for care and maintenance by the driver!

125 EXC/EXC SIX DAYS, 200 XC/XC-W/EXC 2008 IMPORTANT SERVICE WORK THAT MUST BE PERFORMED BY AN AUTHORIZED KTM WORKSHOP UNDER A SEPARATE ORDER	Every 20 hours	Every 40 hours	Every 60 hours	Every 80 hours	At least once a year	Every 2 years
Clean and adjust carburetor					C/H	C/H
Replace the throttle slide, jet needle, float needle valve, needle nozzle				C/H		
Check the reed-type intake valve for wear	C	C/H	C	C/H		
Check the wear on the clutch disks and length of the clutch springs	C	C/H	C	C/H		
Check the cylinder and piston for wear	C	C/H	C	C/H		
Check function of exhaust control	C/H	C/H		C/H		
Check piston pin bearing	C	C/H	C	C/H		
Replace the crankshaft main bearings				C/H		
Replace the conrod bearings		C		C/H		
Check the entire transmission, the shift mechanism and bearings		C		C/H		
Complete maintenance of fork	C		C	H	C/H	
Complete maintenance of shock absorber				C		C/H
Clean and grease steering head bearings and gasket elements					C/H	
Replace the sealing cup for the foot brake cylinder	C	C/H	C	C/H		
Replace the glass-fiber yarn filling in the silencer	C	C/H	C	C/H		
Treat electric contacts and switches with contact grease					C/H	
Change break fluid	C	C/H	C	C/H	C/H	
Change the hydraulic clutch oil					C/H	

C = FOR COMPETITIVE OFFROAD RACING (**C**OMPETITION)
H = FOR OFFROAD **H**OBBY USE

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

125 EXC/EXC SIX DAYS, 200 XC/XC-W/EXC 2008 IMPORTANT CHECKS AND MAINTENANCE TO BE CARRIED OUT BY THE RIDER	before each start	after every cleaning	for cross country use	once a year
Check gear box oil level	●			
Check brake fluid level	●			
Check brake pads for wear	●			
Check lights for function	●			
Check horn for function	●			
Lubricate and adjust cables and nipples		●		
Bleed fork legs regulary			●	
Remove and clean dust bellows regularly			●	
Clean and lubricate chain, check tension and adjust if necessary		●	●	
Clean air filter and filter box		●	●	
Check tires for pressure and wear	●			
Check cooling liquid level	●			
Check fuel lines for leaks	●			
Empty and clean float chamber		●		●
Remove, clean and oil the throttle slide		●		
Check all control elements for smooth operation	●			
Check brake performance	●	●		
Treat blank metal parts (with the exception of brake and exhaust systems) with wax-based anti corrosion agent		●		
Treat ignition and steering locks and light switches with contact spray		●		
Check tightness of screws, nuts and hose clamps regularly				●

PERIODIC MAINTENANCE SCHEDULE »

250/300 XC/XC-W/EXC/EXC Six Days/EXC-E/EXC-E Six Days 2008 A CLEAN MOTORCYCLE CAN BE CHECKED MORE QUICKLY WHICH SAVES MONEY		Before each race	1st service after 10 hours	every 20 hours	every 40 hours	at least once a year
ENGINE	Check gear box oil level			●		
	Change gear box oil	●	●		●	●
	Check spark plugs, adjust distance between electrodes		●	●		
	Renew spark plugs	●			●	
	Clean the spark-plug connector and check for a tight fit	●		●	●	
	Check the screws on the kick starter and shift lever for a tight fit	●		●	●	
	Clean and lubricate the starter drive and the bearing bush of the starter drive				●	●
CARBURETOR	Check the carburetor connection boot and intake flange for cracks or leaks	●			●	●
	Check idle speed setting	●	●		●	●
	Check that vent hoses are not damaged or bent	●	●		●	●
ADD-ON-PARTS	Check cooling system for leaks, check quantity of antifreeze	●	●		●	●
	Check exhaust system for leaks and fitment	●		●	●	
	Check cables for damage, smooth operation, bends; adjust and lubricate	●	●		●	
	Check the fluid level in the master cylinder of the hydraulic clutch	●	●	●	●	
	Clean air filter and filter box	●	●	●	●	●
	Check electric wires for damage and bends	●			●	
	Check headlamp setting	●			●	
	Check function of electric systems (low beam, high beam, break light, indicator, indicator lamps, speedometer illumination, horn, emergency OFF switch or button	●	●		●	
BRAKES	Check brake fluid level, lining thickness, brake lining	●	●		●	
	Check brake lines for damage and leaks	●	●		●	
	Check/adjust the function, smooth operation and free travel of the hand/foot brake lever	●	●		●	
	Check the screws and guide bolts on the brake system for a tight fit	●	●		●	
CHASSIS	Check shock absorber and fork for leaks and function	●	●	●	●	
	Clean dust bellows	●		●	●	
	Bleed fork legs	●		●	●	
	Check swing arm bearings	●			●	
	Check/adjust steering head bearings	●	●		●	
	Check tightness of all chassis screws (triple clamps, fork leg axle passage axle nuts and screws, swing arm bearings, shock absorber)	●	●		●	
WHEELS	Check spoke tension and rim joint	●	●	●	●	
	Check tires and air pressure	●	●	●	●	
	Check chain, rear sprockets and chain guides for wear, fitment and tension	●	●	●	●	
	Clean and lubricate chain, clean and grease the adjusting screws on the chain tensioner	●	●	●	●	
	Check clearance of wheel bearings	●	●		●	

The kilometer reading for inspection intervals should not exceed 5 hours.
Maintenance work performed by your authorized KTM workshop is not a substitute for care and maintenance by the driver!

250/300 XC/XC-W/EXC/EXC Six Days/EXC-E/EXC-E Six Days 2008 IMPORTANT SERVICE WORK THAT MUST BE PERFORMED BY AN AUTHORIZED KTM WORKSHOPUNDER A SEPARATE ORDER	Every 20 hours	Every 40 hours	Every 60 hours	Every 80 hours	Every 100 hours	Every 120 hours	At least once a year	Every 2 years
Clean and adjust carburetor							C/H	
Replace the throttle slide, jet needle, float needle valve, needle nozzle					C/H			
Check the reed-type intake valve for wear	C	C/H	C	C/H	C	C/H		
Check the wear on the clutch disks and length of the clutch springs	C	C/H	C	C/H	C	C/H		
Check the cylinder and piston for wear	C	C/H	C	C/H	C	C/H		
Check function of exhaust control	C/H	C/H	C/H	C/H	C/H	C/H		
Check piston pin bearing	C	C/H	C	C/H	C	C/H		
Replace the crankshaft main bearings				C/H		H		
Replace the conrod bearings		C		C		C/H		
Check the entire transmission, the shift mechanism and bearings		C		C		C/H		
Complete maintenance of fork	C	C		C/H	C	C	C/H	
Complete maintenance of shock absorber				C				C/H
Clean and grease steering head bearings and gasket elements							C/H	
Replace the sealing cup for the foot brake cylinder	C	C/H	C	C/H	C	C/H		
Replace the glass-fiber yarn filling in the silencer	C	C/H	C	C/H	C	C/H		
Treat electric contacts and switches with contact grease							C/H	
Change break fluid	C	C/H	C	C/H	C	C/H	C/H	
Change clutch brake fluid							C/H	

C = FOR COMPETITIVE OFFROAD RACING (**C**OMPETITION)
H = FOR OFFROAD **H**OBBY USE

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

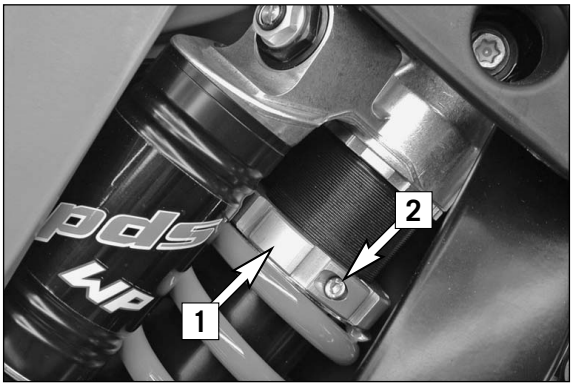
250/300 XC/XC-W/EXC/EXC Six Days/EXC-E/EXC-E Six Days 2008 IMPORTANT CHECKS AND MAINTENANCE TO BE CARRIED OUT BY THE RIDER	before each start	after every cleaning	for cross country use	once a year
Check gear box oil level	●			
Check brake fluid level	●			
Check brake pads for wear	●			
Check lights for function	●			
Check horn for function	●			
Lubricate and adjust cables and nipples		●		
Bleed fork legs regulary			●	
Remove and clean dust bellows regularly			●	
Clean and lubricate chain, check tension and adjust if necessary		●	●	
Clean air filter and filter box		●	●	
Check tires for pressure and wear	●			
Check cooling liquid level	●			
Check fuel lines for leaks	●			
Empty and clean float chamber		●		●
Remove, clean and oil the throttle slide		●		
Check all control elements for smooth operation	●			
Check brake performance	●	●		
Treat blank metal parts (with the exception of brake and exhaust systems) with wax-based anti corrosion agent		●		
Treat ignition and steering locks and light switches with contact spray		●		
Check tightness of screws, nuts and hose clamps regularly				●

⚠ WARNING

Maintenance and adjusting work marked with an asterisk * requires expert skills and technical know-how. For your own safety, always have such work performed by a specialized KTM dealer where your motorcycle will be optimally serviced by appropriately qualified, skilled staff.

! CAUTION

- **If using a power washer, do not point the water jet at the electric components, plugs, cables, bearings, carburetor, etc. The high pressure will cause water to penetrate into the components and can cause them to malfunction or lead to premature wear.**
- **When transporting your KTM, ensure that it is held upright with restraining straps or other mechanical fastening devices and that the fuel tap is in the OFF position - if the motorcycle should fall over, no fuel can leak from the carburetor or fuel tank**
- **Only use special screws with an appropriate thread length supplied by KTM to fix the spoilers on the tank. Using other screws or longer screws can cause leaks in the tank through which fuel can flow out.**
- **Do not use toothed washers or spring rings with the engine fastening screws, as these work into the frame parts and keep working loose. Instead, use self-locking nuts.**
- **If you unscrewed any screwed connections with self-locking nuts, they must be replaced when mounting. If no self-locking nuts are available, apply Loctite 243 to the thread. The screws and nuts must be replaced if the thread is damaged.**
- **All screws and nuts must be tightened to the specified torque figures using a torque wrench. If screws or nuts are not adequately tightened, they can become loose and cause the motorcycle to go out of control while you drive. Tightening the screws and nuts too tightly can damage the thread and components.**
- **Let your motorcycle cool down before beginning any maintenance work in order to avoid getting burned.**
- **Dispose of oils, fatty matters, filters, fuels, washing detergents, etc. properly.**
- **Under no circumstances may used oil be disposed of in the sewage system or in the open countryside. 1 liter of used oil contaminates 1,000,000 liters of water.**

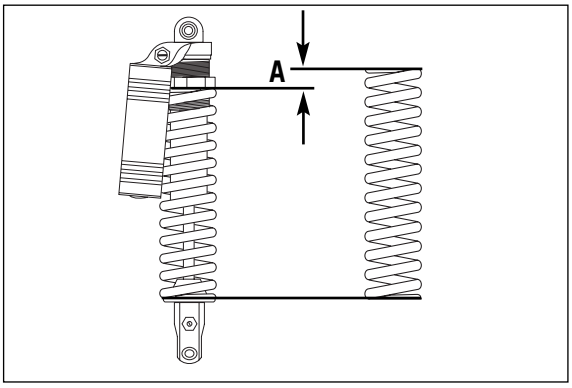


Changing the spring preloading of the shock absorber

The spring preload can be changed by turning the adjusting ring **[1]**. For this purpose, you should dismount the shock absorber and clean it thoroughly.

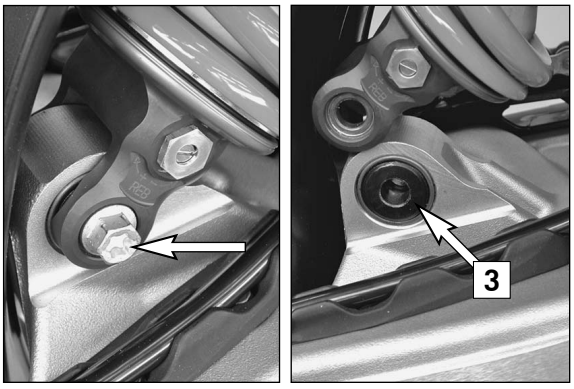
NOTE:
- Before changing the spring preload note down the basic setting, e.g. how many threads are visible above the adjusting ring.
- One rotation of the adjusting ring **[1]** changes the spring pretension by approximately 1.75 mm (0.07 in).

Loosen the clamping screw **[2]** and use the hook wrench contained in the vehicle tool set to turn the adjusting ring as desired. Turning it counterclockwise will reduce the preload, turning it clockwise will increase the preload. After readjusting the clamping screw **[2]**, tighten it to 8 Nm (6 ft.lb)



STANDARD SETTING – SPRING PRELOAD **[A]**

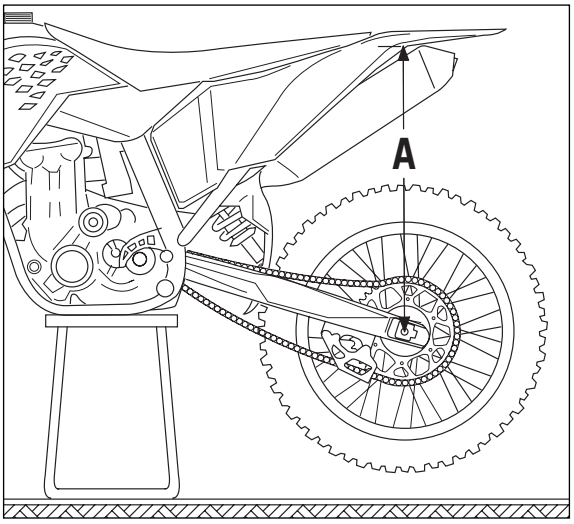
Typ WP Suspension 12187D02 . . . . .7 mm
Typ WP Suspension 12187D04 . . . . .7 mm
Typ WP Suspension 12187D27 . . . . .5 mm
Typ WP Suspension 12187D28 . . . . .5 mm
Typ WP Suspension 12187D33 . . . . .7 mm
Typ WP Suspension 12187D34 . . . . .8 mm



Pivot bearing

The pivot bearing **[3]** for PDS suspension struts at the swinging fork is Teflon-coated and must not be lubricated with either grease or other lubricants. Grease and other lubricants cause the Teflon coat to dissolve, whereby the bearing's lifecycle will be reduced dramatically.

When cleaning your bike with a high-pressure cleaner, do not aim the high-pressure spray directly at the pivot bearing.

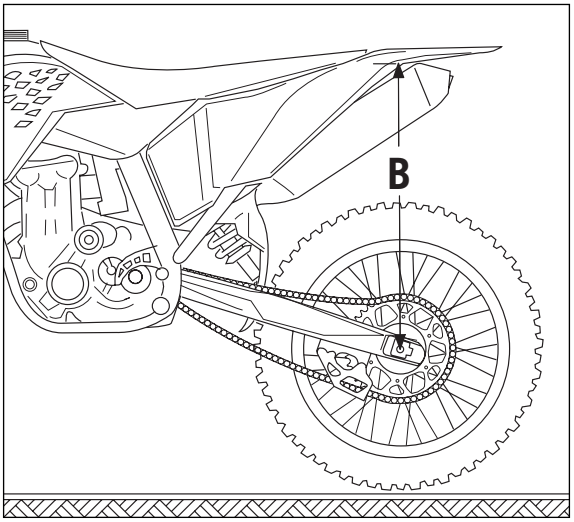


Basic suspension setup for the weight of the driver

To achieve maximum handling performance and to prevent the fork, shock absorber, swing arm and frame from being damaged, the basic setup of the suspension components must be suitable for your weight. At delivery, KTM's offroad motorcycles are set to accommodate a driver weighing 75 bis 85 kg (wearing full protective clothing). If your weight exceeds or falls short of this range, you will need to adjust the basic setup for the suspension components accordingly. Minor deviations in weight can be compensated by adjusting the spring preload. Different springs must be installed for larger deviations.

Checking the shock absorber and spring

You can establish whether or not the shock absorber spring is suitable for your weight by checking the riding sag. The static slag must be correctly adjusted before the riding sag can be determined.



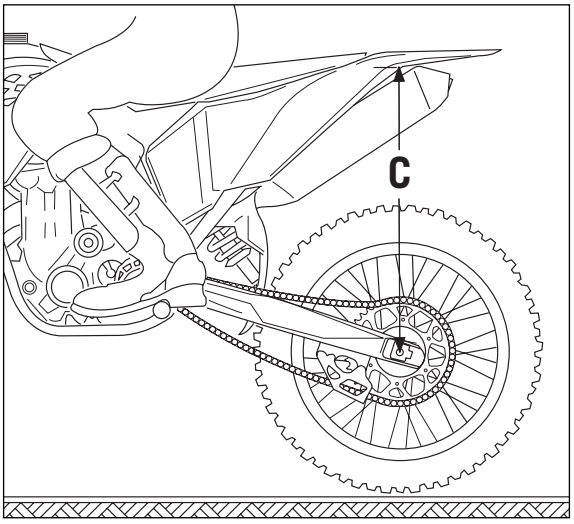
Determining the static sag of the shock absorber

The static sag setting should be as precise as possible. Deviations of more than 2 mm can strongly influence the motorcycle's performance.
Procedure:

- Jack up the motorcycle until the rear wheel no longer touches the ground.
- Measure the vertical distance between the rear wheel axle and a fixed point (e.g. a mark on the side cover) and write it down as dimension A.
- Place the motorcycle on the ground again.
- Ask a helper to hold the motorcycle in vertical position.
- Measure the distance between the rear axle and the fixed point again to establish dimension B.
- The static sag is the difference between dimensions A and B.

EXAMPLE:
Motorcycle jacked up (dimension A) . . . . . .600 mm
Motorcycle on ground, unloaded (dimension B) . . . . . .– 565 mm
Static sag . . . . . .35 mm

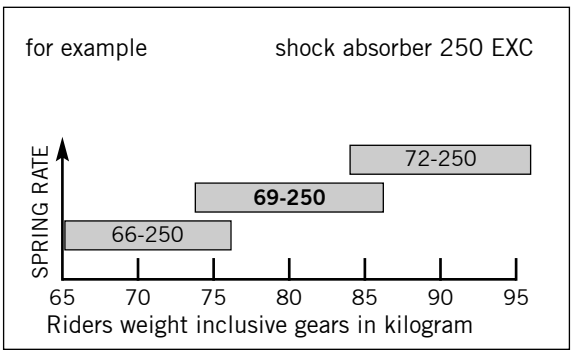
If the static sag is lower, the spring preload of the shock absorber must be increased, if the static sag is reduced, the spring preload must be higher. See chapter "Changing the spring preload of the shock absorber."



Typ	Static sag	Riding sag
12187D02	35 mm ± 2 mm	105 mm ± 5 mm
12187D04	35 mm ± 2 mm	105 mm ± 5 mm
12187D27	33 mm ± 2 mm	112 mm ± 5 mm
12187D28	33 mm ± 2 mm	112 mm ± 5 mm
12187D33	35 mm ± 2 mm	105 mm ± 5 mm
12187D34	35 mm ± 2 mm	105 mm ± 5 mm

Determining the riding sag of the shock absorber

- Have a helper hold the motorcycle while you sit on the bike in a normal seating position (feet on the footrests) wearing full protective clothing and bounce up and down a few times to allow the rear wheel suspension to become level.
- Stay on the bike and have another person measure the distance between the same two points and write it down as dimension C.
- The riding sag is the difference between dimensions A and C.

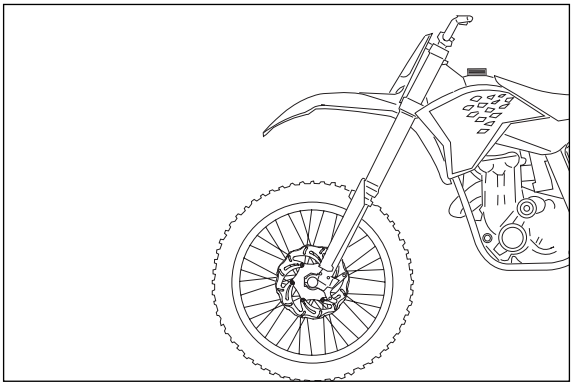


EXAMPLE:
Motorcycle jacked up (dimension A) . . . . . .600 mm
Motorcycle on ground, loaded (dimension C) . . . . . .– 500 mm
Riding sag . . . . . .100 mm

Riding sag settings (see above).
If the riding sag is too low the spring is too hard (spring rate is too high).
If the riding sag is too high, the spring is too soft (spring rate too low).
The spring rate is written on the outside of the spring (e.g. 76-250). The type number of the shock absorber is embossed on the front of the shock absorber.The illustrations show which spring should be installed. The standard spring is shown in bold print.
Readjust the static sag after mounting a new spring.

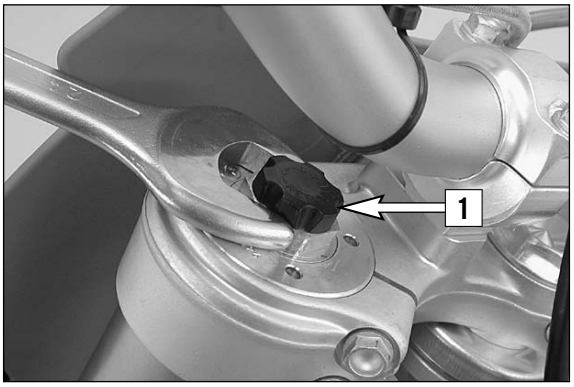
TYPE	SOFTER	STANDARD	HARDER
12187D02	63-250	**66-250**	69-250
12187D04	66-250	**69-250**	72-250
12187D27	60-250	**63-250**	66-250
12187D28	60-250	**63-250**	66-250
12187D33	63-250	**66-250**	69-250
12187D34	66-250	**69-250**	72-250

According to our experience, the damping rate of the compression stage can remain unchanged. The damping rate of the rebound stage can be reduced by a few clicks for a softer spring or increased by a few clicks for a harder spring.



Checking the basic setup of the telescopic fork

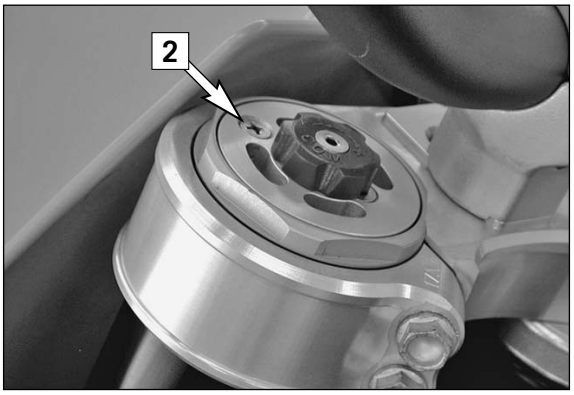
The precise riding sag of the telescopic fork cannot be determined for various reasons. Similar to the shock absorber, smaller deviations in your weight can be compensated by adjusting the spring preload. However, if your telescopic fork bumps frequently (hard end stop during compression), you should install harder fork springs to avoid damaging the telescopic fork and frame. Your KTM dealer will be happy to offer advice.



Changing the spring preload on the telescopic fork (XC-W, EXC, EXC Six Days, EXC-E, EXC-E Six Days)

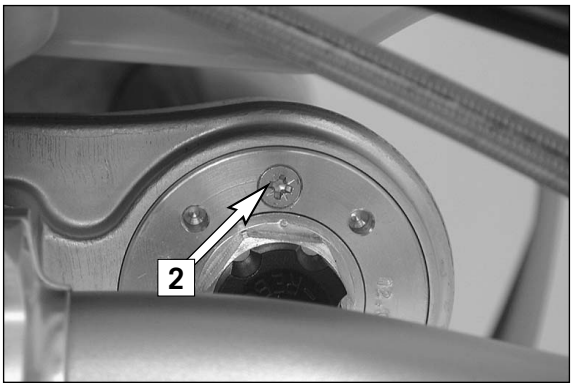
The telescopic forks for these models are equipped with a preload adjuster. You can easily adjust the spring preload by 10 mm by turning the adjusting screw **[1]**.
Turning in a clockwise direction will increase the prestress, turning in a counterclockwise direction will decrease the prestress.
Changing the spring preload will not affect the rebound damping adjustment. Generally, if the spring preload is higher, the rebound damping should also be set higher.

STANDARD SETTING:
Turn the adjusting screw all the way to the stop in a counterclockwise direction and 2 turns in a clockwise direction.



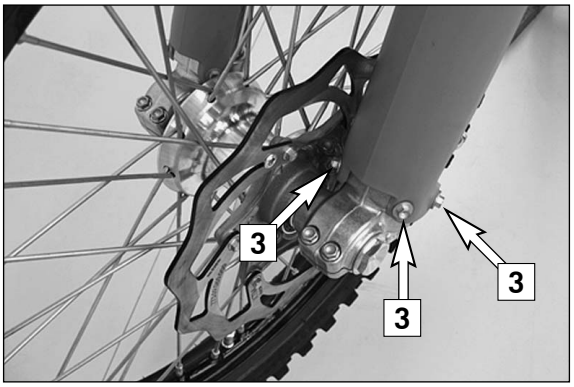
Breather plug front fork

After every 5 hours of use for competitive racing, slacken the breather plugs **[2]** a few turns in order to relieve excess pressure from the inside of the fork. To do this, place the motorcycle on a stand with the front wheel lifted off the ground. When riding the motorcycle mainly on the road, it will suffice to have this job performed in the course of the periodical maintenance service.



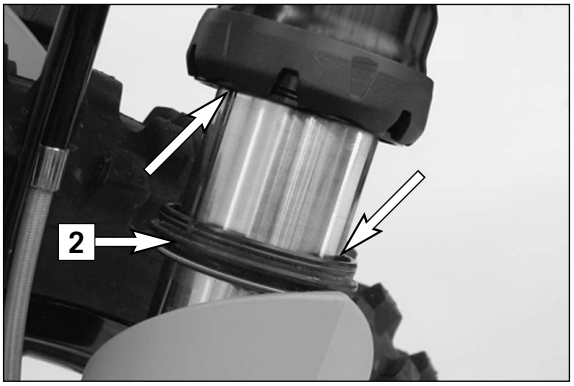
! CAUTION

Excessive pressure in the interior of the fork can cause leaks in the fork. If your fork is leaking, it is recommended to open the breather plugs before having the seals replaced.



Cleaning the dust sleeves of the telescopic fork

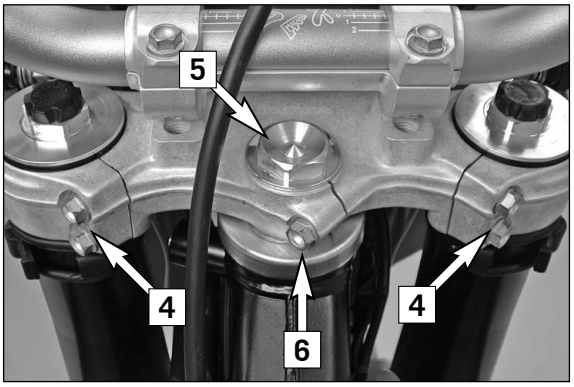
The dust-protection bellows **[2]** are to remove dust and coarse dirt particles from the fork tube. However, after some time, dirt may also get in behind the dust-protection bellows. If this dirt is not removed, the oil sealing rings located behind it may start to leak.
Remove the screws **[3]** from the fork protector and allow the fork protector to hang down. Pry the dust boot out of the outer tubes and push down.



Thoroughly clean the dust boots, slide rings, outer tubes and fork tubes and oil generously with Universal oil spray (Motorex Joker 440) or engine oil. Press the dust boots into the outer tubes by hand. Position the fork protectors, mount the screws and torque to 10 Nm.

⚠ WARNING

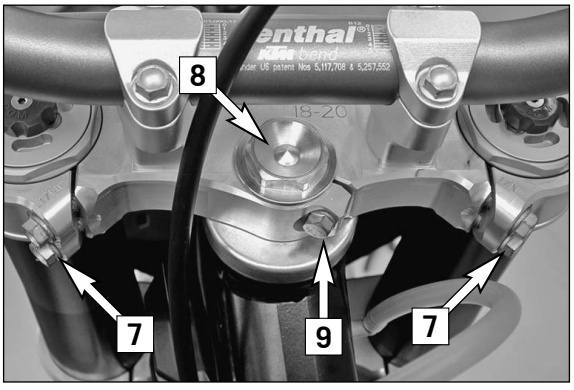
No oil may reach the front tire or the brake disks since this would considerably reduce the tire's road grip and the braking effect of the front brake.



Checking and adjusting the steering head bearing *

Check steering head bearing for play periodically. To check, put the motorcycle on a stand so that the front wheel is off the ground. Now try to move the fork forward and backward.
To adjust, loosen the 5 clamping screws on the upper triple clamp and turn the end screw **[5, 8]** until no play is left. Don't tighten the steering stem bolt all the way, otherwise the bearings will be damaged. With a plastic hammer, lightly tap on the triple clamp to release tension. Retighten the five pinch bolts.
Clamping screws 4

Clamping screws **[4]** . . . . . .20 Nm
Clamping screw **[6]** . . . . . .Loctite 243 + 20 Nm
Clamping screws **[7]** . . . . . .17 Nm
Clamping screw **[9]** . . . . . .Loctite 243 + 17 Nm



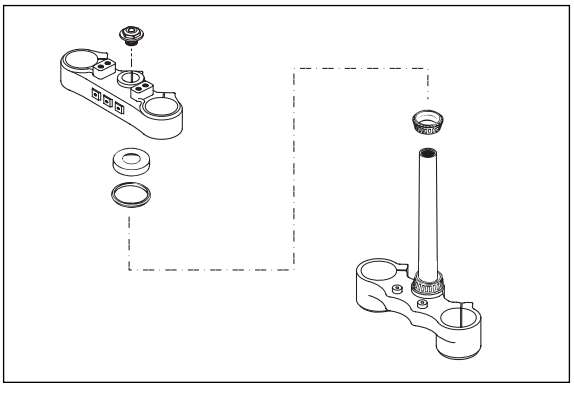
⚠ WARNING

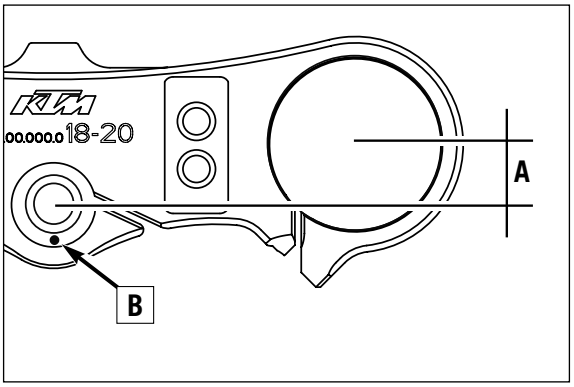
- **If the steering head bearing is not adjusted to be free of play, the motorcycle will exhibit unsteady driving characteristics and can get out of control.**
- **Hold the clamp screw [6, 9] in place with Loctite 243.**

! CAUTION

If you drive with play in the steering head bearing for longer periods, the bearings and subsequently the bearing seats in the frame will be destroyed.

The steering head bearings should be regreased at least once a year (e.g. Motorex Long Term 2000).



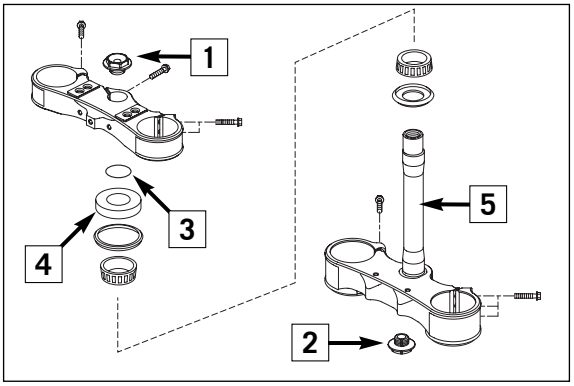


Changing the fork offset (caster) XC/EXC Six Days *

The fork offset **[A]** in the XC/EXC Six Days models (center fork legs - center steering head angle) can be set to either 18 or 20 mm. This allows you to optimize the handling to match the race course.

Remove the blind screw **[1]** to see which offset is set. If the mark **[B]** is in front, the offset is 18 mm. This setting will deliver more directional stability on fast race courses.

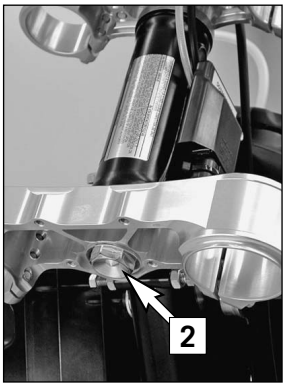
If the mark **[B]** is in the rear as illustrated, the offset is 20 mm. This setting will deliver better handling in curves.

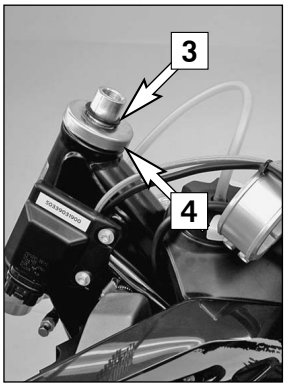


The offset is set to 20 mm in the condition at delivery.

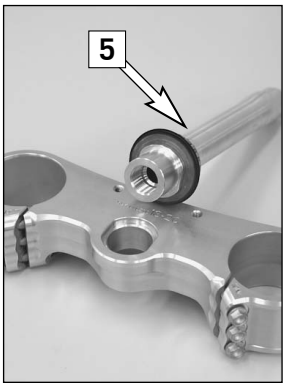


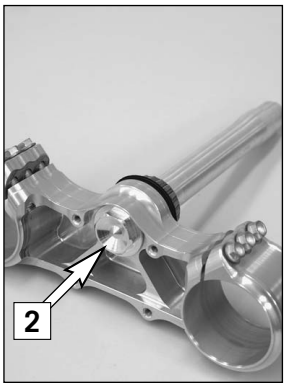
To adjust the offset, dismount the front wheel and remove the front wheel fender.
Remove the screw on the starting number plate. Remove the clamp screws on the hand brake cylinder and fasten the hand brake cylinder to the left fork leg with a cable tie to keep the brake line from kinking (see illustration).





Loosen the clamp screws and take the fork legs out of the triple clamps.
Loosen the collar screw **[2]** on the lower triple clamp 2 turns.
Remove the blind screw **[1]** from the upper triple clamp, loosen the clamp screw and upper triple clamp on the seat. Remove the O-ring **[3]** and the protection ring **[4]**.
Tap gently on the lower triple clamp with a rubber hammer to loosen the steering stem **[5]** out of the bearing seat. Take the lower triple clamp with the steering stem out of the steering head.

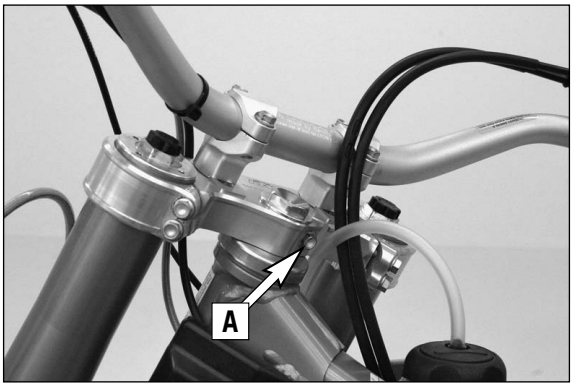




Remove the collar screw from the lower triple clamp and pull out the steering stem. Thoroughly clean all parts. Turn the steering stem 180° and insert it in the triple clamp. Apply Loctite 243 to the thread of the collar screw [2] and turn all the way in.

⚠ WARNING

Be sure to lock the thread on the collar screw [2] with Loctite 243.

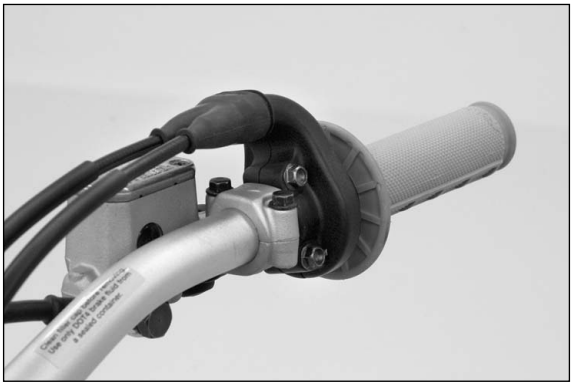


Mount the lower triple clamp, upper steering head bearing, protection ring, O-ring, upper triple clamp and the blind screw.
Tighten the collar screw on the lower triple clamp to 60 Nm.
Mount the fork legs and tighten the clamp screws on the lower triple clamp to 12 Nm in 3 stages.

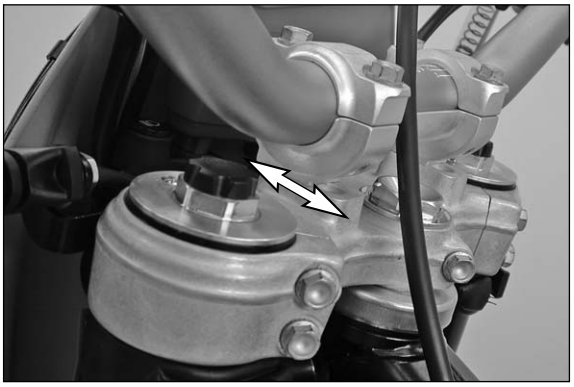
Adjust the steering head bearing with zero clearance (see section on checking and adjusting the steering head support). Hold the middle clamp screw **[A]** in place with Loctite 243. Tighten the clamp screws on the upper triple clamp to 20 Nm in 3 stages.

! CAUTION

Hold the middle clamp screw **[A]** in place with Loctite 243.

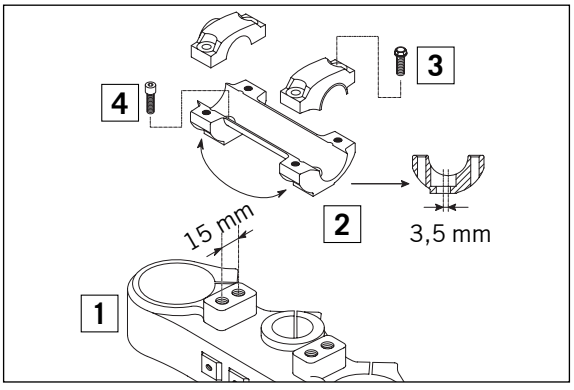


Mount the front wheel fender and tighten the screws to 10 Nm.
Mount the hand brake cylinder and tighten the screws to 10 Nm.
Mount the staring number plate.
Mount the front wheel (see: Dismounting and mounting the front wheel).



How to change the handlebar position

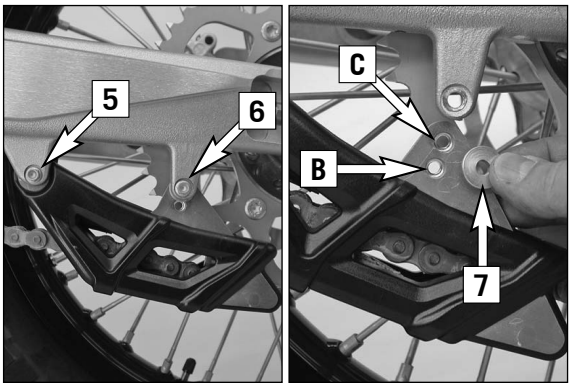
The handlebar position can be readjusted by 22 mm. Thus, you can put the handlebar in the position that is the most convenient for you. The upper triple clamp **[1]** includes 2 bores arranged at a distance of 15 mm (0.6 in) from one another. The bores at the handlebar support **[2]** are offset from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



For this purpose, remove screws **[3]** of the handlebar clamps and screws **[4]** of the handlebar support. Position the handlebar support, and tighten screws **[4]** to 40 Nm (30 ft.lbs). Mount the handlebar and handlebar clamps, and tighten screws **[3]** to 20 Nm (15 ft.lbs). The gap between the handlebar support and the handlebar clamps should be the same size in the front and in the rear.

⚠ WARNING

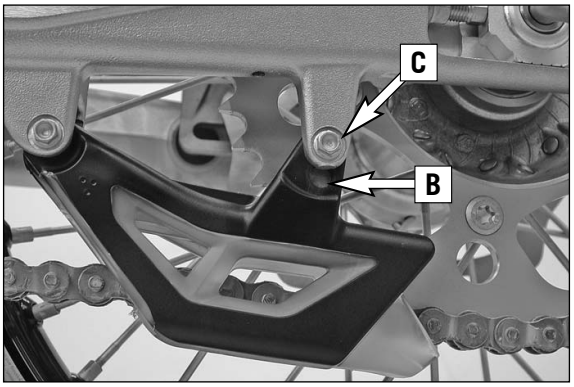
The screws [4] must be secured with loctite 243.



Adapting the chain guide to the number of rear sprocket teeth (XC, EXC Six Days, EXC-E Six Days)

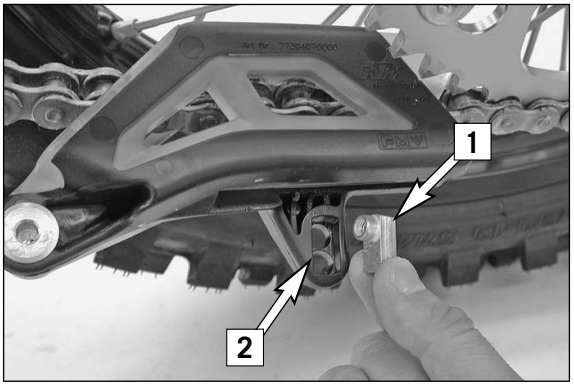
NOTE:
The position of the chain guide must be adjusted due to the large number of rear sprockets available. Up to 44 teeth, insert the retaining screw on the chain guide in the lower hole **[B]**, from 45 teeth in the upper hole **[C]**.

Loosen the screw **[5]** and remove screw **[6]**. Tilt the chain guide down and insert the collard bush **[7]** in the respective hole.
Tighten the screws to 10 Nm.

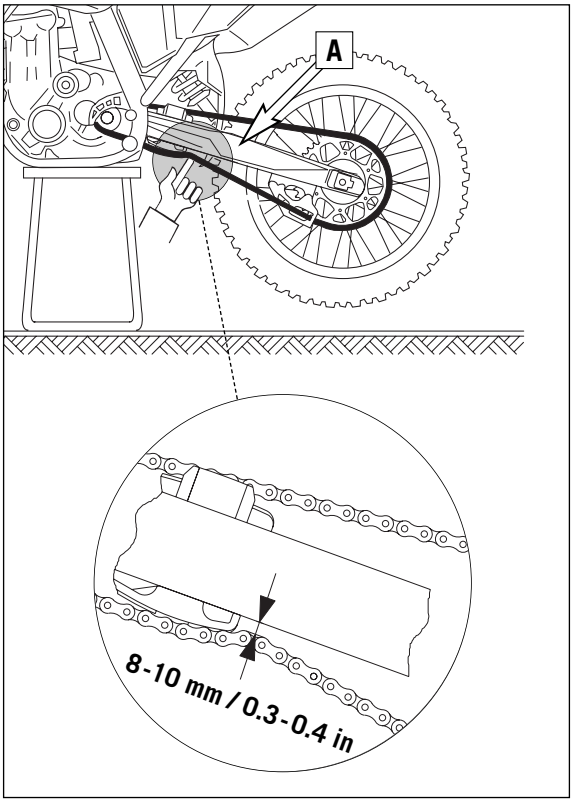


Adapting the chain guide to the number of rear sprocket teeth (XC-W, EXC, EXC-E)

NOTE:
The position of the chain guide must be adjusted due to the large number of rear sprockets available. Up to 44 teeth, insert the retaining screw on the chain guide in the lower hole **[B]**, from 45 teeth in the upper hole **[C]**.



Loosen both screws on the chain guide and pull the chain guide off the swing arm. Turn the chain guide over, press out the retaining nut **[1]** and insert it in the other hole **[2]**, turning the retaining nut around.
Remount the chain guide and tighten the screws.

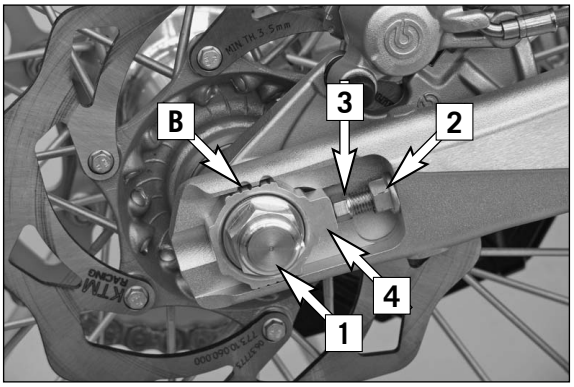


Check chain tension

Jack the motorcycle up on its frame so that the rear wheel no longer touches the ground.
Press the chain upward at the end of the chain sliding component. The distance between the chain and the swing arm should be approx. 8 - 10 mm (0.31 - 0.39 in). In the course of this procedure, the upper chain portion **[A]** must be taut (see drawing). If necessary, correct the chain tension.

⚠ WARNING

- **If the 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.**

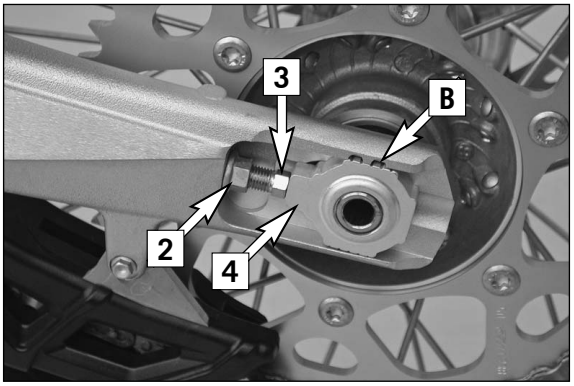


Correct chain tension

Loosen collar nut **[1]**, loosen lock nuts **[2]**, and turn right and left adjusting screws **[3]** equally far. Tighten lock nuts.
Before tightening the collar nut, verify that the chain adjusters **[4]** are sitting close to the adjusting screws and that the rear wheel has been aligned with the front wheel.
Tighten collar nut **[1]** to 80 Nm.

⚠ WARNING

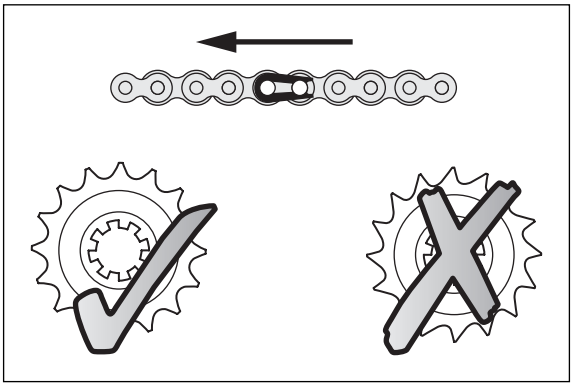
- **If you don't happen to have a torque wrench at hand, make sure you have the tightening torque corrected by a KTM dealer as soon as possible. A loose axle may lead to an unstable driving behavior of your motorcycle.**
- **Tighten the collar nut with the required torque. A loose wheel spindle may lead to an unstable behavior of your motorcycle.**



NOTE:
The large adjusting range of the chain adjusters (32mm / 1.25 in) allows you to use different secondary ratios in combination with the same chain length. The chain adjusters **[4]** can be rotated by 180°.

! CAUTION

Always mount the chain tensioner equally aligned.



Chain maintenance

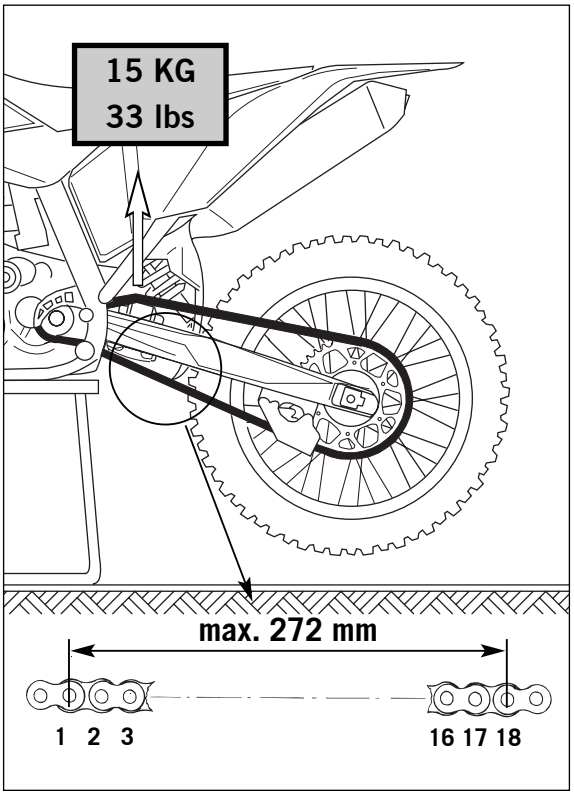
Maintenance of the X-ring chain is reduced to a minimum. Rinse off any heavy dirt with plenty of water. Residual used grease must be removed prior to lubrication (Motorex Chain Clean 611). After drying, use a chain spray specially designed for X-ring chains (Motorex Chainlube 622).

⚠ WARNING

No lubrication is allowed to reach the rear tire or the brake disk, eitherwise the road adherence and the rear wheel braking effects would be strongly reduced and the motorcycle could easily get out of control.

! CAUTION

When mounting the chain joint, the closed side of the safety device must point in running direction.



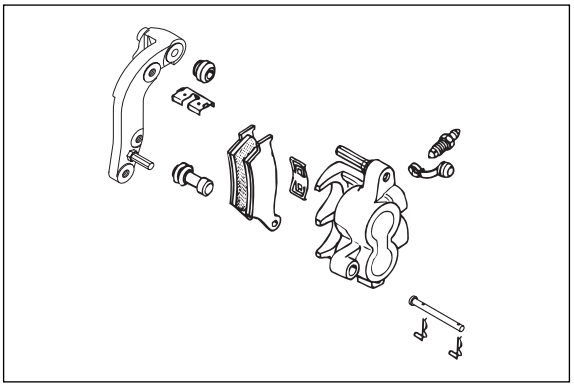
Also check sprockets and chain guides for wear, and replace if necessary.

Chain wear

To check the chain wear, observe the following indications:
Shift the gear into idling and pull the upper chain strand with approx. 10-15 kilograms (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.

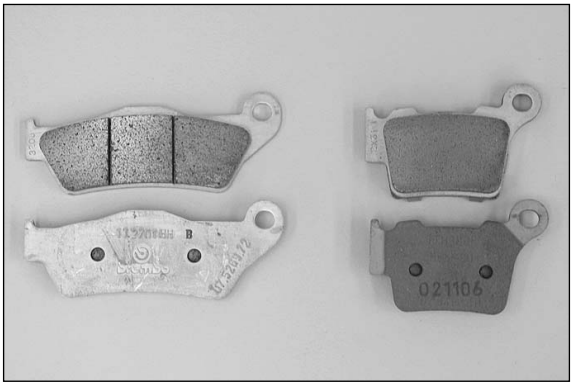
! CAUTION

Secure the screws of the chain wheel by applying Loctite and fasten them in a crosswise order.
Tightening torque for nuts: 35 Nm
Tightening torque for screws: 50 Nm

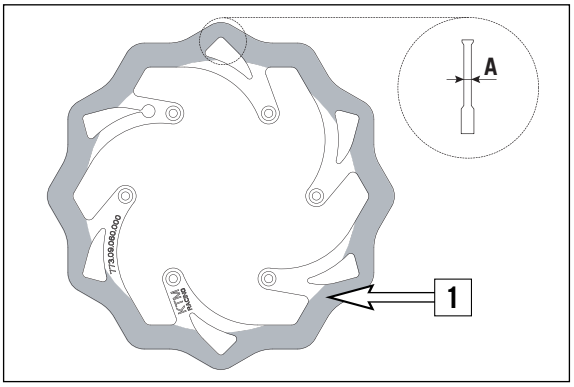


General information about KTM disc brakes

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.Secure the screws of the caliper support with Loctite 243 and tighten to 25 Nm.



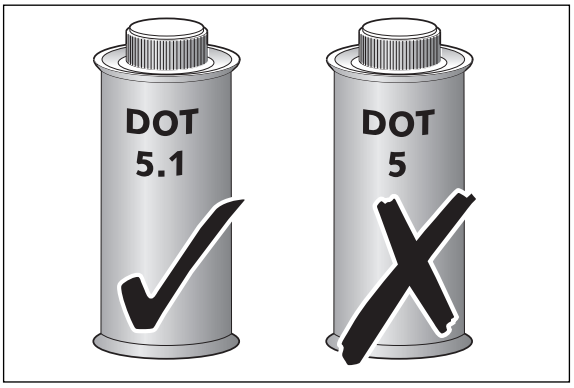
BRAKE PADS:
The brake pads are fitted with TOSHIBA TT 2701HHB sintered lining at the front and TOYO B 143 FF sintered lining at the back. These linings provide an optimal combination of dosing, brake performance and life cycle. The lining type is stated on the back of the brake pad and also recorded in the homologation papers.



BRAKE DISCS:
Due to wear, the thickness of the brake disc in the area of the contact face **[1]** of the brake pads decreases. The brake disk must be at least 2.50 mm (front) / 3.50 mm (rear) thick at the thinnest point **[A]**. Check the thickness of the brake disk at several points.

⚠ WARNING

- **A brake disk worn down to less than 2.50 mm (Front) / 3.50 mm (Rear) is a safety risk. Have the brake disk replaced as soon as it reaches the service limit.**
- **Have any repairs on the brake system be performed by a KTM dealer.**

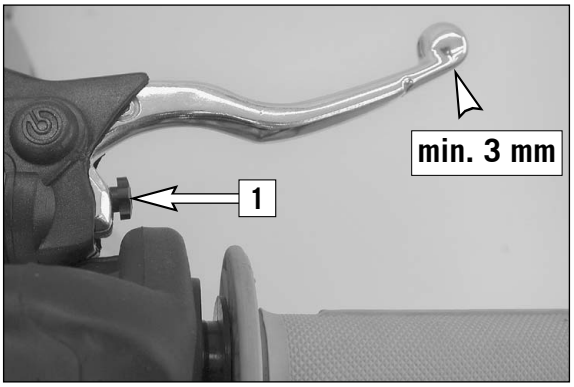


BRAKE FLUID RESERVOIRS:
The brake fluid reservoirs on the front and rear wheel brakes have been designed in such a way that even if the brake pads are worn it is not necessary to top up the brake fluid. If the brake fluid level drops below the minimum level either the brake system has a leak or the brake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

BRAKE FLUID:
We recommend that you use Motorex DOT 5.1 brake fluid when you refill or change the brake fluid. DOT 5. 1 brake fluid has a wet boiling point of 180°C / 356°F (25°C / 45°F higher than DOT 4) and is safer for high performance applications. Brake fluid DOT 5.1 is a polyethylene glycol based fluid, amber-colored and can be mixed with DOT 4 brake fluid. **Do not, in any event, use DOT 5 brake fluid.** It is based on silicone oil and is dyed purple. KTM motorcycle gaskets and brake hoses are not designed for DOT 5 brake fluid.
Brake fluid is exposed to a high thermal load and absorbs moisture from the air, which lowers the boiling point. The brake fluid should therefore be changed at the prescribed intervals.

⚠ WARNING

Have the brake fluid changed at least once annually. If you wash your motorcycle often, the brake fluid should be changed even more frequently. Brake fluid tends to absorb water. Therefore, vapor pockets may form in „old“ brake fluids even at low temperatures, causing the brake system to fail.



Changing the basic position of the hand brake lever

You can change the basic position of the hand brake lever with the adjusting screw **[1]**. The position of the pressure point (the resistance you feel on the hand brake lever when the brake pads are pressed against the brake disk) can be adjusted for any hand size.

Models without front brake light switch:

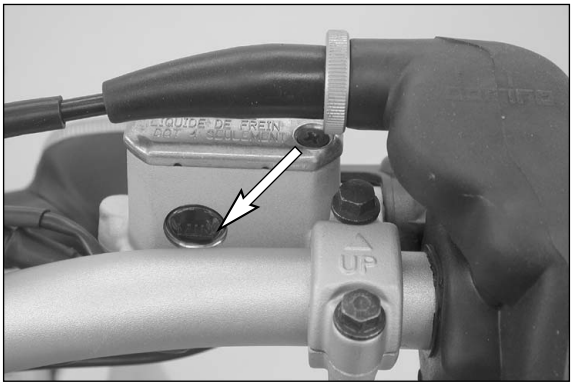
When you push the hand brake lever forwards, you must have at least 3 mm free travel.

Models with front brake light switch:

When you actuate the hand brake lever, you must have at least 3 mm free travel.

! CAUTION

At the hand brake lever, free travel must at least be 3 mm (0.1 in). Only then may the piston in the hand brake cylinder be moved (to be recognized by the greater resistance of the hand brake lever). If this free travel is not provided, pressure will build up in the braking system, and the front-wheel brake may fail due to overheating.

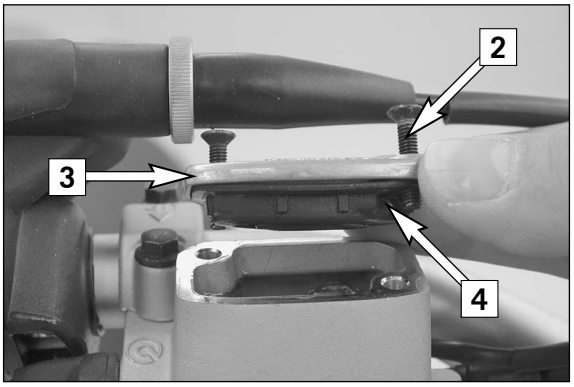


Checking the brake fluid level - front brake

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.

⚠ 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 *

Loosen screws **[2]** and remove lid **[3]** and membrane **[4]**.

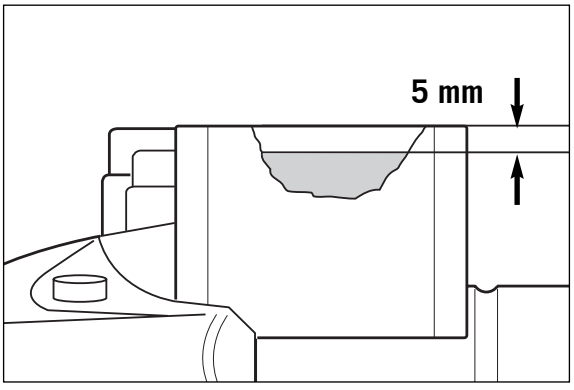
Place hand brake cylinder in a horizontal position and fill the brake fluid reservoir to 5 mm (0.2 in) below the rim with clean brake fluid DOT 5.1 (e.g. Motorex Brake Fluid DOT 5.1). Replace membrane and lid, tighten screws. Rinse off spilled or overflowing brake fluid with water.

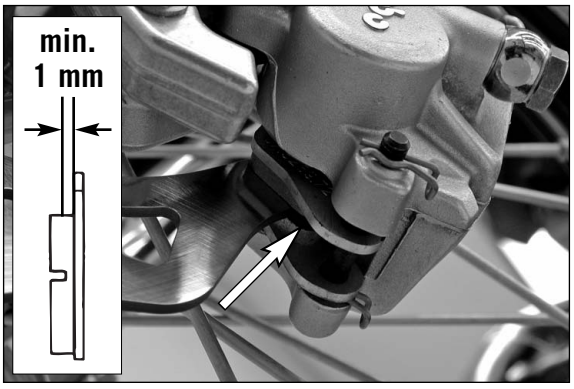
⚠ WARNING

- **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

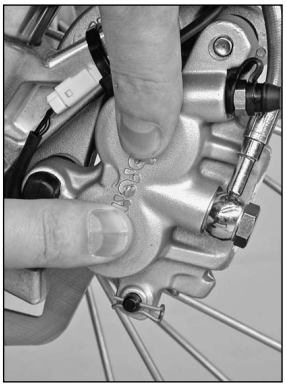
The brake pads can be inspected from below. The linings must be at least 1 mm (0.04 in) thick.

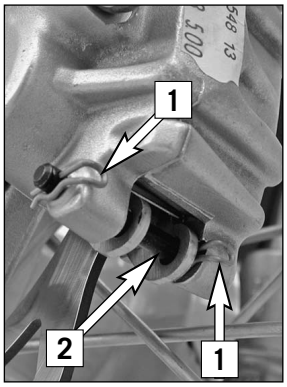
⚠ WARNING

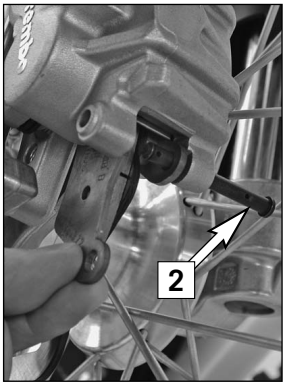
At their most worn point brake pad linings should not be thinner than 1 mm, otherwise they could lead to brake failure. For your own safety don't put off having your brake pads changed.

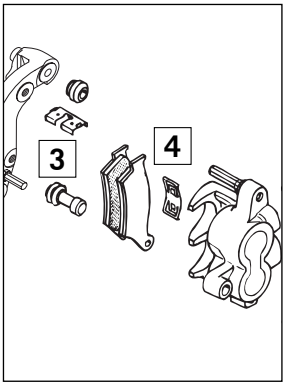
! CAUTION

If the brake pads are replaced too late so that the lining is partly or entirely worn, the steel components of the brake pad will rub against the brake disc, thereby imparing the braking effect and destroying the brake disc.







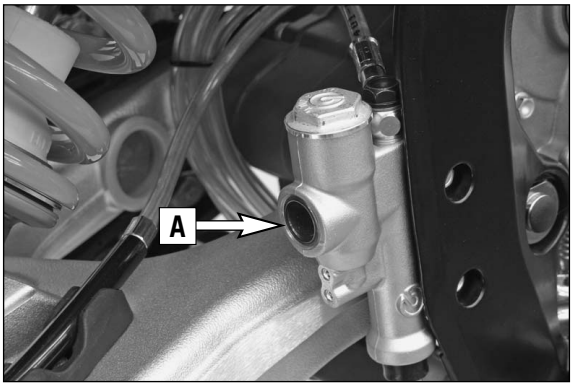


Replacing the front brake pads *

Press the brake caliper toward the brake disk, to put the brake piston in its basic position. Remove clips **[1]** and pull out bolt **[2]**. 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 **[3]** in the caliper support and of the leaf spring **[4]**.

⚠ 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.**
- **after working on the braking system, always actuate the hand brake lever or foot brake lever, respectively to ensure that the brake pads will lie against the brake disk and the pressure point is established.**

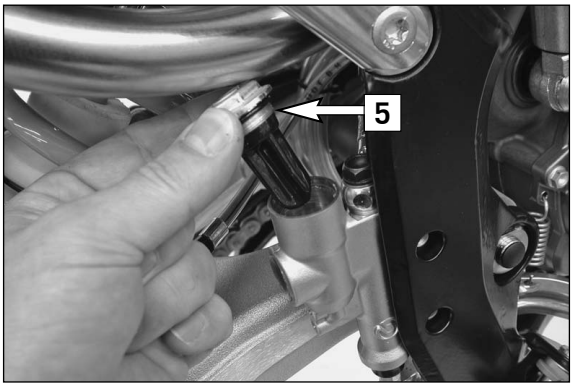


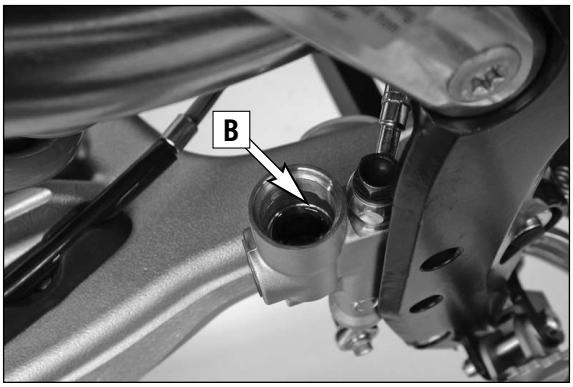
Checking the rear brake fluid level

The reservoir for the rear brake disk is located on the right side of the motorcycle on the rear brake cylinder.
No air bubble should be visible in inspection glass **[A]** when the vehicle is parked in a vertical 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 *

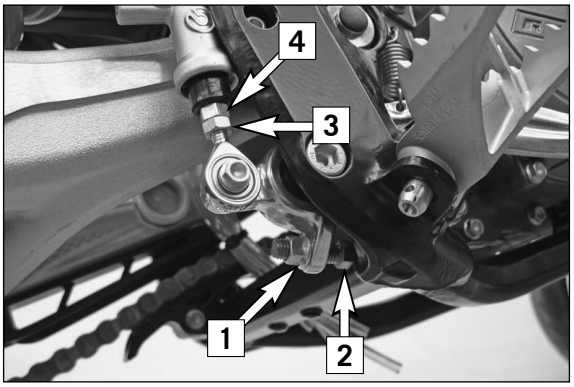
Add brake fluid as soon as a bubble is visible in inspection glass **[A]**.
To top up, remove screw **[5]**. Fill DOT5.1 brake fluid (e.g. Motorex Brake Fluid 5.1) up to the mark **[B]** on the inside of the reservoir and remount the screw. Spilled brake fluid must be rinsed off with water.

⚠ 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.**

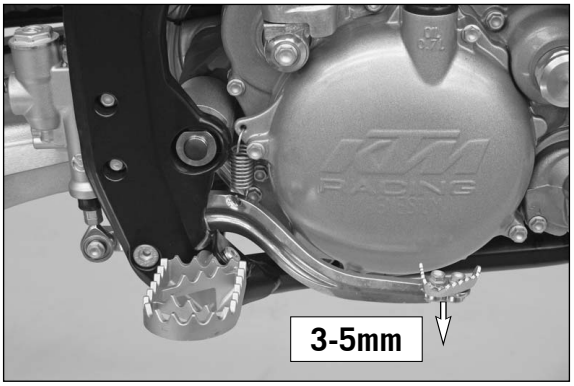


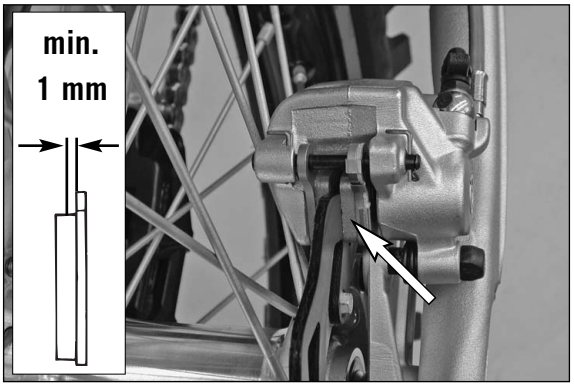
Changing the basic position of the foot brake pedal *

To change the basic position of the foot brake lever, loosen the counternut **[1]** and turn the stop screw **[2]** as needed. Be sure to adjust the free travel of the foot brake lever. Measured on the outside, the foot brake lever should have 3-5 mm free travel before the piston rod moves the piston in the foot brake cylinder (you will feel the stronger resistance of the foot brake lever). Loosen the counternut **[3]** and turn the pushrod **[4]** as needed.

⚠ WARNING

The brake system will build up pressure if there is no free travel on the foot brake lever. This will cause the brake pads to grind. The brake system will overheat and can break down entirely in extreme cases.





Checking the rear brake pads

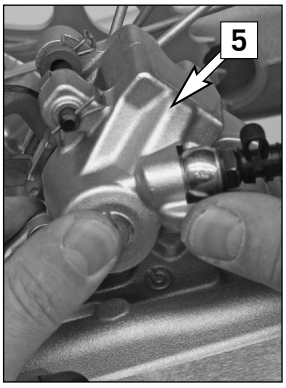
The brake pads can be inspected from the rear. The thickness of the linings may not be less than 1 mm (0.04 in).

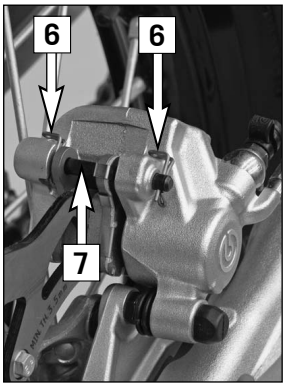
⚠ WARNING

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.





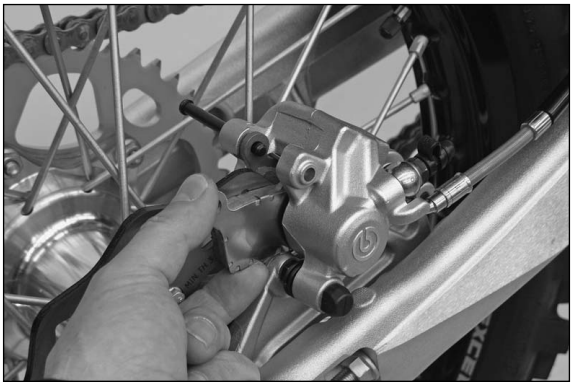
Replacing the rear brake pads *

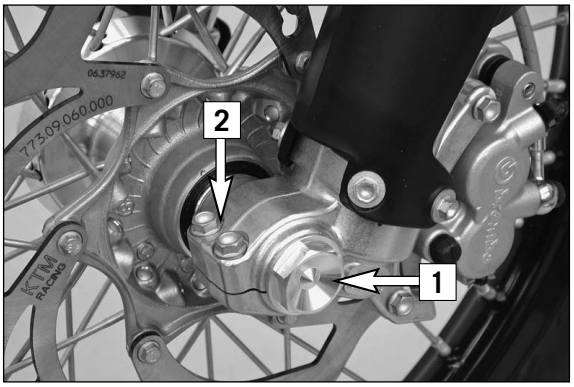
Press the brake caliper **[5]** in the direction of the chain wheel for the brake piston to reach its basic position. Remove the safety device **[6]**, knock out the guide pin **[7]** from the brake caliper with a drift towards the chain wheel and remove the brake pads. Carefully clean the brake caliper with compressed air and check the sleeves of the guide pins for damage.

Slide the left brake pad into the brake caliper and fix it with the pin. Slide in the right brake pad and knock the bolt **[7]** in as far as it will go. Mount the safety device **[6]**.

⚠ 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.**
- **After working on the braking system, one must always actuate the hand brake lever or foot brake lever, respectively so as to ensure that the brake pads will lie against the brake disk and the pressure point is established.**



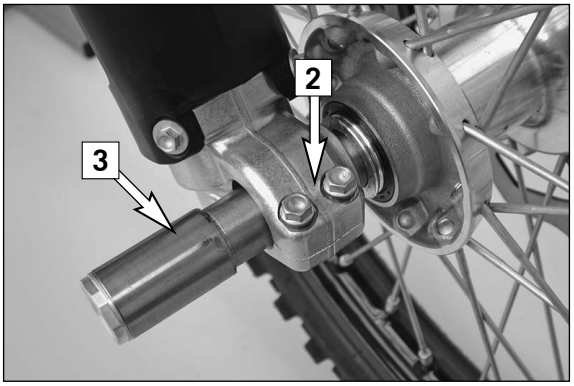


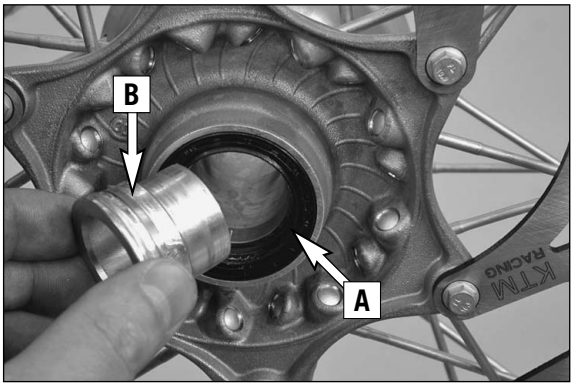
Dismounting and mounting the front wheel

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 **[1]** and the clamping screws **[2]** on both fork leg axle passages.
Unscrew the collar screw approx 8 turns, press on the collar screw with your hand to push the wheel spindle out of the fork leg axle passage and remove the collar screw. Hold the front wheel while you pull out the wheel spindle.
Lift the front wheel off the fork.

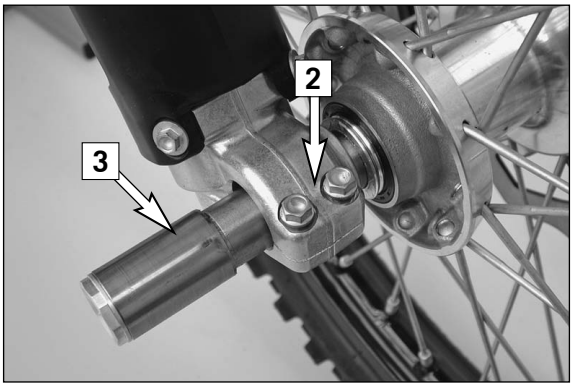
! CAUTION

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





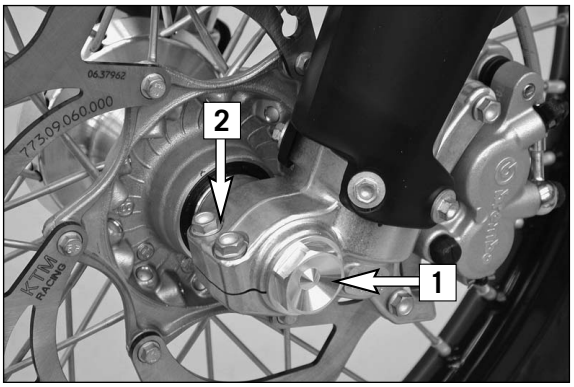
Before remounting the front wheel, clean and grease the shaft seal rings **[A]** and the bearing surface **[B]** of the distance bushings and mount the distance bushing.

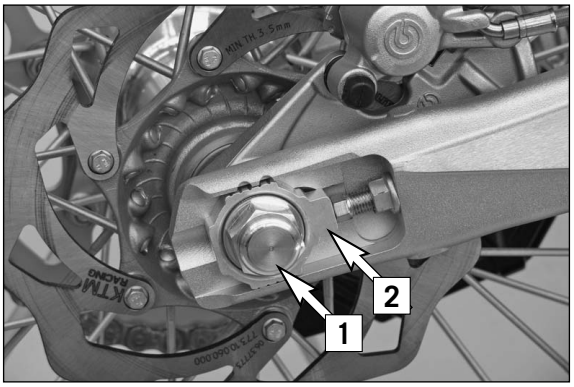


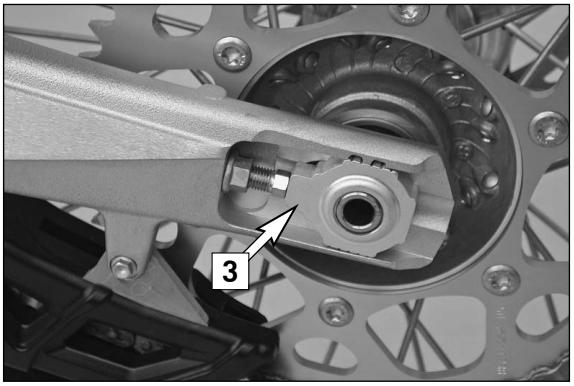
To install the front wheel, lift it into the fork, position and mount the axle shaft **[3]**. Mount the collar nut **[1]**, tighten the clamping screws **[2]** on the right fork leg axle passage to prevent the axle shaft from turning and tighten the collar nut to 40 Nm.
Loosen the clamp screws on the right fork leg. Take the motorcycle down from its stand. Press the front wheel brakes and push down on the fork a few times vigorously so that the fork legs come into alignment.
Only after this has been accomplished, tighten the clamp screws on both fork legs with 15 Nm.

⚠ WARNING

- **If you don't happen to have a torque wrench at hand, make sure you have the tightening torque corrected by a KTM dealer as soon as possible. A loose axle may lead to an unstable driving behavior of your motorcycle.**
- **After mounting the front wheel, keep operating the hand brake until the pressure point returns.**
- **It is very important to keep the brake disk free from oil and fatty matters, otherwise the braking effect 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.
Remove the collar nut **[1]**, remove the chain tensioner **[2]** and pull out the wheel spindle **[3]** until you can push the rear wheel forwards.
Take the chain off the rear sprocket, pull out the wheel spindle and carefully remove the rear wheel from the swing arm.

! CAUTION

- **Do not operate the rear brake when the rear wheel has been dismounted.**
- **Make sure the brake disc is always on top when you lay down the wheel, otherwise the brake disc can be damaged.**
- **If the axle is dismounted, clean the thread of the wheel spindle and collar nut thoroughly and apply a new coat of grease to prevent the thread from jamming.**



The rear wheel is remounted in the reverse order. Before tightening the collar nut to 80 Nm (60 ft.lb), push the rear wheel forwards so that the chain tensioners lie on the tension screws.

⚠ WARNING

- **If you don't happen to have a torque wrench at hand, make sure you have the tightening torque corrected by a KTM dealer as soon as possible. A loose axle may lead to an unstable driving behavior of your motorcycle.**
- **After mounting the rear wheel, keep operating the rear brake until the pressure point returns.**
- **It is very important to keep the brake disk free from oil and fatty matters, otherwise the braking effects would be strongly reduced.**
- **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 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 the 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 (0.08 in).
- 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**
- **Only mount tires approved by KTM on homologated models (see Technical Data for Chassis). No product liability will be assumed if other types of tires are used.**

TIRES – AIR PRESSURE		
	front	rear
Off-road	1,0 bar	1,0 bar
Road	1,5 bar	2,0 bar

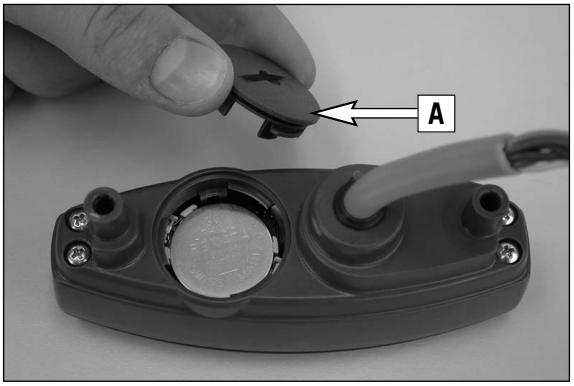


Checking spoke tension

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

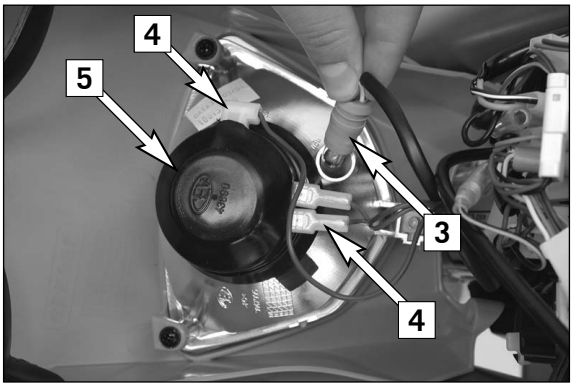
⚠ WARNING

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



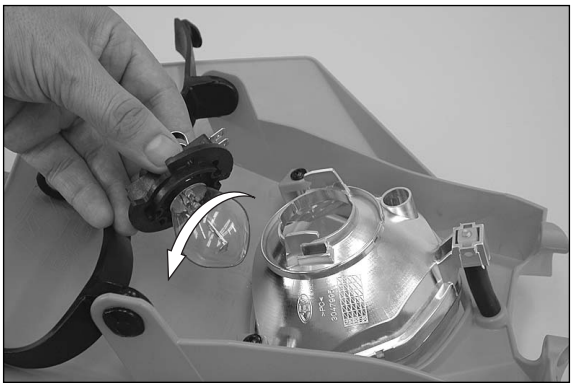
Replacing the battery of the digital speedometer

Remove the headlight mask and disassemble the electronic speedometer. Remove the screw connection **[A]**, insert the battery (type Duracell CR 2430) with the writing facing up and reinstall the screw connection.



Replacing the headlight lamp/parking light lamp

Loosen both rubber bands and tilt the headlight mask to the front. Pull the parking light lamp with holder **[3]** carefully out of the reflector. Pull connector **[4]** off the headlamp and remove rubber cap **[5]**. Disengage retaining clip and take the bulb out of the reflector. When changing the parking-light lamp, simply pull it out of the holder.



Slightly depress the bulb, turn it approx. 30° counterclockwise and pull it out of the socket.

To mount the lamp reverse the worksteps indicated above.



Battery

The battery is located under the seat and is maintenance-free.
Maintenance-free means you will not need to check the acid level. Clean the battery terminals regularly and grease with acid-free grease if necessary. The charge condition and type of charge are very important for the battery's service life.

TO REMOVE THE BATTERY:
First disconnect the negative pole, then the positive pole from the battery.
Detach the rubber band **[1]** and remove the battery.

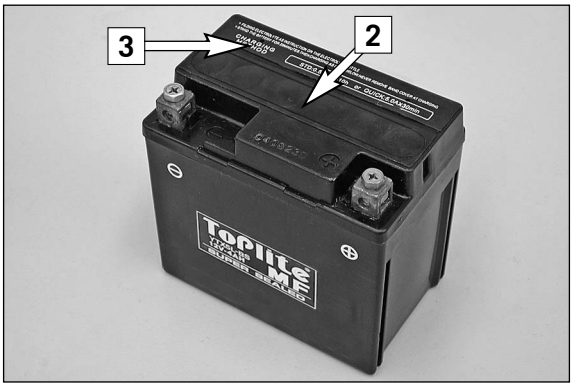
⚠ WARNING

- **If electrolyte (sulphuric acid) leaks from the battery, proceed with great care. The electrolyte can cause severe burns.**
- **In the case of skin contact rinse thoroughly with water.**
- **In the case of contact with the eyes, thoroughly rinse eyes with water for at least 15 minutes. Immediately consult a doctor.**
- **The battery is a closed model but can nevertheless emit explosive gases. Avoid sparks and open fire near the battery.**
- **Defective batteries must be stored out of the reach of children. Ensure proper disposal of discarded batteries.**

! CAUTION

Never remove the closure [2] since it will be damaged

STORAGE:
If the motorcycle is being immobilized for longer periods of time, remove and charge the battery. Storage temperature 0 - 35°C, avoid direct sunlight.
Charge the battery every 3 months.



Charging the battery

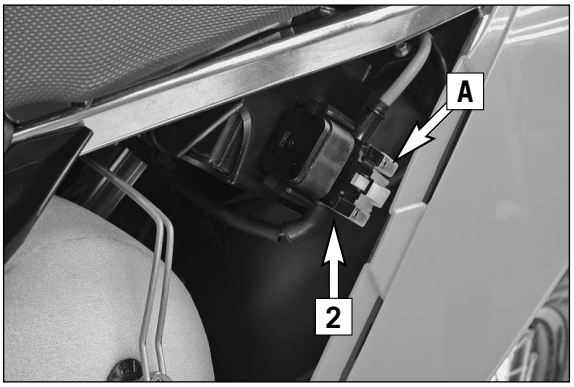
The battery discharges every day, even if it is not used.
Always disconnect the battery when charging. Charge the battery as described in the instructions **[3]** on the battery housing. Do not exceed the amperage and charging time. Quick charging at a high amperage has an adverse effect on the service life.

To charge the battery while mounted, always use the KTM battery charger (Item no. 58429074000) to ensure that the electric system is not damaged by excess voltage. **Always remove the battery if using other battery chargers!** You can also use this charging device to test the off-load voltage and startability of the battery and generator. It is impossible to overcharge the battery with this device.

Charge the battery immediately if it is empty when you start the motorcycle. If left to stand in an uncharged condition for a longer period of time, the battery will run down and sulfatize, destroying the battery.
Recharge the battery every 3 months if it is being stored for a longer period of time.

! CAUTION

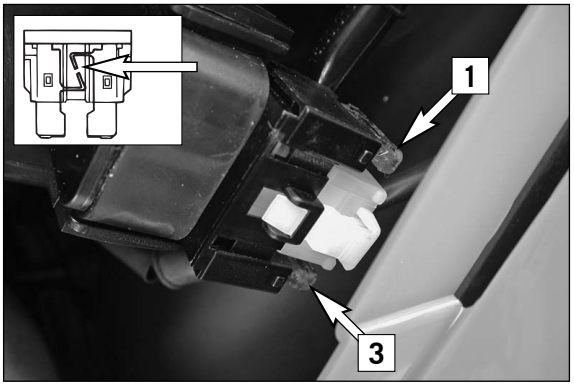
- **Never remove the closure [2] since it will be damaged.**
- **To avoid damage to the on-board electronic system, always disconnect the minus pole before you charge the battery.**
- **To charge, connect the battery to the battery charger before you switch on the battery charger. When the battery is charged, switch off the battery charger before you disconnect the battery.**
- **Provide adequate ventilation when charging the battery in a closed room; the battery emits explosive gases when charging.**
- **Electrolytes will escape through the safety valves if the battery is charged too long or at an excessive voltage or amperage. This will reduce battery capacity.**
- **Try to avoid quick charges.**



Fuse

The fuse **[1]** is located in the starter relay of the E-starter **[2]** underneath the left side paneling.
Having removed the left side paneling, the air box cover and the protection cover **[A]**, you will be able to see the fuse.

The following loads are connected to it:
- E-starter system
- horn
- flasher lights
- electronic speedometer

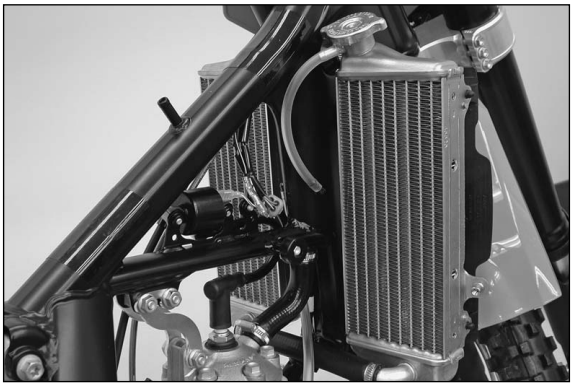


The starter relay also contains a (10 amp) spare fuse **[3]**.

Replace a blown fuse only with an equivalent one. If a new fuse that has just been installed gets blown again, you are strongly advised to have it inspected by a KTM dealer.
The fuse capacity is 10 Ampere.

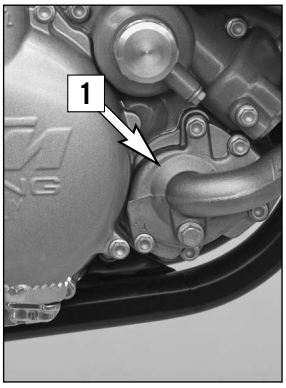
! CAUTION

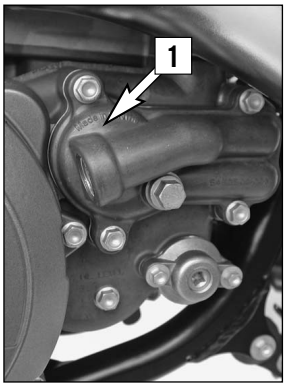
Under no circumstances is a stronger fuse allowed to be installed or a fuse allowed to be "repaired". An improper treatment could damage the whole electrical installation.



Cooling system

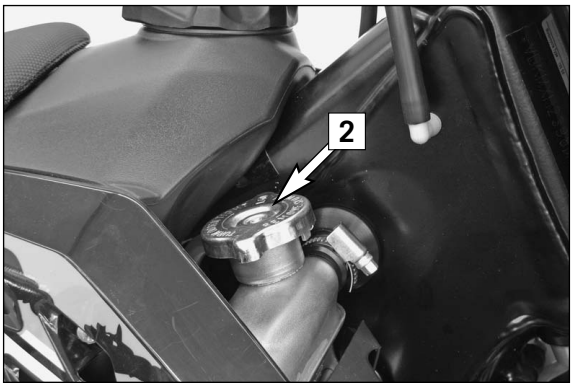
The water pump **[1]** in the engine circulates the cooling liquid. The cooling liquid is cooled by the air stream. This means that the cooling effect decreases with the traveling speed. Dirty radiators additionally reduce the cooling effect. Pressure induced by heating of the coolant in the system is controlled by a valve in the radiator cap **[2]**; a water temperature rising up to 120° C (248° F) is admissible, without fear of problems.
Some models are equipped with a thermostat so that the engine reaches its operating temperature more quickly. When the engine is cold, the liquid coolant circulates in the cylinder and the cylinder head. As soon as the cooling liquid has reached a temperature of approximately 55°C, the thermostat opens and the cooling liquid is also pumped through the two aluminum radiators.





⚠ WARNING

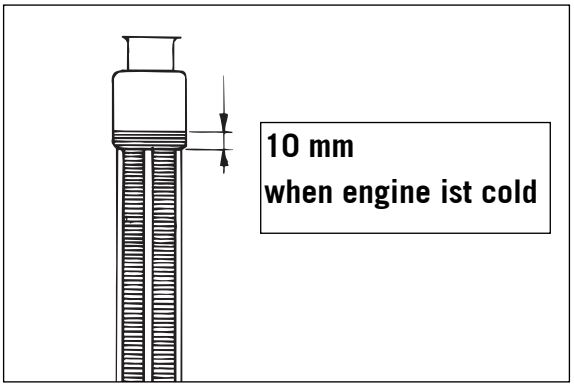
- **If possible, always check level of cooling liquid when engine is cold. If you have to open the radiator cap [2] when the engine is hot, use a rag to cover the cap and open slowly to release pressure.**
  Caution - scalding hazard.
- **Do not detach any radiator hoses while the engine is hot. The escaping hot coolant and the steam may cause serious burns.**
- **In case you get burnt, hold the affected part of your body under running cold water right away.**
- **Coolant is toxic. Keep the coolant out of the reach of children.**
- **In case coolant is ingested, consult a doctor immediately.**
- **If coolant gets into your eyes, rinse them out with water immediately and go see a doctor.**



Use a mixture of 50% antifreeze and 50% distilled water for the cooling liquid. The antifreeze should be designed for temperatures of at least -25°C. This mixture offers frost protection as well as good corrosion protection and should not be replaced by water alone.

! CAUTION

For the cooling system, use only with high-grade antifreeze (e.g. Motorex Anti-Freeze). Using lower-grade antifreeze agents can cause corrosion and coolant foaming.

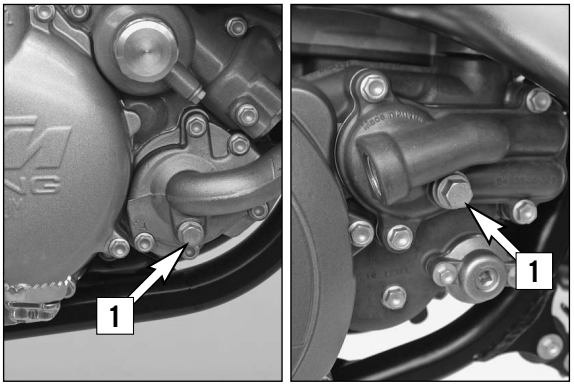


Checking the coolant level

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

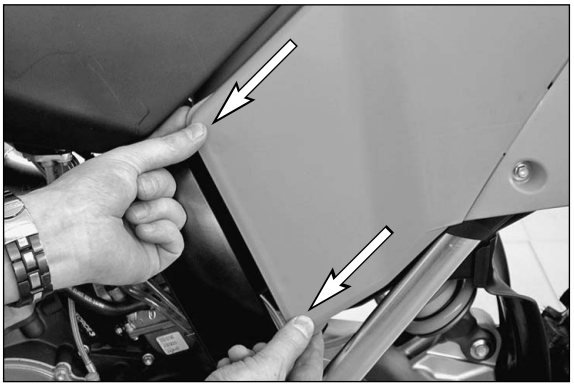
⚠ WARNING

If possible, always check the level of cooling liquid when the engine is cold. If you have to open the radiator cap when the engine is hot, use a rag to cover the cap and open slowly to release pressure.



Bleeding the cooling system

By removing the screw **[1]** at the water pump cover you can drain the coolant. To bleed the cooling system, add coolant up to approx. 10 mm above the radiator fins when the engine is cold.
After a short ride, check the coolant level once more.

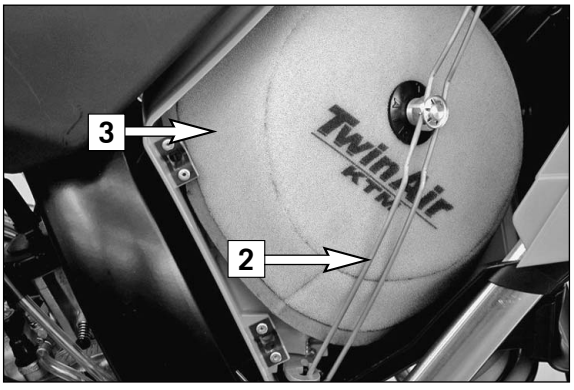


Cleaning the air filter *

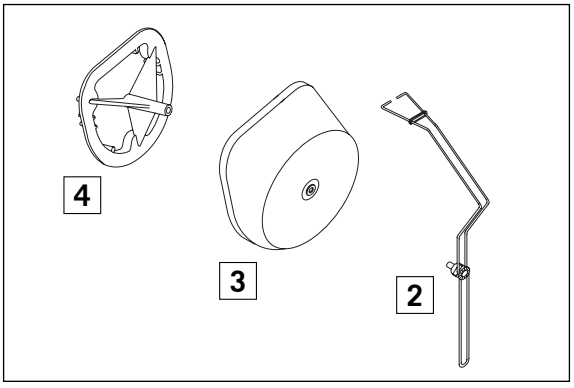
The air filter must be cleaned prior to each race or whenever dust has accumulated. To clean, lift the filter box cover
(see illustration) and pull off towards the front.
Detach the bottom of the filter retaining bracket **[2]**, tilt aside and remove the air filter **[3]** and filter support **[4]** from the filter box.

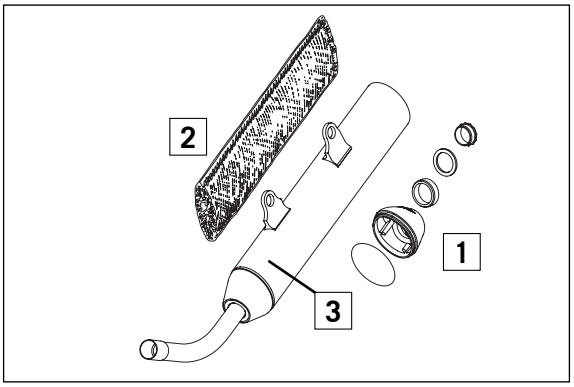
! CAUTION

- **Do not clean foam filter with fuel or petroleum since these damage the foam. KTM recommends the products of the company Motorex for air filter maintenance (Dirt Bio Remover and Liquid Bio Power).**
- **Never start your motorcycle without any air filters. otherwise, dust and dirt may penetrate and cause damage and increased wear.**
- **Dust and dirt can accumulate and damage the engine if the air filter is not mounted correctly.**



Thoroughly wash the air filter in special cleaning fluid (Motorex Twin Air Dirt Bio Remover) and allow it to dry well. Only press out the filter, do not wring it out under any circumstances. Oil the dry air filter with a high-grade filter oil (Motorex Twin Air Liquid Bio Power). Also clean the air filter box. Check the carburetor collar for damage and that it is filled correctly.
Place the air filter on the filter support and insert both in the center of the filter box. Hold in place with the filter retaining clip.



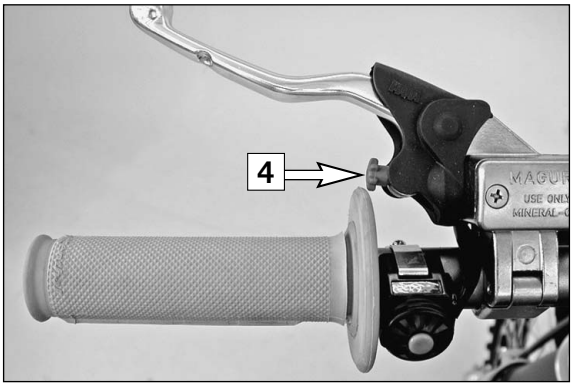


Exhaust system *

If the end cap **[1]** can be removed, the silencer is filled with glass-fiber yarn. Have the filling checked regularly by an authorized KTM workshop (see Lubrication and Service Chart). The insulating material fibers escape through the holes in the perforated pipe with time, causing the silencer to "burn out". In addition to causing a higher noise-level, it will also affect the power characteristic. The insulating material suitable for your exhaust is available from your authorized KTM workshop.
To replace the glass-fiber yarn set **[2]** remove the end cap and pull off the outer pipe **[3]**. Tape a new glass-fiber yarn set to the inner tube and slide on the outer pipe. Mount the end cap.
Make sure the caps are screwed on tightly. Mount the muffler stress-free before tightening the fixing screws.

⚠ 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.

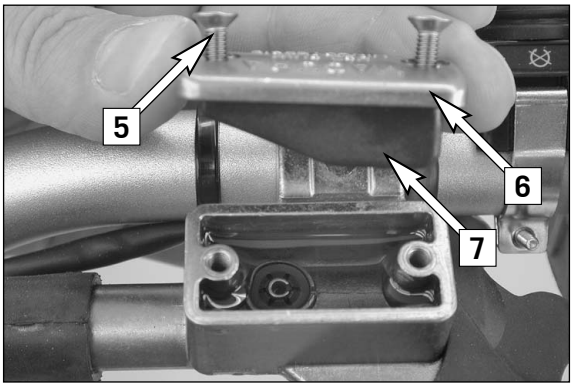


Changing the original position of the clutch lever

The adjusting screw **[4]** can be used for individual adjustment of the original position of the clutch lever, thus allowing adjustment to an optimal position for every hand size.
The clutch lever moves closer to the handlebar if the adjusting screw is turned in a counterclockwise direction. The clutch lever moves away from the handlebar if the adjusting screw is turned in a clockwise direction.

! CAUTION

Adjustment of the clutch lever position is only possible within certain limits. Only turn the adjusting screw manually and never apply excessive force.

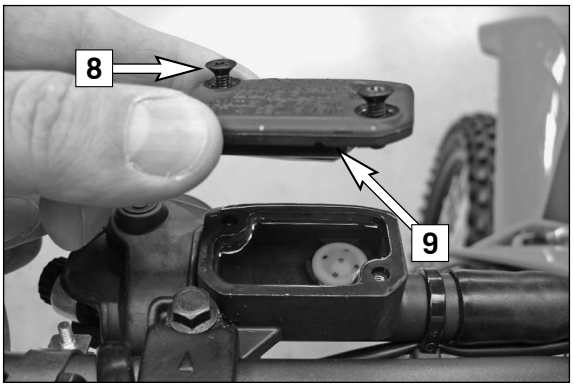


Checking the oil level of the hydraulic clutch125/200

To check the oil level in the master cylinder of the clutch remove the cover. For this purpose, remove screws **[5]** and cover **[6]** together with the rubber boot **[7]**. The oil level in the horizontal-standing master cylinder should be 4 mm below the upper edge.
If necessary, add SAE 10 biodegradable hydraulic oil (Motorex clutch fluid 75), available from your authorized KTM shop.

! CAUTION

KTM uses biodegradable, hydraulic mineral oil to actuate the hydraulic clutch in 125/200 models. Do not mix this oil with any other hydraulic oil. Always use original KTM hydraulic oil (available from your authorized KTM workshop) to make sure your clutch operates smoothly. Never refill with brake fluid.

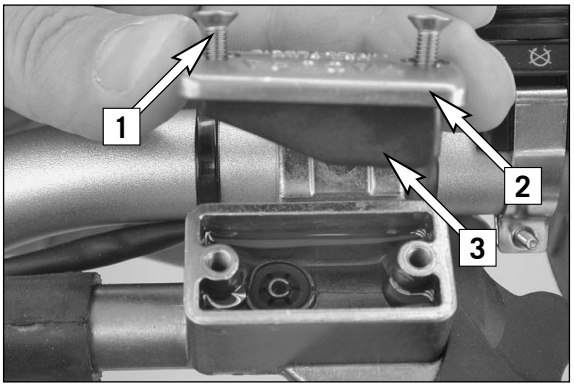


Checking the oil level of the hydraulic clutch 250/300

To check the oil level in the master cylinder of the clutch remove the cover. For this purpose, remove screws **[8]** and cover together with the rubber boot **[9]**. The oil level in the horizontal-standing master cylinder should be 4 mm below the upper edge.
If necessary, add DOT 5.1 brake fluid (Motorex Brake Fluid 5.1).

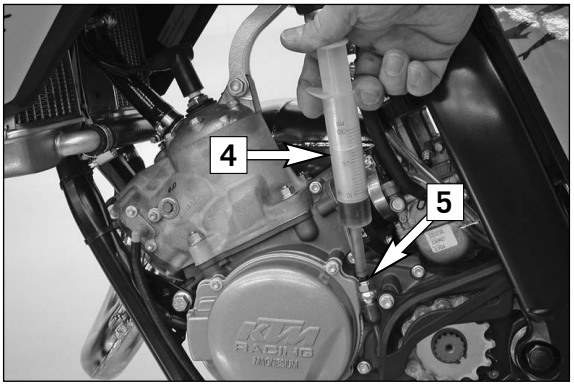
! CAUTION

BREMBO clutch fittings are installed in the 250/300 models and filled with DOT 5.1 brake fluid. To make sure the clutch operates smoothly, never add hydraulic oil to these systems.

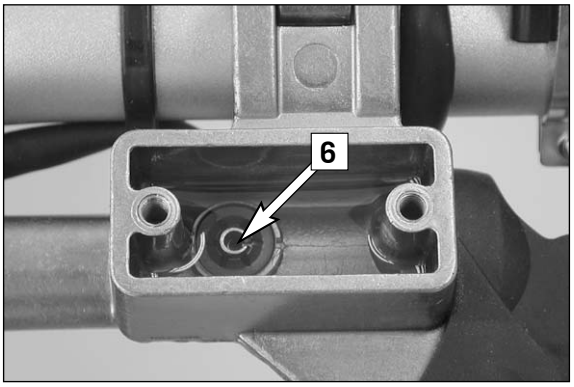


Bleeding the hydraulic clutch *

The clutch control needs to be bled as soon as the resistance in the clutch lever starts to feel unresponsive. You will need to use a bleeding syringe (special tool). Please note that Motorex 75 clutch fluid must be used for the 125/200 models and Motorex DOT. 5.1 brake fluid for the 250/300 models.
Both are available from your KTM dealer.
Turn the handlebar until the master cylinder is in a horizontal position, remove the screws **[1]**, the cover **[2]** and the rubber boot **[3]**.



Fill the bleeder syringe **[4]** with a suitable fluid (see Technical Specifications - Engine). Remove the bleeder screw from the slave cylinder **[5]** and mount the bleeder syringe.



Press oil into the system until the fluid runs out of the hole **[6]** in the master cylinder without bubbles. Occasionally extract the fluid from the master cylinder reservoir to keep it from overflowing.
After you finish bleeding, remove the bleeder syringe, mount the bleeder screw, correct the level in the reservoir and mount the cover (see above).

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 (95 ROZ).
Mixing ratio (2-stroke motor oil : super fuel) **1:60**

Basic information on changing the carburetor setting
Always start with the original carburetor setting (the provided factory setting is meant for break-in operation; after the break-in period, the carburetor needs to be adjusted according to the carburetor datasheet - see appendix). 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.

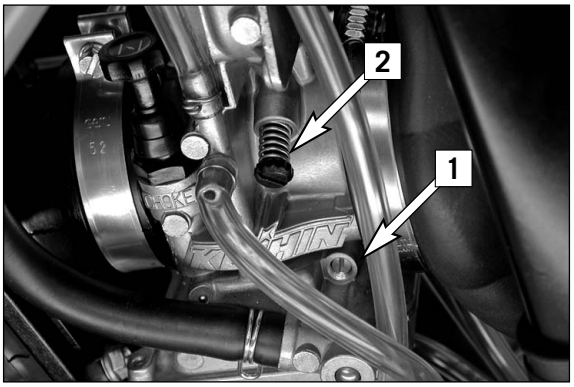
RULE OF THUMB:	high altitude or high temperatures	>	choose leaner carburetor adjustment
	low altitude or low temperatures	>	choose richer carburetor adjustment

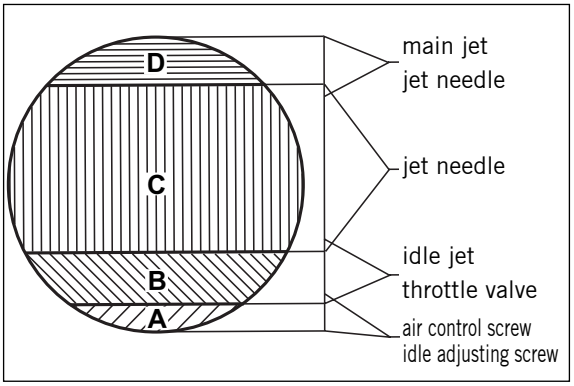
⚠ WARNING

- **Only use premium-grade gasoline ROZ 95 (USA = Premium PON 91) mixed with high-grade two-stroke engine oil. Other types of gasoline can cause engine failure, and will void your warranty.**
- **Only use high-grade 2-stroke engine oil of known brands (e. g. Motorex Cross Power 2T).**
- **Not enough oil or low-grade oil can cause erosion of the piston. if you use too much oil the engine can start smoking and foul the spark plug and the exhaust control system.**
- **In the case of a leaner adjustment of the carburetor, proceed cautiously. Always reduce the jet size in steps of one number to avoid overheating and piston seizure.**

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

General information on carburetor wear
Engine vibrations subject the throttle slide, jet needle, float needle valve and the needle jet to extreme wear. Wear leads to malfunctioning of the carburetor (e.g. over-enrichment). These parts should be replaced after 100 operating hours. The carburetor body, main jet holder and the float support should be replaced after 200 operating hours.





Definitions

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

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

Idling range A

Operation with closed throttle valve. This range is influenced by the position of the air control screw **[1]** and the air control screw **[2]**. Only make adjustments when the engine is hot.
To this end, slightly increase the idling speed of the engine by means of the air control 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 air control screw.

Opening up B

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

Part-throttle range C

Operation with partly open throttle valve. This range is only influenced by the jet needle (shape and position). The optimum part-throttle setting is controlled by the idling setting in the lower range and by the main jet in the upper range.
If the engine runs on a four-stroke cycle or with reduced power when it is accelerated with the throttle partly open, the jet needle must be lowered by one notch. If 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 D

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

JET NEEDLE TYPE	RANGE OF ACTION RICHER — LEANER
N8RG	←
N8RH	←
N8RW	←
N8RJ	←

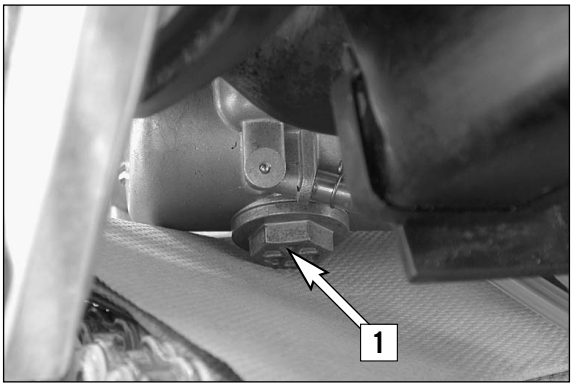
JET NEEDLE TYPE	RANGE OF ACTION RICHER — LEANER
NOZD	←
NOZE	←
NOZF	←
NOZG	←
NOZH	←
NOZI	←

Explanation of table - Example

Compared to the needle NOZG, the jet needle NOZI is two steps leaner in the range from the closed position of the throttle to 1/4 throttle. Otherwise, there are no differences.

! CAUTION

Pay attention to the correct needle designation when replacing the jet needle. detailed information on the type of jet needle for the respective models can be found in the carburetor setting table.

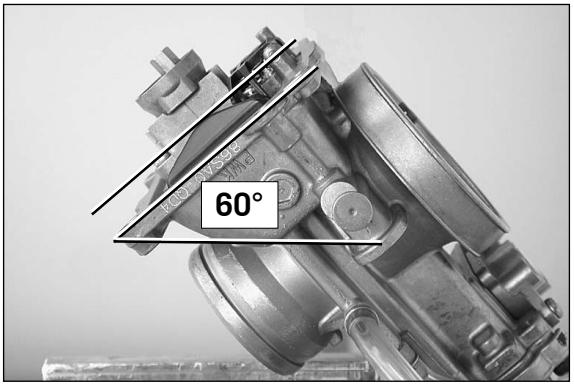


Draining the float chamber of the carburetor

Following every wet-cleaning procedure, the float chamber of the carburetor should be drained in order to remove any water that may have penetrated into it. Water in the float chamber leads to engine malfunction.
Make sure you do this while the engine is cold. Close the fuel tap, and place a cloth under the carburetor, which is capable of absorbing the leaking fuel. Unscrew the plug **[1]** and clean it with compressed air. Then, mount the plug together with the gasket, open the fuel tap, and check the float chamber for leaks.

⚠ WARNING

Fuel is easily flammable and toxic. When handling fuel, be sure to exercise the utmost caution. Never perform any work on the fuel system near open flames or burning cigarettes. Always allow the engine to cool off first. Immediately clean up any fuel which may have been spilled. Materials saturated with fuel are also easily flammable. In case you ingested fuel or fuel splashed into your eyes, consult a doctor immediately.
Dispose of the fuel properly.



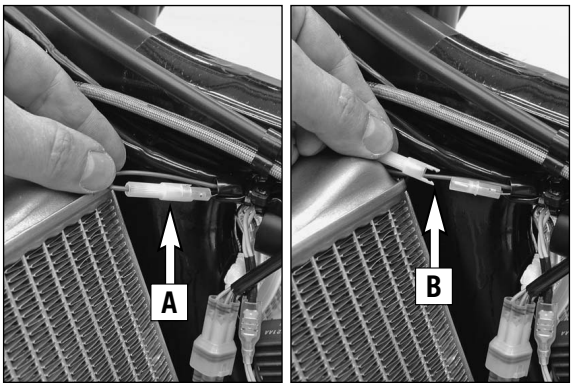
Checking the float level *

Arrange the 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).



Adjusting the engine characteristic via the ignition curve (125-300)

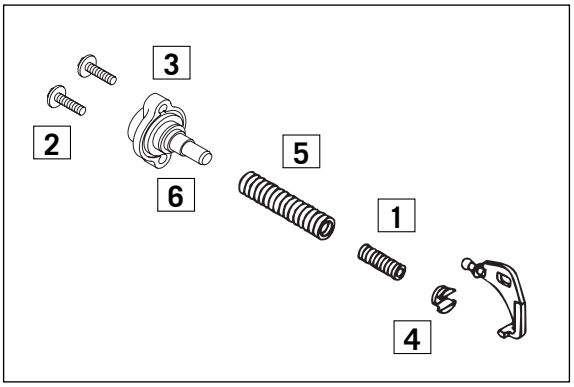
2 ignition curves (PERFORMANCE and SOFT) are stored in the digital box. The PERFORMANCE ignition curve is activated in the condition at delivery. The SOFT ignition curve can easily be activated by disconnecting the socket connector under the tank.

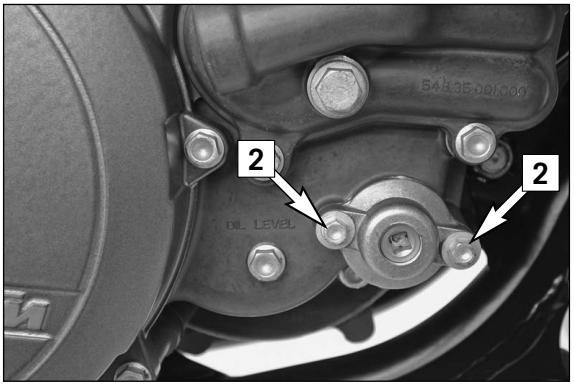


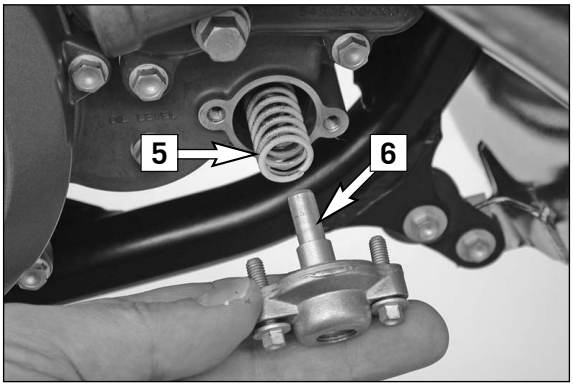
To change the ignition curve, remove the seat and tank.

A) PERFORMANCE (higher engine performance) socket connector connected
B) SOFT (better driveability) socket connector disconnected

You can also change the ignition curve via the handlebar switch (Power Parts) while driving.







Adjusting the engine characteristic via the auxiliary spring (250/300) *

The engine characteristic can be modified through various thicknesses of the auxiliary spring **[1]**. An auxiliary spring designed for „good driveability“ (smooth power application) is mounted in the condition at delivery.
One of the auxiliary springs can be mounted if you prefer an „even smoother power application“ or an „aggressive engine characteristic“.

Auxiliary spring for good driveability (mounted in condition at delivery)
Spare part number 546.37.072.300, YELLOW color mark

Auxiliary spring for an even smoother power application (included in scope of supply) Spare part number 548.37.072.100, GREEN color mark

Auxiliary spring for aggressive engine characteristic (included in scope of supply). Spare part number 548.37.072.000, RED color mark

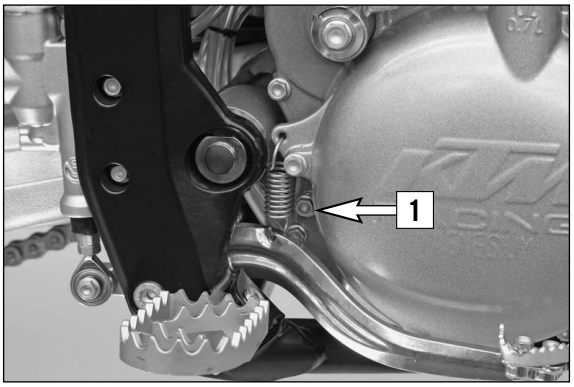
To mount, tilt the motorcycle approx. 45° to the left, remove both screws **[2]**, lift off the closing cover **[3]** and remove the springs including the spring insert **[4]** from the clutch cover. Pull both springs off the spring insert, mount the auxiliary spring **[1]** and control spring **[5]** and slide both into the clutch cover until the recess in the spring insert **[4]** engages in the rocker arm. Check the O-ring in the closing cover mount the closing cover, ensuring that the dolly screw **[6]** engages in the auxiliary spring.
Make sure you do not turn the dolly screw since this will impair the engine characteristic.

! CAUTION

Be careful not to turn the spring dolly [6], otherwise the engine characteristic will deteriorate.

You can also change the engine characteristic through the interaction between the ignition curve, auxiliary spring (250/300 only) and exhaust. The following table shows examples of possible combinations. Further combinations can be adjusted at random depending on the driving requirements.

250/300 XC/XC-W/EXC/EXC-Six Days/EXC-E/EXC-E Six Days					
Engine performance	– –	–	**Standard**	+	+ +
Driveability	+ +	+	**Standard**	–	– –
Ignition curve	soft	soft	**performance**	performance	performance
Auxiliary spring (250/300)	green	yellow	**gelb**	yellow	red
Exhaust	EXC standard	EXC standard	**EXC standard**	250 SX	250 SXS
Example of application	extremely difficult track conditions: very selective, very hard, hardly any traction, very tiring	difficult track conditions: selective, not much traction, tiring	**average track conditions**	good track conditions: nonskid roadway, well prepared, MX special stage	special track conditions: deep sand, very fast track routing, very well-prepared track

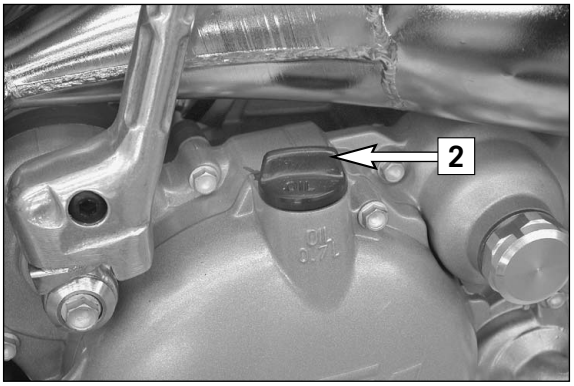


Check transmission oil level (125/200)

In order to check the transmission oil level the control screw **[1]** 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 **[2]** and top up with oil (e. g. Motorex Top Speed 4T 15W50).

! CAUTION

Transmission and clutch will be subjected to excessive wear and tear if you use too little or low grade oil. Use only high-grade oil (e. g. Motorex Top Speed 4T 15W50).

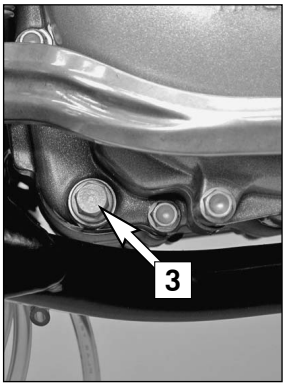


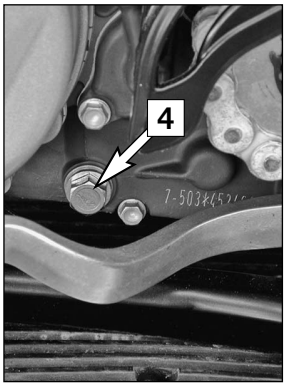
Changing the transmission oil (125/200) *

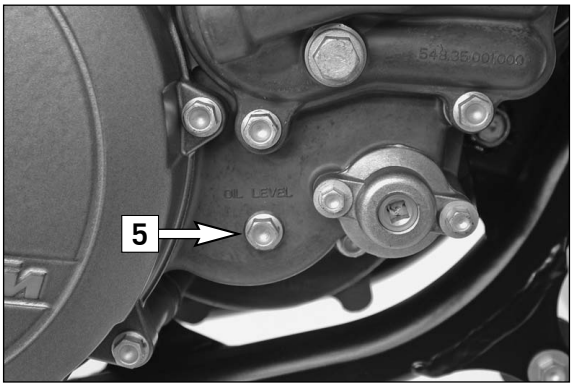
To change the gear oil warm up the engine and park the motorcycle on a horizontal surface. Remove oil drain plugs **[3]** and **[4]** and drain the used oil into an appropriate container. Clean the magnets of the oil drain plugs and mount them together with the appropriate gaskets. Fill in 0.7 l oil (e. g. Motorex Top Speed 4T 15W50), mount the plug **[2]** and check the engine for leaks.

! CAUTION

Transmission and clutch will be subjected to excessive wear and tear if you use too little or low grade oil. Use only high-grade oil (e. g. Motorex Top Speed 4T 15W50).





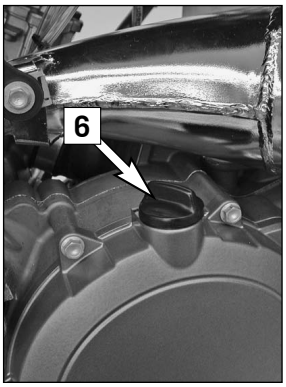


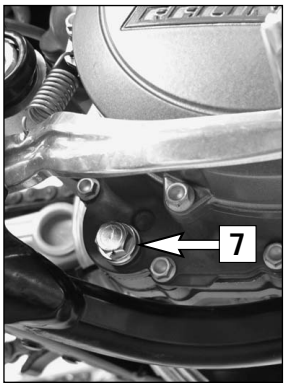
Check transmission oil level (250/300)

In order to check the transmission oil level the control screw **[5]** 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 **[6]** and top up with oil (e. g. Motorex Top Speed 4T 15W50).

! CAUTION

Transmission and clutch will be subjected to excessive wear and tear if you use too little or low grade oil. Use only high-grade oil (e. g. Motorex Top Speed 4T 15W50).





Changing the transmission oil (250/300) *

To change the transmission oil run the engine warm and set up the motorcycle on a horizontal surface. Remove the oil drain screw **[7]** and drain used oil into a container. Clean the magnet of the oil drain screw and reinstall oil drain screw with seal. Pour in 0.7 litres engine oil (e. g. Motorex Top Speed 4T 15W50), replace plug **[6]** and check engine for leaks.

! CAUTION

Transmission and clutch will be subject to excessive wear and tear, if you use too little or low grade oil. Use only high-grade oil (e. g. Motorex Top Speed 4T 15W50).

CLEANING »

Clean your motorcycle regularly in order to maintain the beauty of its plastic surfaces.
The best manner would be to use warm water that has been mixed with a normal brand-name washing detergent and a sponge. The hard dirt can be removed before washing with the help of a soft water jet.

! CAUTION

If using a power washer, do not point the water jet at the electric components, plugs, cables, bearings, carburetor, etc. The high pressure will cause water to penetrate into the components and can cause them to malfunction or lead to premature wear.

- Before cleaning with water, plug the exhaust pipe to prevent water ingress.
- You should use normal brand-name detergents to clean the motorcycle. Especially dirty 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 the working temperature and also use the brakes. By warming these components, the residual water can evaporate from inaccessable parts of the engine and the brakes.
- Slide back the protective covers on the handlebar-mounted instruments so that any water that may have seeped into this part of the motorcycle is allowed to evaporate.
- After the motorcycle has cooled down, oil and grease all the gliding bearing parts. Treat the chain with a chain spray.
- To prevent failures in the electric system, you should treat the ignition lock, the emergency OFF switch, the short circuit button, the light switch and the socket connectors with contact spray.

CONSERVATION FOR WINTER OPERATION »

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

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

⚠ WARNING

Keep the anti-corrosion agent from getting into contact with the brake discs, otherwise this will significantly reduce the braking power.

! CAUTION

After rides on salted roads, clean motorcycle thoroughly with cold water and let it dry well.

STORAGE »

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

- Clean motorcycle thoroughly (see chapter: CLEANING)
- Change engine oil (old engine oil contains aggressive contaminants).
- Check antifreeze and amount of cooling liquid.
- Let the engine warm up again, close fuel cock 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 container.
- Correct tire pressure.
- Lubricate bearing points of the control levers, footrests, etc. as well as the chain.
- Disassemble and charge battery (see chapter: BATTERY).
- The storage place should be dry and not be subjected to too big temperature fluctuations.
- Cover the motorcycle with an air permeated tarp or blanket. Do not use non airtight materials as a 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 valves and exhaust to rust.

USE AFTER A PERIOD OF STORAGE

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

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

CHASSIS	125/200 XC/XC-W/EXC/EXC SIX DAYS
Frame	Central chrome-moly-steel frame
Fork 125/200 XC-W/EXC/EXC Six Days 200 XC	 WP Suspension – 4860 MXMA PA (Open Cartridge) WP Suspension – 4860 MXMA CC (Closed Cartridge)
Wheel travel front/rear	300/335 mm (11.8/13.2 in)
Rear suspension	WP Suspension – 5018 PDS DCC
Front brake	Disc brake with wave carbon-steel brake disc Ø 260 mm (10.2 in), brake caliper floated
Rear brake	Disc brake with wave carbon-steel brake disc Ø 220 mm (8.7 in), brake caliper floated
Brake discs	Wear limit 2.50 mm (0.1 in) front / 3.50 mm (0.14 in) rear
Front tires * 125/200 EXC/EXC Six Days 200 XC/XC-W	 90/90-21 54M Metzeler MCE 6 Days Extreme 80/100-21 51M Bridgestone M59
Air pressure offroad Air pressure road driver only	1,0 bar (14 psi) 1,5 bar (21 psi)
Rear tires * 125/200 EXC/EXC Six Days 200 XC/XC-W	 120/90-18 65M Metzeler MCE 6 Days Extreme 100/100-18 59M Bridgestone M402
Air pressure offroad Air pressure road driver only	1,0 bar (14 psi) 2,0 bar (28 psi)
Fuel tank capacity 125 EXC/EXC Six Days, 200 EXC EU 200 XC/XC-W/EXC AUS	 9,5 liters (2,5 US gallons), 2 liters (0,52 US gallone) reserve 11 liters (2,9 US gallons) 2 liters (0,52 US gallone) reserve
Final drive ratio 125 EXC EU 125 EXC Six Days 200 XC/XC-W 200 EXC	 14:42 13:50 14:48 14:42
Chain	5/8 x 1/4 "
Available final sprockets	38t, 40t, 42t, 45t, 48t, 49t, 50t, 51t, 52t
Bulbs	headlight 12V 35/35W Bilux (base Ba20d) parking light 12V 5W (base W2, 1x9,5d) brake-rear light LED flasher light 12V 10W (base Ba15s)
Steering head angle	63°
Wheel base	1471 ± 10 mm (57.9 in ± 0.4 in)
Seat height, unloaded	925 mm (36,5 in)
Ground clearance, unloaded	390 mm (15,3 in)
Weight (without fuel) 125/200 EXC/EXC Six Days 200 XC 200 XC-W	 97 kg (214 lbs) 94,4 kg (208,4 lbs) 94,8 kg (209,3 lbs)

* further tire releases are available on the Internet at www.ktm.com

STANDARD ADJUSTMENT – FORK			
	125/200 XC-W/EXC	**125 EXC Six Days**	**200 XC**
	WP 4860 MXMA PA 14187D02	WP 4860 MXMA PA 14187D33	WP 4860 MXMA CC 14187D27
Compression adjuster	22 clicks	20 clicks	20 clicks
Rebound adjuster	22 clicks	22 clicks	21 clicks
Spring	432.505.00.040W	432.505.00.042W	432.455.00.042W
Preload Adjuster	2 turns	2 turns	–
Air chamber length	110 mm (4,3 in)	110 mm (4,3 in)	–
Fork oil	SAE 5	SAE 5	SAE 5

STANDARD ADJUSTMENT – SHOCK ABSORBER			
	125/200 XC-W/EXC	**125 EXC Six Days**	**200 XC**
	WP 5018 PDS DCC 12187D02	WP 5018 PDS DCC 12187D33	WP 5018 PDS DCC 12187D27
Compression adjuster Low Speed	15 clicks	13 clicks	15 clicks
Compression adjuster High Speed	1,5 turns	1,75 turns	1 turn
Rebound adjuster	24 clicks	24 clicks	23 clicks
Spring	66-250	66-250	63-250
Spring preload	7 mm (0,27 in)	7 mm (0,27 in)	5 mm (0,2 in)
Static sag	35 mm ± 2 mm	35 mm ± 2 mm	33 mm ± 2 mm
Riding sag	105 mm ± 5 mm	105 mm ± 5 mm	112 mm ± 5 mm

TIGHTENING TORQUES – CHASSIS		
Collar screw, front wheel spindle	M24x1,5	40 Nm
Brake caliper, front	M8 (10.9)	Loctite 243 + 25 Nm
Brake disks	M6 (10.9)	14 Nm
Screw steering head	M20x1,5	10 Nm
Lower Screw steering head	M20x1,5	Loctite 243 + 60 Nm
Clamping screws, upper fork bridge (machined fork bridge)	M8 (10.9)	17 Nm
Clamping screws, lower fork bridge (machined fork bridge)	M8 (10.9)	12 Nm
Clamping screws, upper steering stem	M8 (10.9)	Loctite 243 + 17 Nm
Clamping screws, upper fork bridge (forged fork bridge)	M8 (10.9)	20 Nm
Clamping screws, lower fork bridge (forged fork bridge)	M8 (10.9)	15 Nm
Clamping screws, fork stubs	M8 (10.9)	15 Nm
Collar nut, rear wheel spindle	M20x1,5	80 Nm
Hexagon nut, swing arm bolt	M16x1,5	100 Nm
Hexagon collar screw, handlebar clamp	M8 (10.9)	20 Nm
Allan head screw, handlebar support	M10 (10.9)	Loctite 243 + 40 Nm
Shock absorber, top	M12 (10.9)	Loctite 243 + 80 Nm
Shock absorber, bottom	M12 (10.9)	Loctite 243 + 80 Nm
Flat-head screws for subframe	M8 (10.9)	Loctite 243 + 35 Nm
Collared nuts for rear sprocket screws	M8 (10.9)	Loctite 243 + 35 Nm
Flat-head screw for side stand	M8 (10.9)	Loctite 243 + 40 Nm
Ball joint for push rod	M6 (10.9)	10 Nm
Engine mounting bolt	M10 (10.9)	60 Nm
Engine brace	M8 (10.9)	33 Nm
Screw adjusting ring spring preload shock absorber	M6	8 Nm
Spoke nipple	M4,5 / M5	5 Nm
Other screws on chassis	M6 M8 M10	10 Nm 25 Nm 45 Nm
Other collar nuts on chassis	M6 M8 M10	15 Nm 30 Nm 50 Nm

ENGINE	125 EXC/EXC SIX DAYS	200 XC-W/EXC	200 XC
Design	Liquid-cooled, single-cylinder, two-stroke engine with intake and exhaust control		
Piston displacement	124.8 ccm	193 ccm	
Bore / stroke	54 / 54.5 mm (2.126 / 2.145 in)	64 / 60 mm (2.52 / 2.362 in)	
Fuel	unleaded fuel with at least RON 95 (USA = Premium RON 91), mixed with high grade two stroke oil		
Oil / gasoline ratio	1:60 when using high grade, two- stroke oil (Motorex Cross Power 2T). When in doubt, please contact your importer		
Crankshaft bearing	1 deep-groove ball bearing / 1 cylinder roller bearing		
Connecting rod bearing	needle bearing		
Piston pin bearing	needle bearing		
Piston	cast aluminum		
Piston ring	2 half keystone rings	two plain compression rings	
Dimension „X“ (upper edge piston-upper edge cylinder)	0,0 mm +0.10 mm		
Ignition timing	1.4 mm (0.055 in) (16.5°) BTDC	1.6 mm (0.063 in) (17°) BTDC	
Spark plug	NGK BR9 ECMVX	NGK BR 8 EG	
Electrode gap	0.60 mm (0.023 in)		
Dimension „Z“ (height of the control flap)	43.5 mm (1.68 in)	48 mm (1.9 in)	
Primary drive	straight cut spur gears, primary ratio 23:73		
Clutch	multiple disc clutch in oil bath, hydraulically operated (Motorex hydraulic fluid 75)		
Transmission	6 speed, claw actuated		
Gear ratio			
1st gear	12 : 33 „1G33“	13 : 33 „1G33“	13 : 32 „1S32“
2nd gear	„2S15“ 15 : 31 „2G31“	„2S15“ 15 : 31 „2G31“	„2S15“ 15 : 30 „2S30“
3rd gear	„3S17H“ 17 : 28 „3S28H“	„3S17H“ 17 : 28 „3S28H“	„3S17H“ 17 : 28 „3S28H“
4th gear	„4S19H“ 19 : 26 „4S26“	„4S19H“ 19 : 26 „4S26“	„4S19H“ 19 : 26 „4S26H“
5th gear	„5S21“ 21 : 25 „5S25“	„5G17H“ 17 : 19 „5G19H“	„5S21“ 21 : 25 „5S25“
6th gear	„6G20“ 20 : 20 „6G20“	„6G22H“ 22 : 20 „6E20H“	„6G22“ 22 : 23 „6S23“
Gear lubrication	0,7 liter Motorex Top Speed 4T 15W50		
Available chain sprockets	13t / 14t for chain 5/8 x 1/4"		
Coolant	1.2 litres, 50% anti freeze, 50% distilled water, at least -25 °C (-13 °F)		
Ignition system	KOKUSAN 2K-3		
Generator output	12V / 110 W		
Carburetor	Keihin PWK 36S flat-slide carburetor, carburetor setting see table		
Air-filter	wet foam type air filter insert		

BASIC CARBURETOR SETTING		
	125 EXC EU 4.4 KW	**125 EXC SIX-DAYS**
Carburetor	Keihin PWK 36S AG	Keihin PWK 36S AG
Carburetor setting mark	FK019	FK0070
Main jet	140 (168/170/172)	170 (168/172)
Idling jet	38x38 (45/48)	45
Starting jet	50 (85)	85
Jet needle	R84I (NOZE/NOZF)	NOZE (NOZF)
Needle position from top	5 (4)	4
Throttle valve	7	7
Air adjustment srew open	2,5 (1)	1
Performance restrictor	–	–

BASIC CARBURETOR SETTING			
	200 XC USA 200 XC-W USA 200 EXC ZA	**200 EXC AUS**	**200 EXC EU (6KW)**
Carburetor	Keihin PWK 36S AG	Keihin PWK 36S AG	Keihin PWK 36S AG
Carburetor setting mark	FK 020	FK0120	FK021
Main jet	162 (160/165)	162 (160/165)	100 (160/162/165)
Idling jet	42	35 (42)	35X35 (42)
Starting jet	85	85	50 (80)
Jet needle	NOZH (NOZG)	R1475J (NOZG/NOZH)	N84I (NOZG/NOZH)
Needle position from top	4	3	4
Throttle valve	7	7	7
Air adjustment srew open	1 turn	1 turn	1.5 turn (1)
Performance restrictor	–	slide stop 38 mm	slide stop 36 mm

TIGHTENING TORQUES - ENGINE		
Flange bolts - cylinder-head	M7	18 Nm
Nuts-cylinder base	M8	30 Nm
Flywheel collar nut	M12x1	60 Nm
Nut for primary sprocket	M16x1,5 links	Loctite 243 + 130 Nm
Nut for inner clutch hub	M18x1,5	Loctite 243 + 130 Nm
Collar screws für clutch springs	M6	10 Nm
Collar screw for clutch slave cylinder	M6	Loctite 243 + 10 Nm
Special screw for locating drum shifting	M8	Loctite 243 + 25 Nm
Oil drain plug	M12x1,5	20 Nm
Oil drain plug clutch cover	M10x1	15 Nm
Drain plug for water pump cover	M10x1	15 Nm
Collar screw for water pump cover	M6	Loctite 243 + 10 Nm
Water pump wheel	M5	Loctite 243 + 6 Nm
Crankcase and clutch cover bolts	M6	10 Nm
Collar screws for ignition cover	M5	5 Nm
Collar screws for exhaust flange	M5	6 Nm
Spark plug	M14x1,25	25 Nm
Collar screws for ignition system	M5	Loctite 243 + 6 Nm
Collar screw for kickstarter lever	M8	Loctite 243 + 25 Nm
Collar screw für shifting lever	M6 (10.9)	Loctite 243 + 14 Nm
Other screws	M 5 M 6 M 8 M 10	6 Nm 10 Nm 25 Nm 45 Nm

CHASSIS	250 XC/XC-W/EXC/EXC SIX DAYS 300 XC/XC-W/EXC-E/EXC-E SIX DAYS
Frame	Central chrome-moly-steel frame
Fork 250/300 XC 250 XC-W/EXC/EXC Six Days 300 XC-W/EXC-E/EXC-E Six Days	 WP Suspension – 4860 MXMA CC (Closed Cartridge) WP Suspension – 4860 MXMA PA (Open Cartridge) WP Suspension – 4860 MXMA PA (Closed Cartridge)
Wheel travel front/rear	300/335 mm (11.8/13.2 in)
Rear suspension	WP Suspension – 5018 PDS DCC
Front brake	Disc brake with wave carbon-steel brake disc Ø 260 mm (10.2 in), brake caliper floated
Rear brake	Disc brake with wave carbon-steel brake disc Ø 220 mm (8.7 in), brake caliper floated
Brake discs	Wear limit 2.50 mm (0.1 in) front / 3.50 mm (0.14 in) rear
Front tires * 250/300 XC/XC-W 250/300 EXC-E/EXC-E Six Days	 80/100-21 51M Bridgestone M59 90/90-21 54M Metzeler MCE 6 Days Extreme
Air pressure offroad Air pressure road driver only	1,0 bar (14 psi) 1,5 bar (21 psi)
Rear tires * 250/300 XC/XC-W 250/300 EXC-E/EXC-E Six Days	 110/100-18 64M Bridgestone M402 140/80-18 70M Metzeler MCE 6 Days Extreme
Air pressure offroad Air pressure road driver only	1,0 bar (14 psi) 2,0 bar (28 psi)
Fuel tank capacity 250/300 XC/XC-W 250/300 EXC/EXC-E EU 250/300 EXC/EXC-E AUS 250/300 EXC Six Days/EXC-E Six Days	 11 liters (2,9 US gallons) 2 liters (0,52 US gallone) reserve 9,5 liters (2,5 US gallons), 2 liters (0,52 US gallone) reserve 11 liters (2,9 US gallons) 2 liters (0,52 US gallone) reserve 9,5 liters (2,5 US gallons), 2 liters (0,52 US gallone) reserve
Final drive ratio 250/300 XC 250/300 XC-W/EXC-E Six Days 250/300 EXC/EXC-E	 14:50 13:50 13:40
Chain	5/8 x 1/4 "
Available final sprockets	38t, 40t, 42t, 45t, 48t, 49t, 50t, 51t, 52t
Bulbs	headlight 12V 35/35W Bilux (base Ba20d) parking light 12V 5W (base W2, 1x9,5d)
	brake-rear light LED flasher light 12V 10W (base Ba15s)
Battery (electric starter models)	12V 3 Ah maintenance-free
Steering head angle	63,5°
Wheel base	1475 ± 10 mm (58 in ± 0.4 in)
Seat height, unloaded	925 mm (36,5 in)
Ground clearance, unloaded	385 mm (15,15 in)
Weight (without fuel) 250 EXC/EXC Six Days 250 XC 250 XC-W ZA 250 XC-W USA 300 EXC-E/EXC-E Six Days 300 XC 300 XC-W	 100,8 kg (222,5 lbs) 97,6 kg (215,5 lbs) 98,8 kg (218 lbs) 101,6 kg (224,3 lbs) 103,1 kg (227,6 lbs) 98 kg (216,3 lbs) 100,6 kg (220 lbs)

* further tire releases are available on the Internet at www.ktm.com

STANDARD ADJUSTMENT – FORK			
	250/300 XC-W/EXC/EXC-E	250/300 EXC-E EXC-E SIX DAYS	250/300 XC
	WP 4860 MXMA PA 14.18.7D.04	WP 4860 MXMA PA 14.18.7D.34	WP 4860 MXMA CC 14.18.7D.28
Compression adjuster	22 clicks	24 clicks	20 clicks
Rebound adjuster	20 clicks	22 clicks	21 clicks
Spring	432.505.00.042W	432.505.00.044W	432.455.00.044W
Preload Adjuster	2 turns	2 turns	–
Air chamber length	110 mm	110 mm	–
Fork oil	SAE 5	SAE 5	SAE 5

STANDARD ADJUSTMENT – SHOCK ABSORBER			
	250/300 XC-W/EXC/EXC-E	250/300 EXC-E EXC-E SIX DAYS	250/300 XC
Typ	WP 5018 PDS DCC 12.18.7D.04	WP 5018 PDS DCC 12.18.7D.34	WP 5018 PDS DCC 12.18.7D.28
Compression adjuster Low speed High speed	 15 clicks 1,5 turn	 15 clicks 1,5 turn	 15 clicks 1 turn
Rebound adjuster	24 clicks	24 clicks	23 clicks
Spring	69-250	69-250	66-250
Spring preload	7 mm	8 mm	5 mm
Static sag	35 mm ± 2 mm	35 mm ± 2 mm	33 mm ± 2 mm
Riding sag	105 mm ± 5 mm	105 mm ± 5 mm	112 mm ± 5 mm

TIGHTENING TORQUES – CHASSIS		
Collar screw, front wheel spindle	M24x1,5	40 Nm
Brake caliper, front	M8 (10.9)	Loctite 243 + 25 Nm
Brake disks	M6 (10.9)	14 Nm
Screw steering head	M20x1,5	10 Nm
Lower Screw steering head	M20x1,5	Loctite 243 + 60 Nm
Clamping screws, upper fork bridge (machined fork bridge)	M8 (10.9)	17 Nm
Clamping screws, lower fork bridge (machined fork bridge)	M8 (10.9)	12 Nm
Clamping screws, upper steering stem	M8 (10.9)	Loctite 243 + 17 Nm
Clamping screws, upper fork bridge (forged fork bridge)	M8 (10.9)	20 Nm
Clamping screws, lower fork bridge (forged fork bridge)	M8 (10.9)	15 Nm
Clamping screws, fork stubs	M8 (10.9)	15 Nm
Collar nut, rear wheel spindle	M20x1,5	80 Nm
Hexagon nut, swing arm bolt	M16x1,5	100 Nm
Hexagon collar screw, handlebar clamp	M8 (10.9)	20 Nm
Allan head screw, handlebar support	M10 (10.9)	Loctite 243 + 40 Nm
Shock absorber, top	M12 (10.9)	Loctite 243 + 80 Nm
Shock absorber, bottom	M12 (10.9)	Loctite 243 + 80 Nm
Flat-head screws for subframe	M8 (10.9)	Loctite 243 + 35 Nm
Collared nuts for rear sprocket screws	M8 (10.9)	Loctite 243 + 35 Nm
Flat-head screw for side stand	M8 (10.9)	Loctite 243 + 40 Nm
Ball joint for push rod	M6 (10.9)	10 Nm
Engine mounting bolt	M10 (10.9)	60 Nm
Engine brace	M8 (10.9)	33 Nm
Screw adjusting ring spring preload shock absorber	M6	8 Nm
Spoke nipple	M4,5 / M5	5 Nm
Other screws on chassis	M6 M8 M10	10 Nm 25 Nm 45 Nm
Other collar nuts on chassis	M6 M8 M10	15 Nm 30 Nm 50 Nm

ENGINE	250 XC	250 XC-W ZA 250 EXC 250 EXC SIX DAYS	250 XC-W USA
Design	Liquid-cooled single-cylinder two-stroke engine with KTM Twin Valve Control exhaust system and KTM Torque Chamber		
Piston displacement	249 ccm		
Bore / stroke	66.4 / 72 mm (2.62 / 2.84 in)		
Fuel	unleaded fuel with at least RON 95 (USA = Premium RON 91), mixed with high grade two stroke oil (Motorex Cross Power 2T)		
Oil / gasoline ratio	1:60 when using high grade, two- stroke oil. When in doubt, 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	cast aluminium		
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 (0.074 in) BTDC		
Spark plug	NGK BR7 ES		
Electrode gap	0,60 mm		
Dimension „Z“ height of the control flap	47,5 mm (1.87 in)		
TVC start open	5500/min		
TVC fully open	7300/min (red spring), 7800/min (yellow spring), 8300/min (green spring)		
Primary drive	straight cut spur gears, primary ratio 26:72		
Clutch	multiple disc clutch in oil bath, hydraulically operated (Brake fluid DOT 5.1)		
Transmission	5 speed, claw actuated		
Gear ratio			
1st gear	14 : 30	14 : 30	14 : 30
2nd gear	16 : 26	17 : 26	17 : 26
3rd gear	18 : 24	19 : 23	19 : 23
4th gear	21 : 24	20 : 20	20 : 20
5th gear	22 : 21	29 : 23	29 : 23
Gear lubrication	0,7 liter Motorex Top Speed 4T 15W50		
Available chain sprockets	13t / 14t for chain 5/8 x 1/4"		
Coolant	1.2 litres, 50% anti freeze, 50% distilled water, at least -25 °C (-13 °F)		
Ignition system	KOKUSAN E		
Generator output	12V / 110 W		
Starting aid	kickstarter	kickstarter	kickstarter and electric starter
Carburator	Keihin PWK 36 flat-slide carburetor, carburetor setting see table		
Air-filter	wet foam type air filter insert		

BASIC CARBURETOR SETTING				
	250 XC	**250 XC-W 250 EXC SIX DAYS**	**250 EXC AUS**	**250 EXC EU**
Carburetor	Keihin PWK 36S AG	Keihin PWK 36S AG	Keihin PWK 36S AG	Keihin PWK 36S AG
Carburetor setting mark	FK022	FK023	3600B	FK025
Main jet	168 (170)	165 (162)	160 (162,165)	115 (162, 165)
Idling jet	35	35	35	38x38 (35)
Starting jet	85	85	85	50 (85)
Jet needle	N8RH (N8RG)	N8RW (N8RH, N8RJ)	N3CJ (N8RH, N8RJ, N8RW, N2ZJ, N2ZWG)	N84K (N8RH, N8RJ, N8RW, NOZG)
Needle position from top	4	4	1	3 (4)
Throttle valve	7	7	7	7
Air adjustment screw open	1	1	3,5	1
Performance restrictor	-	-	slide stop 38 mm	slide stop 36 mm

TIGHTENING TORQUES - ENGINE		
Flange bolts - cylinder-head	M 8	27 Nm
Nuts-cylinder base	M 10	35 Nm
Flywheel collar nut	M 12x1	60 Nm
Exhaust control - retaining bracket	M 5	Loctite 243 + 7 Nm
Exhaust control - control flap	M 6	Loctite 243 + 10 Nm
Exhaust control - lever for control segment	M 5	Loctite 243 + 6 Nm
Shift roller - bearing retaining bracket	M 6	Loctite 243 + 10 Nm
Shift lock	M 6	Loctite 243 + 10 Nm
Locking lever	M 5	Loctite 243 + 6 Nm
Idler bolt	M 6	Loctite 2701 + 8 Nm
Kickstarter release plate	M 6	Loctite 243 + 10 Nm
Spring hanger for kickstarter	M 6	Loctite 243 + 10 Nm
Spring hanger on kickstarter	M 6	Loctite 243 + 10 Nm
Oil drain plug with magnet	M 12x1.5	20 Nm
Water pump wheel	M 5	Loctite 243 + 6 Nm
Drain plug on water pump cover	M 10x1	15 Nm
Nut for primary sprocket (LH thread)	M 18x1.5	Loctite 2701 + 150 Nm
Nut for inner clutch hub	M 18x1.5	Loctite 2701 + 100 Nm
Crankcase	M 6	10 Nm
Spark plug	M 14x1.25	25 Nm
Kickstarter lever	M 8	Loctite 243 + 25 Nm
Shift lever	M 6	Loctite 243 + 14 Nm
Cover screws	M 5	6 Nm
Ignition / stator	M 5	Loctite 222 + 6 Nm
Ignition / stator (electric starter model)	M 6	Loctite 243 + 8 Nm
Ignition / pick up	M 5	Loctite 243 + 6 Nm
Other bolts	M 5 M 6 M 8 M 10	6 Nm 10 Nm 25 Nm 45 Nm

ENGINE	300 XC	300 XC-W 300 EXC-E 300 EXC-E SIX DAYS
Design	Liquid-cooled single-cylinder two-stroke engine with KTM Twin Valve Control exhaust system and KTM Torque Chamber	
Piston displacement	293 ccm	
Bore / stroke	72 / 72 mm (2.84 / 2.84 in)	
Fuel	unleaded fuel with at least RON 95 (USA = Premium RON 91), mixed with high grade two stroke oil (Motorex Cross Power 2T)	
Oil / gasoline ratio	1:60 when using high grade, two- stroke oil. When in doubt, 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	cast aluminium	
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 (0.074 in) BTDC	
Spark plug	NGK BR7 ES	
Electrode gap	0,60 mm	
Dimension „Z“ height of the control flap	47,5 mm (1.87 in)	
TVC start open	5500/min	
TVC fully open	7300/min (red spring), 7800/min (yellow spring), 8300/min (green spring)	
Primary drive	straight cut spur gears, primary ratio 26:72	
Clutch	multiple disc clutch in oil bath, hydraulically operated (Brake fluid DOT 5.1)	
Transmission	5 speed, claw actuated	
Gear ratio 1st gear 2nd gear 3rd gear 4th gear 5th gear	 14 : 30 16 : 26 18 : 24 21 : 24 22 : 21	 14 : 30 17 : 26 19 : 23 20 : 20 29 : 23
Gear lubrication	0,7 liter Motorex Top Speed 4T 15W50	
Available chain sprockets	13t / 14t for chain 5/8 x 1/4"	
Coolant	1.2 litres, 50% anti freeze, 50% distilled water, at least -25 °C (-13 °F)	
Ignition system	KOKUSAN E	
Generator output	12V / 110 W	
Starting aid	kickstarter	kickstarter and electric starter
Carburator	Keihin PWK 36 flat-slide carburetor, carburetor setting see table	
Air-filter	wet foam type air filter insert	

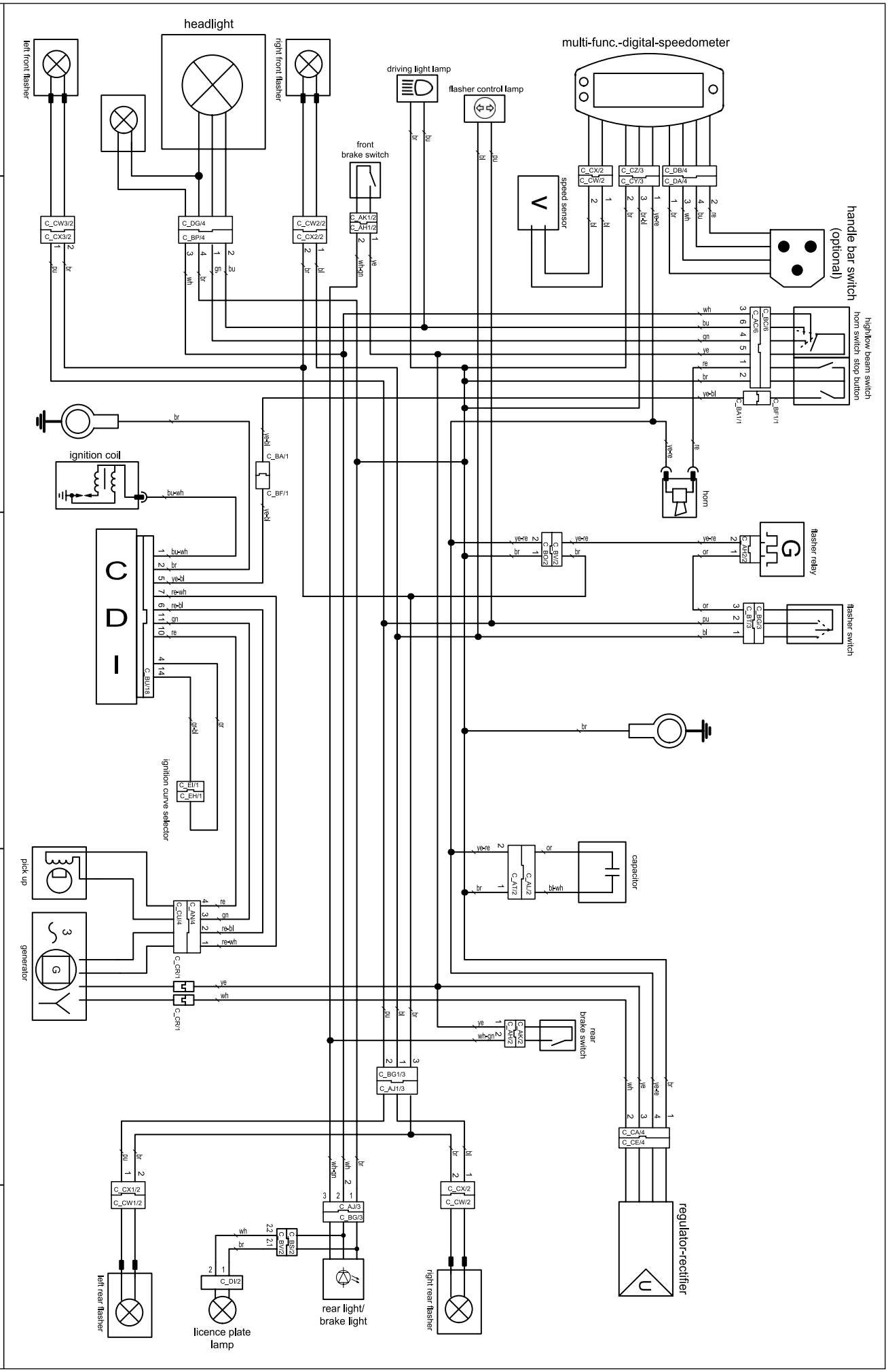
BASIC CARBURETOR SETTING			
	300 XC 300 XC-W 300 EXC-E SIX DAYS	**300 EXC-E AUS**	**300 EXC-E EU**
Carburetor	Keihin PWK 36S AG	Keihin PWK 36S AG	Keihin PWK 36S AG
Carburetor setting mark	FK024	3600B	FK026
Main jet	165 (162)	160 (162,165)	115 (162, 165)
Idling jet	35	35	38x38 (35)
Starting jet	85	85	50 (85)
Jet needle	N2ZJ (N2ZW)	N3CJ (N8RH, N8RJ, N8RW, N2ZJ, N2ZWG)	N84K (N2ZJ, N2ZW, NOZG)
Needle position from top	IV	I	III (IV)
Throttle valve	7	7	7
Air adjustment screw open	1	3,5	1,75 (1)
Performance restrictor	-	slide stop 38 mm	slide stop 36 mm

TIGHTENING TORQUES - ENGINE		
Flange bolts - cylinder-head	M 8	27 Nm
Nuts-cylinder base	M 10	35 Nm
Flywheel collar nut	M 12x1	60 Nm
Exhaust control - retaining bracket	M 5	Loctite 243 + 7 Nm
Exhaust control - control flap	M 6	Loctite 243 + 10 Nm
Exhaust control - lever for control segment	M 5	Loctite 243 + 6 Nm
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Shift lock	M 6	Loctite 243 + 10 Nm
Locking lever	M 5	Loctite 243 + 6 Nm
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Spring hanger for kickstarter	M 6	Loctite 243 + 10 Nm
Spring hanger on kickstarter	M 6	Loctite 243 + 10 Nm
Oil drain plug with magnet	M 12x1.5	20 Nm
Water pump wheel	M 5	Loctite 243 + 6 Nm
Drain plug on water pump cover	M 10x1	15 Nm
Nut for primary sprocket (LH thread)	M 18x1.5	Loctite 2701 + 150 Nm
Nut for inner clutch hub	M 18x1.5	Loctite 2701 + 100 Nm
Crankcase	M 6	10 Nm
Spark plug	M 14x1.25	25 Nm
Kickstarter lever	M 8	Loctite 243 + 25 Nm
Shift lever	M 6 (10.9)	Loctite 243 + 14 Nm
Cover screws	M 5	6 Nm
Ignition / stator	M 6	Loctite 243 + 8 Nm
Ignition / pick up	M 5	Loctite 243 + 6 Nm
Other bolts	M 5 M 6 M 8 M 10	6 Nm 10 Nm 25 Nm 45 Nm

125/200/250 EXC / EXC Six Days
EU / AUS 2008

wiring diagram

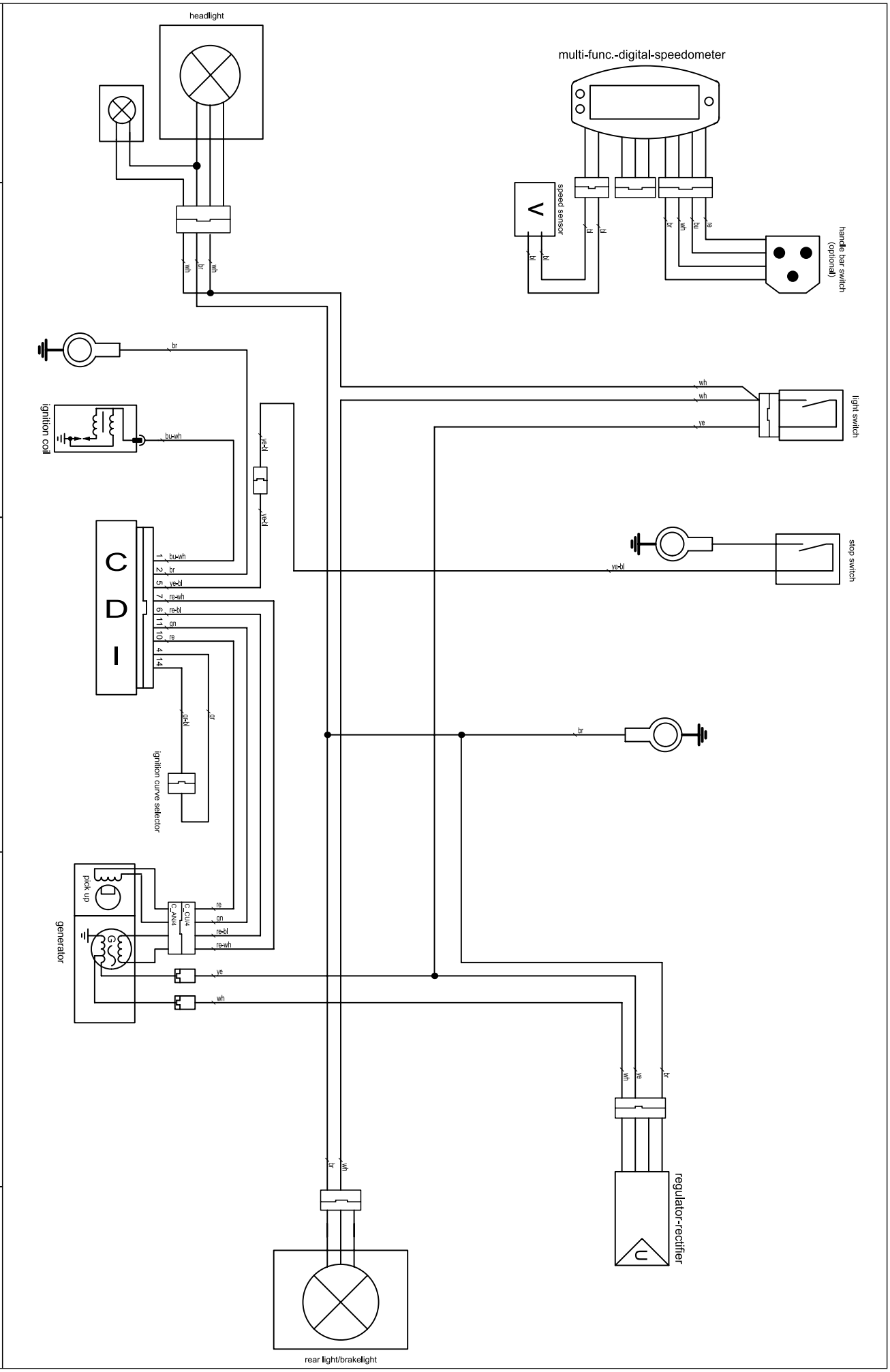
main harness 548.11.075.350
CDI harness 548.39.032.300



200/250/300 XC USA 2008
200 XC-W USA / ZA 2008
250 XC-W ZA 2008

wiring diagramm

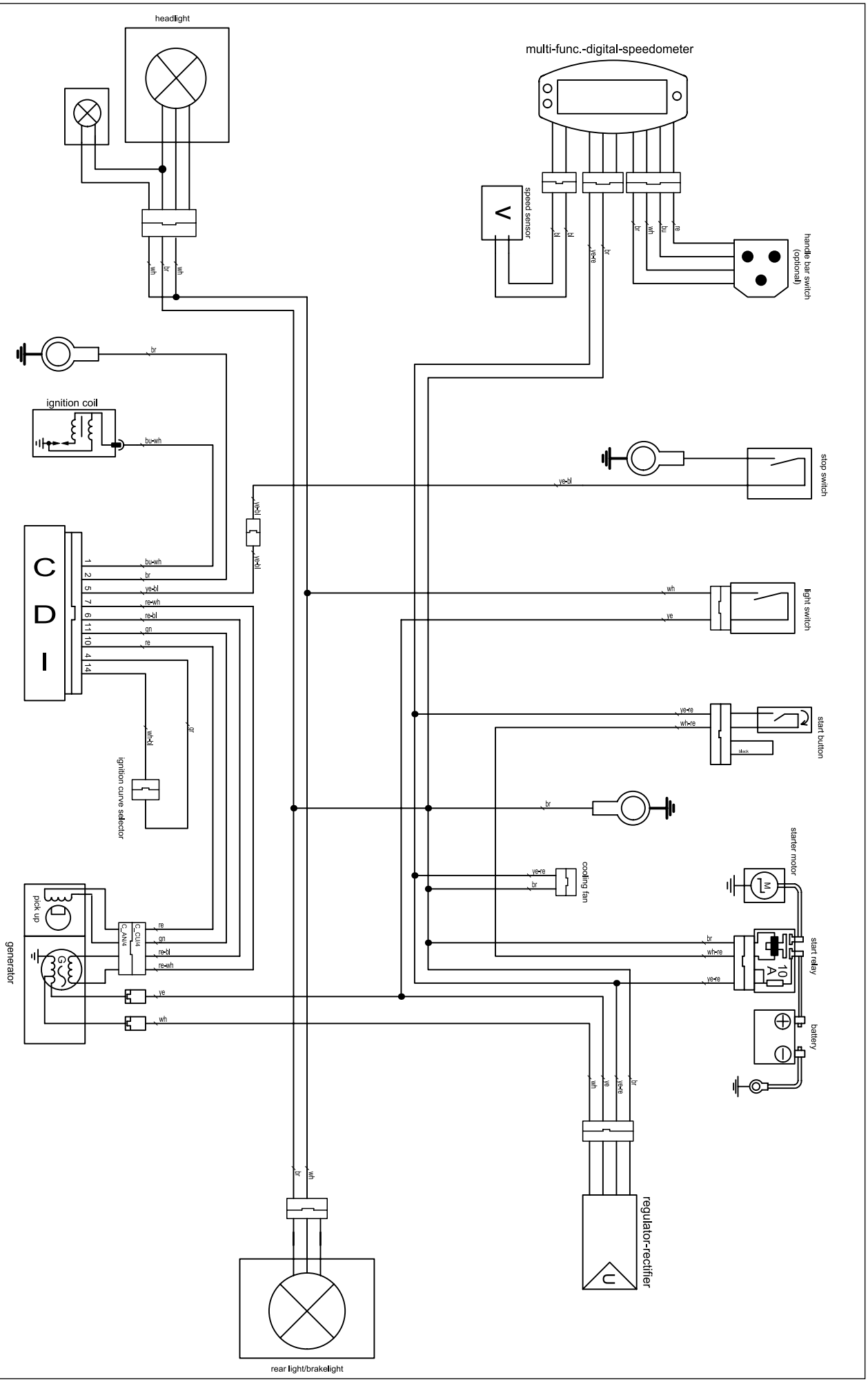
main harness 548.11.075.100
CDI harness 548.39.032.300



250 XC-W USA 2008
300 XC-W USA / ZA 2008

wiring diagramm

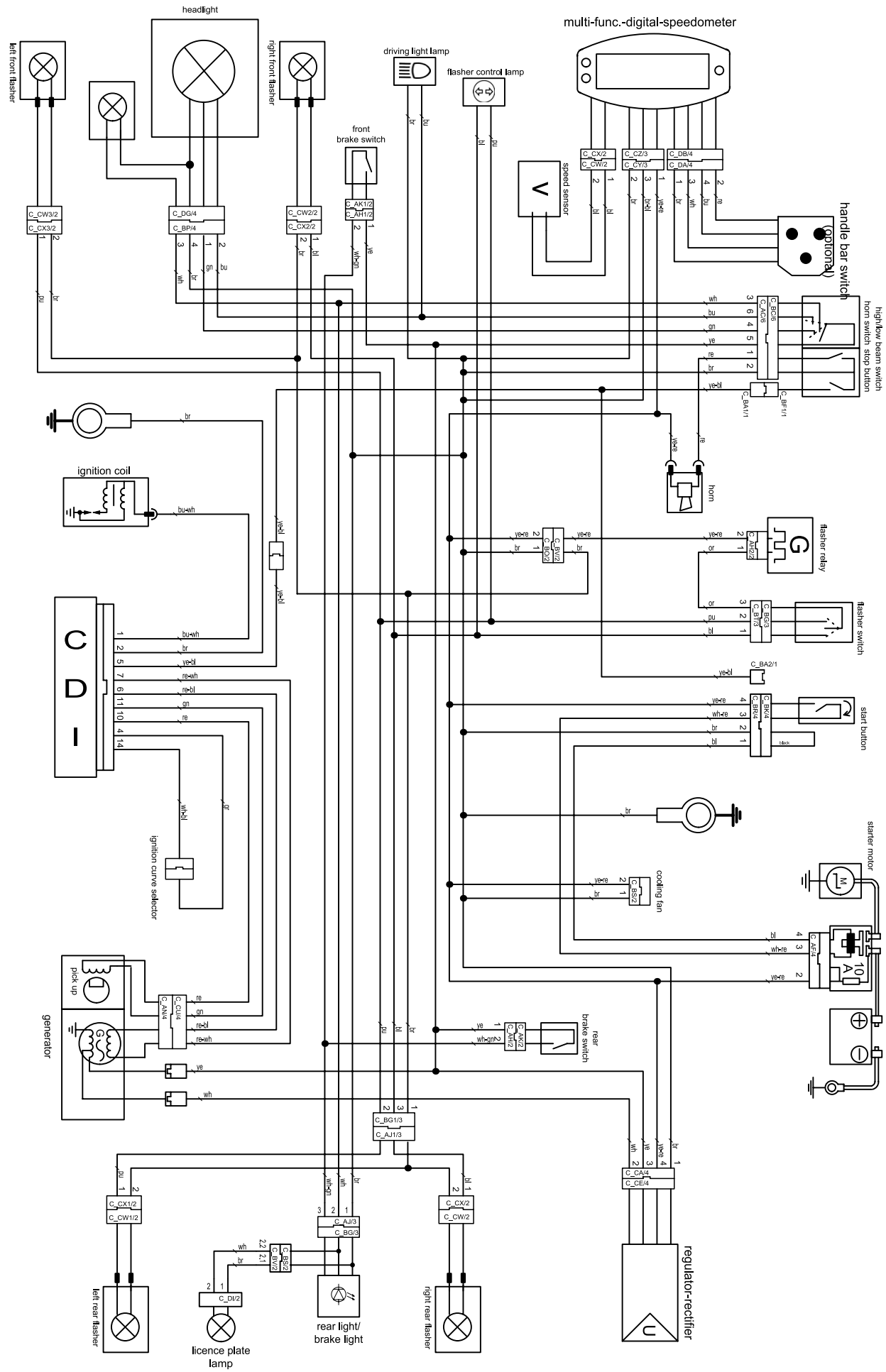
main harness 594.11.075.100
CDI harness 548.39.032.300



300 EXC-E / EXC-E Six Days
EU / AUS 2008

wiring diagram

main harness 594.11.075.150
CDI harness 548.39.032.300



horn switch

cable color	re	br
HORN	●	●
OFF		

light switch
high/low beam switch

cable color	bu	ye	gn	wh
LIGHT OFF				
P.LIGHT		●		●
LO		●		●
HI	●			
P.LIGHT		●		●

brake switch

cable harness	gn-wh	ye
cable switch	bl	bl
pushed	●	●
unpushed		

flasher switch

cable harness	or	pu	bl
TURN L ⇦	●	●	
TURN R ⇨	●		●
OFF			

stop switch

cable harness	ye-bl	br
cable switch	ye-bl	br
pushed	●	●
unpushed		

start switch

cable switch	re-wh	ye-re
START	●	●
unpushed		

SCHALTPLAN » *WIRING DIAGRAMM*

ENGLISH	DEUTSCH	ITALIANO
Battery	Batterie	Batteria
Cooling fan	Lüftermotor	Motorino ventola
Driving light lamp	Fernlichtkontrolle	spia abbagliante
Flasher control lamp	Blinkerkontrolle	spia lampeggiatori
Flasher relay	Blinkerrelais	Relè indicatori
Flasher switch	Blinkerschalter	Interruttore indicatori di direzione
Front brake switch	vorderer Bremslichtschalter	Interruttore luce ant. di stop
Generator	Generator	Generatore
Handle bar switch for multi-func.-digital-speedometer	Lenkerschalter für Kombiinstrument	Interruttore sul manubrio per tachimetro multifunzione
Headlight	Scheinwerfer	Faro anteriore
High / low beam switch	Auf-Abblendschalter	Commutatore abbagliante/anabbagliante
Horn	Hupe	Avvisatore acustico
Horn button	Horntaster	Interruttore avvisatore acustico
Ignition coil	Zündspule	Bobina d'accensione
Ignition curve selector	Stecker für Zündkurve	Connettori curva d'accensione
Ignition switch	Zündschloss	Interruttore d'accensione
Left front flasher	linker vorderer Blinker	Indicatore ant. sx
Left rear flasher	linker hinterer Blinker	Indicatore post. sx
Licence plate lamp	Kennzeichenbeleuchtung	Luce targa
Multi-func.-digital-speedometer	Multifunktionsdigitaltacho	Tachimetro digitale multifunzione
Pick up	Impulsgeber	Pick up
Position light	Standlicht	Luce di posizione
Rear brake switch	hinterer Bremslichtschalter	Interruttore luce post. di stop
Rear light / brakelight	hinteres Begrenzungslicht / Bremslicht	Luce post. di posizione/stop
Regulator-rectifier	Regelgleichrichter	Regolatore-raddrizzatore
Right front flasher	rechter vorderer Blinker	Indicatore ant. dx
Right rear flasher	Rechter hinterer Blinker	Indicatore post. dx
Speed sensor	Geschwindigkeitssensor	Sensore velocità
Start button	Starttaster	Pulsante d´avviamento
Start relay	Startrelais	Relè d'avviamento
Starter motor	Startermotor	Motorino d'avviamento
Stop button	Not-Aus-Schalter	Interrutore di aresto dèmergenza
Throttle position sensor (TPS)	Vergaserpotentiometer	Potenziometro carburatore (sensore TPS)

CABLE COLOURS	KABELFARBEN	CAVO COLORATO
bl: black	bl: schwarz	bl: nero
ye: yellow	ye: gelb	ye: giallo
bu: blue	bu: blau	bu: blu
gn: green	gn: grün	gn: verde
re: red	re: rot	re: rosso
wh: white	wh: weiß	wh: bianco
br: brown	br: braun	br: marrone
or: orange	or: orange	or: arancione
pi: pink	pi: rosa	pi: rosa
gr: grey	gr: grau	gr: grigio
pu: purple	pu: violett	pu: violetto

SCHALTPLAN » *WIRING DIAGRAMM*

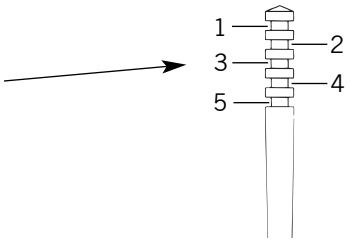
ENGLISH	FRANCAIS	ESPANOL
Battery	Batterie	Batería
Cooling fan	Ventilateur	Motor del ventilador
Driving light lamp	temoin feu route	lampara aviso luces largas
Flasher relay	Relais de clignotants	Relé de la luz intermitente
Flasher control lamp	temoin de clignoteur	lampara aviso intermitentes
Flasher switch	buton de clignotants	Inerruptor de la luz intermitente
Front brake switch	Contacteur de frein avant	Interruptor de luz del freno delantero
Generator	Alternateur	Generador
Handle bar switch for multi-func.-digital-speedometer	Contacteur au guidon pour ordinateur de bord	Interruptor de manillar para instrumento combinado
Headlight	Phare	Faro
High / low beam switch	Contacteur code/phare	Interruptor de encender/apagar la luz larga
Horn	Avertisseur sonore	Cláxon
Horn button	Bouton d'avertisseur sonore	Interruptor del claxon
Ignition coil	Bobine d'allumage	Bobina de encendido
Ignition curve selector	Prise courbe d'allumage	Conexión de la curva de encendido
Ignition switch	Contacteur d'allumage	Cerradura de encendido
Left front flasher	Clignotant avant gauche	Luz intermitente izquierda delantera
Left rear flasher	Clignotant arrière gauche	Luz intermitente izquierda trasera
Licence plate lamp	Eclairage de plaque	Luz de la matricula
Multi-func.-digital-speedometer	Ordinateur de bord	Velocímetro digital multifuncional
Pick up	Capteur d'allumage	Generador de impulsos
Position light	feu de position	luz de posicion
Rear brake switch	Contacteur de frein arrière	Interruptor de luz del freno trasero
Rear light / brakelight	Feu rouge/stop	Luces de parqueo traseras /luces de freno
Regulator-rectifier	Régulateur/redresseur	Regulador rectificador
Right front flasher	Clignotant avant droit	Luz intermitente derecha delantera
Right rear flasher	Clignotant arrière droit	Luz intermitente derecha trasera
Speed sensor	Capteur de vitesse	Sensor de velocidad
Start button	bouton de démarrage	botón de arranque
Start relay	Relais de démarreur	Relé del arranque
Starter motor	Démarreur	Motor de arranque eléctrico
Stop button	bouton d´arrêt d`urgence	interruptor de parada de emergencia
Throttle position sensor (TPS)	Capteur d'ouverture de carburateur	Potenciómetro del carburador

CABLE COLOURS	COULEUR DE CABLE	COLOR DE CABLE
bl: black	bl: noir	bl: negro
ye: yellow	ye: jaune	ye: amarillo
bu: blue	bu: bleu	bu: azul
gn : green	gn: vert	gn: verde
re: red	re: rouge	re: rojo
wh: white	wh: blanc	wh: blanco
br: brown	br: brun	br: marron
or: orange	or: orange	or: naranja
pi: pink	pi: rose	pi: rosado
gr: grey	gr: gris	gr: gris
pu: purple	pu: violet	pu: violeta

VERGASERTABELLE » *CARBURETOR TABLE*

VERGASERREGULIERUNG *CARBURETOR SETTING* KEIHIN PWK 36S AG		125 EXC/EXC SIX DAYS 2008					
MEERESHÖHE ***ALTITUDE*** ↓	**TEMPERATUR** ***TEMPERATURE*** →	- 20°C bis -7°C *-2°F to 20°F*	- 6°C bis 5°C *19°F to 41°F*	6°C bis 15°C *42°F to 60°F*	16°C bis 24°C *61°F to 78°F*	25°C bis 36°C *79°F to 98°F*	37°C bis 49°C *99°F to 120°F*
3000 m *10000 ft* ↑ 2301 m *7501 ft*	LSO *ASO*	1	1,5	1,5	2	2	
	LD *IJ*	45	45	42	40	38	
	NADEL *NEEDLE*	NOZE	NOZE	NOZF	NOZF	NOZG	
	POS *POS*	4	3	3	2	2	
	HD *MJ*	170	168	165	162	160	
2300 m *7500 ft* ↑ 1501 m *5001 ft*	LSO *ASO*	1	1	1,5	1,5	2	2
	LD *IJ*	48	45	45	42	40	38
	NADEL *NEEDLE*	NOZE	NOZE	NOZE	NOZF	NOZF	NOZG
	POS *POS*	4	4	3	3	2	2
	HD *MJ*	170	170	168	165	162	160
1500 m *5000 ft* ↑ 751 m *2501 ft*	LSO *ASO*	0,75	1	1	1,5	1,5	2
	LD *IJ*	48	48	45	45	42	40
	NADEL *NEEDLE*	NOZD	NOZE	NOZE	NOZE	NOZF	NOZF
	POS *POS*	4	4	4	3	3	2
	HD *MJ*	172	170	170	168	165	162
750 m *2500 ft* ↑ 301 m *1001 ft*	LSO *ASO*	0,75	0,75	1	**1**	1,5	1,5
	LD *IJ*	50	48	48	**45**	45	42
	NADEL *NEEDLE*	NOZD	NOZD	NOZE	**NOZE**	NOZE	NOZF
	POS *POS*	5	4	4	**4**	3	3
	HD *MJ*	175	172	170	**170**	168	165
300 m *1000 ft* ↑ Meeresniveau *Sea level*	LSO *ASO*	0,75	0,75	0,75	1	1	1,5
	LD *IJ*	52	50	48	48	45	45
	NADEL *NEEDLE*	NOZC	NOZD	NOZD	NOZE	NOZE	NOZE
	POS *POS*	5	5	4	4	4	3
	HD *MJ*	178	175	172	170	170	168

LSO = Luftregulierschraube offen
LD = Leerlaufdüse
POS = Nadel Clip Position von oben
HD = Hauptdüse



ASO = Air screw open from fully-seated
IJ = Idling jet
POS = Needle clip position from top
MJ = Main jet

NICHT FÜR STRASSENBETRIEB
Kraftstoff: Super Bleifrei ROZ 95

NOT FOR HIGHWAY USE
Fuel: unleaded fuel with at least RON 95
USA = Premium PON 91

EXC Modelle: Die oben angeführten Vergaserregulierungen gelten nur für entdrosselte Motorräder.
Um die volle Motorleistung zu erhalten, sind neben der Vergaserregulierung auch noch andere Maßnahmen erforderlich, Ihr KTM Händler hilft Ihnen gerne.
WENN SIE ÄNDERUNGEN AM MOTORRAD VORNEHMEN, GEHT DIE STRASSENZULASSUNG VERLOREN, DER BETRIEB AUF ÖFFENTLICHEN STRASSEN IST DANN VERBOTEN UND STRAFBAR! AUSSERDEM ERLISCHT DER VERSICHERUNGSSCHUTZ!

EXC models: The carburetor adjustments described above only apply to dethrottled motorcycles. Other measures will be required in addition to the carburetor adjustment for full engine performance. Your KTM dealer will be pleased to assist you.
CHANGES TO YOUR MOTORCYCLE WILL CAUSE YOU TO LOSE YOUR ROAD APPROVAL. IT WILL BE ILLEGAL TO OPERATE THE MOTORCYCLE ON PUBLIC ROADS! YOUR INSURANCE COVERAGE WILL ALSO BE CANCELLED!

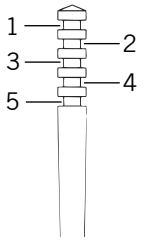
Modelli EXC: Le tarature suindicate del carburatore valgono solo per motociclette potenziate. Per ottenere la piena potenza del motore sono richieste, oltre alla taratura del carburatore, anche altre misure. Il vostro concessionario KTM sarà sempre disposto ad aiutarvi.
MODIFICHE APPORTATE ALLA MOTOCICLETTA DETERMINANO LA PERDITA DELL'OMOLOGAZIONE STRADALE, L'IMPIEGO SU STRADE PUBBLICHE DI CONSEGUENZA È VIETATO E PASSIBILE DI PENA! INOLTRE DECADE LA COPERTURA ASSICURATIVA!

Modèles EXC : Les réglages de carburateur décrits ci-dessus valent seulement pour des machines débridées. Pour obtenir la pleine puissance, d'autres mesures sont nécessaires en plus de ces réglages. Les agents KTM connaissent ces mesures.
QUAND ON EFFECTUE DES TRANSFORMATIONS SUR UNE MOTO, L'HOMOLOGATION N'EST PLUS VALABLE, L'UTILISATION SUR LA VOIE PUBLIQUE EST INTERDITE ET TOMBE SOUS LE COUP DE LA LOI. DE PLUS LA COUVERTURE D'ASSURANCE DISPARAÎT.

Modelos EXC: Los reglajes del carburador arriba indicados son válidos solamente para motocicletas sin reducción. Para alcanzar la potencia plena del motor, además de la regulación del carburador son necesarias también otras medidas. Su distribuidor KTM le ayudará con todo gusto.
SI EFECTÚA CAMBIOS EN LA MOTOCICLETA, SE PIERDE EL PERMISO DE CIRCULACIÓN EN CARRETERAS; LA CIRCULACIÓN EN VÍAS PÚBLICAS QUEDA ENTONCES PROHIBIDA Y ES PUNIBLE. ¡ADEMÁS CADUCA LA PROTECCIÓN DEL SEGURO!

VERGASERREGULIERUNG *CARBURETOR SETTING* KEIHIN PWK 36S AG		200 XC/XC-W/EXC 2008					
MEERESHÖHE ***ALTITUDE*** ↓	**TEMPERATUR** ***TEMPERATURE*** →	- 20°C bis -7°C *-2°F to 20°F*	- 6°C bis 5°C *19°F to 41°F*	6°C bis 15°C *42°F to 60°F*	16°C bis 24°C *61°F to 78°F*	25°C bis 36°C *79°F to 98°F*	37°C bis 49°C *99°F to 120°F*
3000 m *10000 ft* ↑ 2301 m *7501 ft*	LSO *ASO* LD *IJ* NADEL *NEEDLE* POS *POS* HD *MJ*	1 42 NOZH 4 162	1 42 NOZH 3 160	1,5 42 NOZI 3 158	1,5 40 NOZI 2 155	2 40 NOZJ 2 152	
2300 m *7500 ft* ↑ 1501 m *5001 ft*	LSO *ASO* LD *IJ* NADEL *NEEDLE* POS *POS* HD *MJ*	1 45 NOZH 4 162	1 42 NOZH 4 162	1 42 NOZH 3 160	1,5 42 NOZI 3 158	1,5 40 NOZI 2 155	2 40 NOZJ 2 152
1500 m *5000 ft* ↑ 751 m *2501 ft*	LSO *ASO* LD *IJ* NADEL *NEEDLE* POS *POS* HD *MJ*	1 45 NOZG 4 165	1 45 NOZH 4 162	1 42 NOZH 4 162	1 42 NOZH 3 160	1,5 42 NOZI 3 158	1,5 40 NOZI 2 155
750 m *2500 ft* ↑ 301 m *1001 ft*	LSO *ASO* LD *IJ* NADEL *NEEDLE* POS *POS* HD *MJ*	1 48 NOZG 4 168	1 45 NOZG 4 165	1 45 NOZH 4 162	**1** **42** **NOZH** **4** **162**	1 42 NOZH 3 160	1,5 42 NOZI 3 158
300 m *1000 ft* ↑ Meeresniveau *Sea level*	LSO *ASO* LD *IJ* NADEL *NEEDLE* POS *POS* HD *MJ*	0,75 50 NOZF 5 170	1 48 NOZG 4 168	1 48 NOZG 4 165	1 45 NOZH 4 162	1 42 NOZH 4 162	1 42 NOZH 3 160

LSO = Luftregulierschraube offen
LD = Leerlaufdüse
POS = Nadel Clip Position von oben
HD = Hauptdüse



ASO = Air screw open from fully-seated
IJ = Idling jet
POS = Needle clip position from top
MJ = Main jet

NICHT FÜR STRASSENBETRIEB
Kraftstoff: Super Bleifrei ROZ 95

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EXC Modelle: Die oben angeführten Vergaserregulierungen gelten nur für entdrosselte Motorräder.
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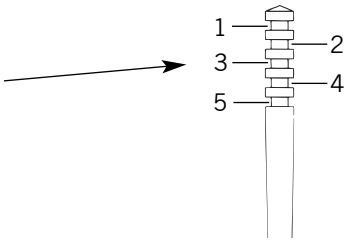
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VERGASERTABELLE » *CARBURETOR TABLE*

VERGASERREGULIERUNG *CARBURETOR SETTING* KEIHIN PWK 36S AG		250 XC 2008					
MEERESHÖHE *ALTITUDE* ↓	**TEMPERATUR** *TEMPERATURE* →	- 20°C bis -7°C *-2°F to 20°F*	- 6°C bis 5°C *19°F to 41°F*	6°C bis 15°C *42°F to 60°F*	16°C bis 24°C *61°F to 78°F*	25°C bis 36°C *79°F to 98°F*	37°C bis 49°C *99°F to 120°F*
3000 m *10000 ft* ↑ 2301 m *7501 ft*	LSO *ASO*	1	1	1,5	1,75	2	
	LD *IJ*	35	35	35	35	35	
	NADEL *NEEDLE*	N8RH	N8RH	N8RW	N8RW	N8RJ	
	POS *POS*	4	3	3	2	2	
	HD *MJ*	168	168	165	162	160	
2300 m *7500 ft* ↑ 1501 m *5001 ft*	LSO *ASO*	1	1	1	1,5	1,75	2
	LD *IJ*	35	35	35	35	35	35
	NADEL *NEEDLE*	N8RG	N8RH	N8RH	N8RW	N8RW	N8RJ
	POS *POS*	4	4	3	3	2	2
	HD *MJ*	170	168	168	165	162	160
1500 m *5000 ft* ↑ 751 m *2501 ft*	LSO *ASO*	1	1	1	1	1,5	1,75
	LD *IJ*	38	35	35	35	35	35
	NADEL *NEEDLE*	N8RG	N8RG	N8RH	N8RH	N8RW	N8RW
	POS *POS*	4	4	4	3	3	2
	HD *MJ*	172	170	168	168	165	162
750 m *2500 ft* ↑ 301 m *1001 ft*	LSO *ASO*	1	1	1	**1**	1	1,5
	LD *IJ*	40	38	35	**35**	35	35
	NADEL *NEEDLE*	N8RF	N8RG	N8RG	**N8RH**	N8RH	N8RW
	POS *POS*	5	4	4	**4**	3	3
	HD *MJ*	175	172	170	**168**	168	165
300 m *1000 ft* ↑ Meeresniveau *Sea level*	LSO *ASO*	0,75	1	1	1	1	1
	LD *IJ*	42	40	38	35	35	35
	NADEL *NEEDLE*	N8RF	N8RF	N8RG	N8RG	N8RH	N8RH
	POS *POS*	5	5	4	4	4	3
	HD *MJ*	178	175	172	170	168	168

LSO = Luftregulierschraube offen
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ASO = Air screw open from fully-seated
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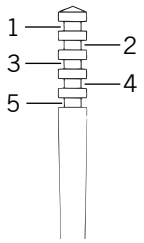
NICHT FÜR STRASSENBETRIEB
Kraftstoff: Super Bleifrei ROZ 95

NOT FOR HIGHWAY USE
Fuel: unleaded fuel with at least RON 95
USA = Premium PON 91

VERGASERTABELLE » *CARBURETOR TABLE*

VERGASERREGULIERUNG *CARBURETOR SETTING* **KEIHIN PWK 36S AG**		**250 XC-W/EXC/EXC-SIX DAYS 2008**					
MEERESHÖHE *ALTITUDE* ↓	**TEMPERATUR** *TEMPERATURE* →	- 20°C bis -7°C *-2°F to 20°F*	- 6°C bis 5°C *19°F to 41°F*	6°C bis 15°C *42°F to 60°F*	16°C bis 24°C *61°F to 78°F*	25°C bis 36°C *79°F to 98°F*	37°C bis 49°C *99°F to 120°F*
3000 m *10000 ft* ↑ 2301 m *7501 ft*	LSO *ASO* LD *IJ* NADEL *NEEDLE* POS *POS* HD *MJ*	1 35 N8RW 4 165	1 35 N8RW 3 165	1,5 35 N8RJ 3 162	1,5 35 N8RJ 2 160	2 35 N8RK 2 158	
2300 m *7500 ft* ↑ 1501 m *5001 ft*	LSO *ASO* LD *IJ* NADEL *NEEDLE* POS *POS* HD *MJ*	1 35 N8RH 4 168	1 35 N8RW 4 165	1 35 N8RW 3 165	1,5 35 N8RJ 3 162	1,5 35 N8RJ 2 160	2 35 N8RK 2 158
1500 m *5000 ft* ↑ 751 m *2501 ft*	LSO *ASO* LD *IJ* NADEL *NEEDLE* POS *POS* HD *MJ*	1 35 N8RG 4 170	1 35 N8RH 4 168	1 35 N8RW 4 165	1 35 N8RW 3 165	1,5 35 N8RJ 3 162	1,5 35 N8RJ 2 160
750 m *2500 ft* ↑ 301 m *1001 ft*	LSO *ASO* LD *IJ* NADEL *NEEDLE* POS *POS* HD *MJ*	1 38 N8RG 5 172	1 35 N8RG 4 170	1 35 N8RH 4 168	**1** **35** **N8RW** **4** **165**	1 35 N8RW 3 165	1,5 35 N8RJ 3 162
300 m *1000 ft* ↑ Meeresniveau *Sea level*	LSO *ASO* LD *IJ* NADEL *NEEDLE* POS *POS* HD *MJ*	0,75 40 N8RG 5 175	1 38 N8RG 5 172	1 35 N8RG 4 170	1 35 N8RH 4 168	1 35 N8RW 4 165	1 35 N8RW 3 165

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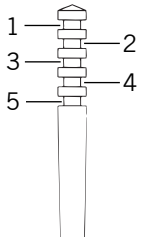
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MEERESHÖHE ***ALTITUDE*** ↓	**TEMPERATUR** ***TEMPERATURE*** →	- 20°C bis -7°C *-2°F to 20°F*	- 6°C bis 5°C *19°F to 41°F*	6°C bis 15°C *42°F to 60°F*	16°C bis 24°C *61°F to 78°F*	25°C bis 36°C *79°F to 98°F*	37°C bis 49°C *99°F to 120°F*
3000 m *10000 ft* ↑ 2301 m *7501 ft*	LSO *ASO*	1	1	1,5	1,5	2	
	LD *IJ*	35	35	35	35	35	
	NADEL *NEEDLE*	N2ZJ	N2ZJ	N2ZJ	N2ZK	N2ZK	
	POS *POS*	4	3	3	2	2	
	HD *MJ*	165	165	162	160	158	
2300 m *7500 ft* ↑ 1501 m *5001 ft*	LSO *ASO*	1	1	1	1,5	1,5	2
	LD *IJ*	35	35	35	35	35	35
	NADEL *NEEDLE*	N2ZW	N2ZJ	N2ZJ	N2ZJ	N2ZK	N2ZK
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	HD *MJ*	168	165	165	162	160	158
1500 m *5000 ft* ↑ 751 m *2501 ft*	LSO *ASO*	1	1	1	1	1,5	1,5
	LD *IJ*	35	35	35	35	35	35
	NADEL *NEEDLE*	N2ZH	N2ZW	N2ZJ	N2ZJ	N2ZJ	N2ZK
	POS *POS*	4	4	4	3	3	2
	HD *MJ*	170	168	165	165	162	160
750 m *2500 ft* ↑ 301 m *1001 ft*	LSO *ASO*	1	1	1	**1**	1	1,5
	LD *IJ*	38	35	35	**35**	35	35
	NADEL *NEEDLE*	N2ZH	N2ZH	N2ZW	**N2ZJ**	N2ZJ	N2ZJ
	POS *POS*	5	4	4	**4**	3	3
	HD *MJ*	172	170	168	**165**	165	162
300 m *1000 ft* ↑ Meeresniveau *Sea level*	LSO *ASO*	0,75	1	1	1	1	1
	LD *IJ*	40	38	35	35	35	35
	NADEL *NEEDLE*	N2ZG	N2ZH	N2ZW	N2ZW	N2ZJ	N2ZJ
	POS *POS*	5	5	4	4	4	3
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suspension WP

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KTM Group Partner

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