OWNER'S MANUAL 2024

READY TO RACE

890 ADVENTURE R
890 ADVENTURE R RALLY

ART. NO. 3214933EN



KTM

DEAR KTM CUSTOMER

Congratulations on your decision to purchase a KTM motorcycle. You are now the owner of a state-of-the-art sports vehicle which, with appropriate care, will bring you pleasure for a long time to come.

We wish you good and safe riding at all times!

Please enter the serial numbers of your vehicle below.

Vehicle identification number (📖 p. 18)	Dealer's stamp
Engine number (📖 p. 19)	
Key number (📖 p. 18)	

The Owner's Manual contained the latest information for this model series at the time of publication. However, minor differences due to further developments in design cannot be ruled out completely.

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Stallhofnerstraße 3
5230 Mattighofen, Austria

This document is valid for the following models:

890 ADVENTURE R US (F9775X7)

890 ADVENTURE R RALLY US (F9775XD)

3214933en

22.04.2024

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1 MEANS OF REPRESENTATION

1.1 Symbols used

The meaning of specific symbols is described below.

✓	Indicates an expected reaction (e.g., of a work step or a function).
✗	Indicates an unexpected reaction (e.g., of a work step or a function).
	Indicates work that requires expert knowledge and technical understanding. In the interest of your own safety, have these jobs performed by an authorized KTM workshop! Your motorcycle will be cared for there to the highest degree by specially trained experts using the special tools required.
	Indicates a page reference (more information is provided on the specified page).
	Indicates information with more details or tips.
»	Indicates the result of a testing step.
	Indicates the end of an activity, including potential reworking.

1.2 Formats used

The typographical formats used in this document are explained below.

Proprietary name	Indicates a proprietary name.
Name®	Indicates a protected name.
Brand™	Indicates a brand available on the open market.
Underlined terms	Refer to technical details of the vehicle or indicate technical terms, which are explained in the glossary.

2.1 Use definition – intended use

The vehicle is designed and constructed to withstand the usual demands of regular traffic and use on gentle terrain (unpaved roads). This vehicle is not suitable for use on race tracks.

Info
This vehicle is only authorized for operation on public roads in its homologated version.

2.2 Misuse

The vehicle must only be used as intended.
Dangers can arise for people, property and the environment through use not as intended.
Any use of the vehicle beyond the intended and defined use constitutes misuse.
Misuse also includes the use of operating and auxiliary fluids which do not meet the required specification for the respective use.

2.3 Safety advice

A number of safety instructions need to be followed to operate the product described safely. Therefore read this instruction and all further instructions included carefully. The safety instructions are highlighted in the text and are referred to at the relevant passages.

Info
Various information and warning labels are attached in prominent locations on the product described. Do not remove any information or warning labels. If they are missing, you or others may not recognize dangers and may therefore be injured.

2.4 Degrees of risk and symbols

Danger
Identifies a danger that will immediately and invariably lead to fatal or serious permanent injury if the appropriate measures are not taken.

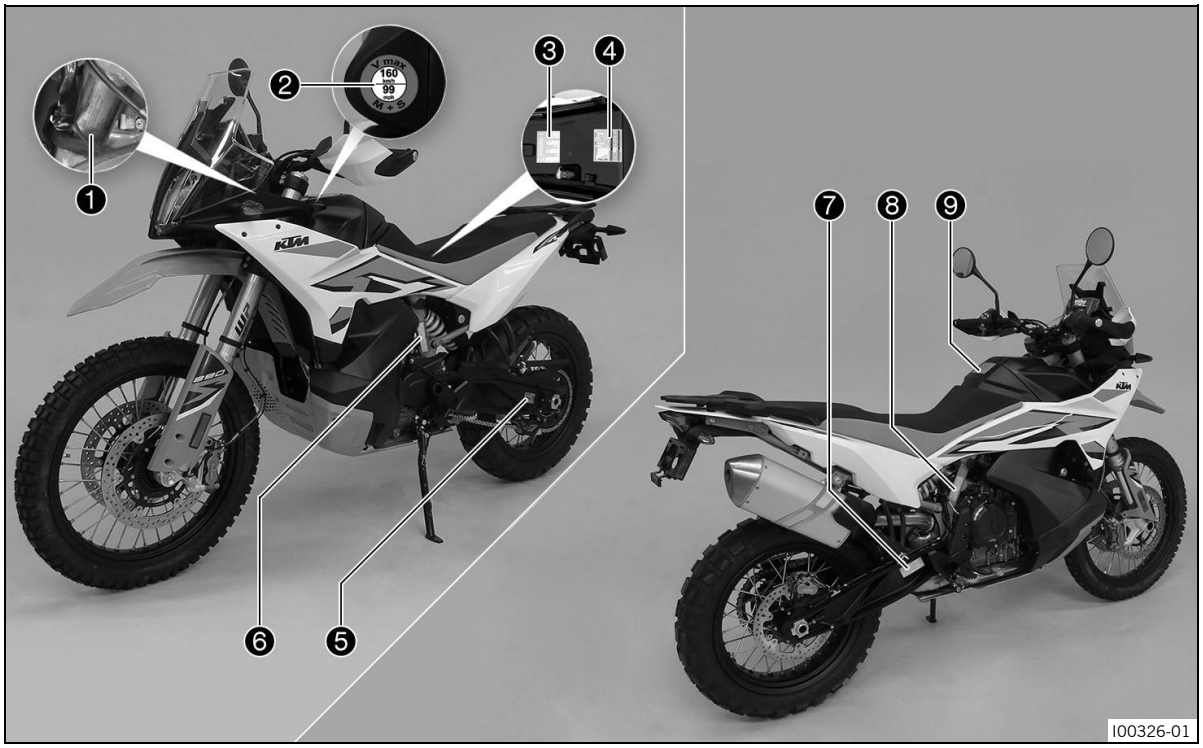
Warning
Identifies a danger that is likely to lead to fatal or serious injury if the appropriate measures are not taken.

Caution
Identifies a danger that may lead to minor injuries if the appropriate measures are not taken.

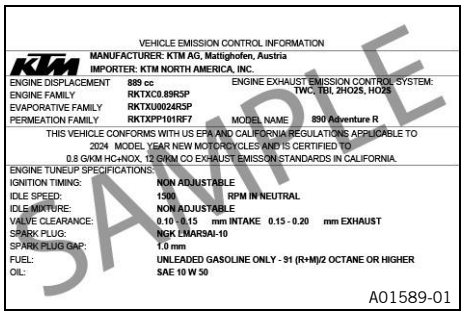
Note
Identifies a danger that will lead to considerable machine and material damage if the appropriate measures are not taken.

Note
Indicates a danger that will lead to environmental damage if the appropriate measures are not taken.

2.5 Overview of labels



1	Standard emissions control information
1	Rally emissions control information
2	Information on tires
3	Fuses
4	Standard suspension setting information
4	Rally suspension setting information
5	Information on chain tension
6	USA type label
7	Standard noise emissions information
7	Rally noise emissions information
8	Canada type label
9	Information on starting up



VEHICLE EMISSION CONTROL INFORMATION

MANUFACTURER: KTM AG, Mattighofen, Austria
IMPORTER: KTM NORTH AMERICA, INC.

ENGINE DISPLACEMENT	889 cc	ENGINE EXHAUST EMISSION CONTROL SYSTEM:	TWC, TBI, 2HO2S, HO2S
ENGINE FAMILY	RKTXC0.89RSP		
EVAPORATIVE FAMILY	RKTXU0024RSP		
PERMEATION FAMILY	RKTXPP101RF7	MODEL NAME	890 Adventure R

THIS VEHICLE CONFORMS WITH US EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2024 MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO 0.8 GKM HC+NOX, 12 GKM CO EXHAUST EMISSION STANDARDS IN CALIFORNIA.

ENGINE TUNEUP SPECIFICATIONS:

IGNITION TIMING:	NON ADJUSTABLE
IDLE SPEED:	1500 RPM IN NEUTRAL
IDLE MIXTURE:	NON ADJUSTABLE
VALVE CLEARANCE:	0.10 - 0.15 mm INTAKE 0.15 - 0.20 mm EXHAUST
SPARK PLUG:	NGK LMAR9AI-10
SPARK PLUG GAP:	1.0 mm
FUEL:	UNLEADED GASOLINE ONLY - 91 (R+M)/2 OCTANE OR HIGHER
OIL:	SAE 10 W 50

SAMPLE

A01589-01

Standard emissions control information


VEHICLE EMISSION CONTROL INFORMATION

MANUFACTURER: KTM AG, Mattighofen, Austria
IMPORTER: KTM NORTH AMERICA, INC.

ENGINE DISPLACEMENT	889 cc	ENGINE EXHAUST EMISSION CONTROL SYSTEM:	TWC, TBI, 2HO2S, HO2S
ENGINE FAMILY	RKTXC0.89R5P		
EVAPORATIVE FAMILY	RKTXU0024R5P		
PERMEATION FAMILY	RKTXPP101RF7	MODEL NAME	890 Adventure R Rally

THIS VEHICLE CONFORMS WITH US EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2024 MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO 0.8 G/KM HC+NOX, 12 G/KM CO EXHAUST EMISSION STANDARDS IN CALIFORNIA.

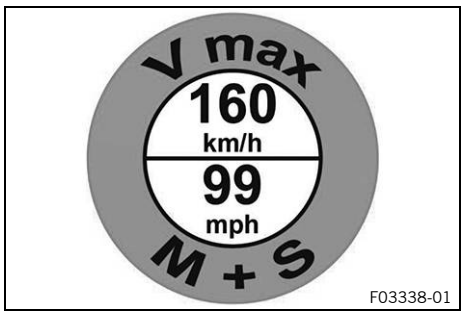
ENGINE TUNEUP SPECIFICATIONS:

IGNITION TIMING:	NON ADJUSTABLE
IDLE SPEED:	1500 RPM IN NEUTRAL
IDLE MIXTURE:	NON ADJUSTABLE
VALVE CLEARANCE:	0.10 - 0.15 mm INTAKE 0.15 - 0.20 mm EXHAUST
SPARK PLUG:	NGK LMAR9AI-10
SPARK PLUG GAP:	1.0 mm
FUEL:	UNLEADED GASOLINE ONLY - 91 (R+M)/2 OCTANE OR HIGHER
OIL:	SAE 10 W 50

SAMPLE

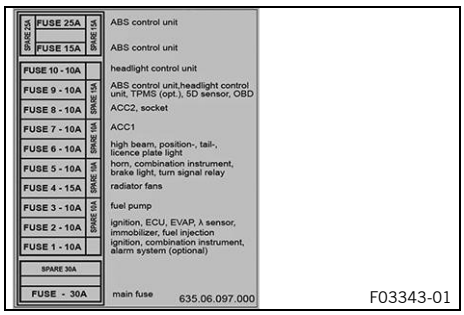
A01590-01

Rally emissions control information



F03338-01

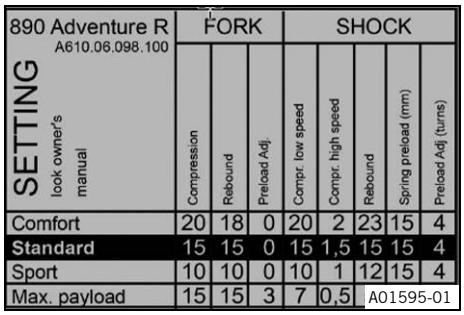
Information on tires


SPARE 25A	FUSE 25A	ABS control unit
SPARE 15A	FUSE 15A	ABS control unit
	FUSE 10 - 10A	headlight control unit
	FUSE 9 - 10A	ABS control unit,headlight control unit, TPMS (opt.), 5D sensor, OBD
SPARE 15A	FUSE 8 - 10A	ACC2, socket
SPARE 10A	FUSE 7 - 10A	ACC1
SPARE 10A	FUSE 6 - 10A	high beam, position-, tail-, licence plate light
SPARE 10A	FUSE 5 - 10A	horn, combination instrument, brake light, turn signal relay
SPARE 10A	FUSE 4 - 15A	radiator fans
SPARE 10A	FUSE 3 - 10A	fuel pump
	FUSE 2 - 10A	ignition, ECU, EVAP, λ sensor, immobilizer, fuel injection
	FUSE 1 - 10A	ignition, combination instrument, alarm system (optional)
SPARE 30A		
	FUSE - 30A	main fuse

635.06.097.000

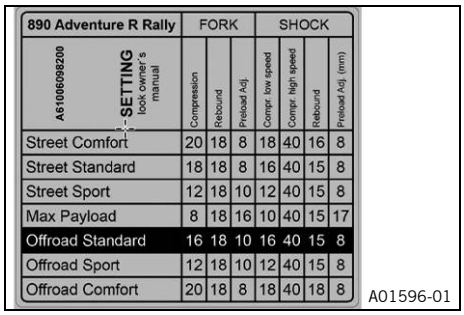
F03343-01

Fuses


890 Adventure R A610.06.098.100 SETTING look owner's manual	FORK			SHOCK				
	Compression	Rebound	Preload Adj.	Compr. low speed	Compr. high speed	Rebound	Spring preload (mm)	Preload Adj (turns)
Comfort	20	18	0	20	2	23	15	4
Standard	15	15	0	15	1,5	15	15	4
Sport	10	10	0	10	1	12	15	4
Max. payload	15	15	3	7	0,5			

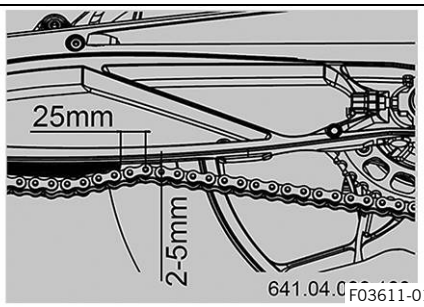
A01595-01

Standard suspension setting information


890 Adventure R Rally A61006098200 SETTING look owner's manual	FORK			SHOCK			
	Compression	Rebound	Preload Adj.	Compr. low speed	Compr. high speed	Rebound	Preload Adj. (mm)
Street Comfort	20	18	8	18	40	16	8
Street Standard	18	18	8	16	40	15	8
Street Sport	12	18	10	12	40	15	8
Max Payload	8	18	16	10	40	15	17
Offroad Standard	16	18	10	16	40	15	8
Offroad Sport	12	18	10	12	40	15	8
Offroad Comfort	20	18	8	18	40	18	8

A01596-01

Rally suspension setting information



Information on chain tension

MFD. BY KTM AG AUSTRIA
MOTORCYCLE DATE **11/23**

GVWR	**992** lbs		**450** kg				
GAWR FRONT	**386** lbs		**175** kg	WITH	**90/90-21**	TIRE,	**54T** TYPE,
	2.50x21 RIM,	AT	**35** psi	**2.4** bar COLD			
GAWR REAR	**606** lbs		**275** kg	WITH	**150/70 B18**	TIRE,	**70Q** TYPE,
	4.50x18 RIM,	AT	**35** psi	**2.4** bar COLD			

THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURER SHOWN ABOVE.

DUMMY*

A01593-01

USA type label

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION
KTM AG, AUSTRIA

THIS 2024 KTM6360889 MOTORCYCLE, 635.05.182.000 MEETS EPA NOISE EMISSION REQUIREMENTS OF 80 dBA AT 4400 RPM BY THE FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY U.S. FEDERAL LAW. SEE OWNER´S MANUAL.

Motorcycle Type : 890 Adventure R

A01591-01

Standard noise emissions information

MOTORCYCLE NOISE EMISSION CONTROL INFORMATION
KTM AG, AUSTRIA

THIS 2024 KTM6360889 MOTORCYCLE, 635.05.182.000 MEETS EPA NOISE EMISSION REQUIREMENTS OF 80 dBA AT 440 RPM BY THE FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY U.S. FEDERAL LAW. SEE OWNER´S MANUAL.

Motorcycle Type : 890 Adventure R Rally

A01592-01

Rally noise emissions information

MANUFACTURED BY/FABRIQUÈ PAR: **KTM AG**

GVPR/PNBV: **450** KG DATE: **11/23**

V.I.N./N.I.V.: **DUMMY***

TYPE: **MC**

	GAWR/PNBE		TIRE/PNEU-DIMENSION-RIM/JANTE		COLD INFL. PRESS PRESS. DE GONFL. À FROID PSI/LPC	KPA
1st	**175**	KG	**90/90-21**	**2.50x21**	**35**	**240**
2nd	**275**	KG	**150/70 B18**	**4.50x18**	**35**	**240**

THIS VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS PRESCRIBED UNDER THE CANADIAN MOTOR VEHICLE SAFETY REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE - CE VÉHICULE EST CONFORME À TOUTES LES NORMES QUI LUI SONT APPLICABLES ES VERTU DU RÉGLEMENT SUR LA SÉCURITÉ DES VÉHICLES AUTOMOBILES DU CANADA EN VIGUEUR Á LA DATE DE SA FABRICATION

A01594-01

Canada type label



Information on starting up

2.6 Reporting safety defects

If you believe that your vehicle has a defect which could cause an accident resulting in injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying KTM North America, Inc.

If the NHTSA receives multiple similar complaints, it may open an investigation. and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or KTM North America, Inc.

You can contact the NHTSA via the toll-free "Auto Safety Hotline" on 1–888–327–4236, visit the www.nhtsa.dot.gov website, or write to: NHTSA Headquarters, 1200 New Jersey Avenue, SE, West Building, Washington, DC 20590, USA. You can also obtain other information about motor vehicle safety from the hotline.

2.7 Noise emission warranty

KTM warrants that this exhaust system, at the time of sale, meets all applicable U.S. EPA Federal noise standards.

This manufacturer's warranty extends to the first person who purchases this exhaust system for purposes other than resale, and to all subsequent buyers.

Warranty claims should be directed to:

KTM North America, Inc., Customer Support, 1119 Milan Ave., Amherst, OH 44001, USA

Phone: (440) 985-3553

www.ktmusa.com

KTM Canada, Inc., Customer Support, 8701 Rue Samuel-Hatt, Chambly, QC J3L 6V4, Canada

Phone: (450) 441-4451

www.ktmcanada.com

2.8 Operating noise warning

This product should be checked for necessary repair or replacement parts if the motorcycle noise has increased significantly through use. Otherwise, the owner may become subject to penalties under the applicable ordinances.

2.9 Manufacturer warranty for the exhaust monitoring system

KTM North America, Inc. guarantees that, at the time of sale, the exhaust monitoring system complies with all the standards of the US Environmental Protection Agency (EPA) and the California Air Resources Board (CARB).
This manufacturer warranty applies in respect of the first owner of the motorcycle and all subsequent owners.
Your exhaust monitoring system may include parts, such as the fuel injection system, ignition, catalytic converter, control units, hoses, connectors and other emission related assemblies, fuel tank, crankcase breather, fuel tank lid for vehicles with fuel evaporation monitoring, oil filler cap, pressure control valve, fuel/vapor separator, canister, ignition coils, ignition wire, capacitors and spark plugs, if a fault occurs before the first scheduled replacement; it may also include the hoses, fittings, and pipes that are used directly in these components.
If the warranty conditions are met, KTM will repair your motorcycle for you free of charge, including diagnosis, parts, and labor.
As the owner of the motorcycle, you are responsible for the required maintenance specified in the Owner's Manual.
Please note that KTM is entitled to reject warranty claims if your motorcycle or a part fails due to misuse, negligence, an accident, participation in racing or similar events, improper maintenance or unauthorized modifications.

Scope of the manufacturer's warranty

– Five (5) years or 30,000 kilometers (18,641 miles), whichever occurs first.

If you have any questions regarding the manufacturer warranty for the exhaust monitoring system, please address these to:
KTM North America, Inc., Customer Support, 1119 Milan Ave., Amherst, OH 44001, USA
Phone: (888) 985-6090
U.S. Environmental Protection Agency, 2000 Traverwood Drive, Ann Arbor, MI 48105, USA
California Air Resources Board, 1001 "I" Street, Sacramento, CA 95814, USA

2.10 Consumer rights

Warranty claims must be submitted to an authorized KTM workshop. If you are not satisfied, please contact:
KTM North America, Inc., Customer Support, 1119 Milan Ave., Amherst, OH 44001, USA
Phone: (440) 985-3553
www.ktmusa.com
KTM Canada, Inc., Customer Support, 8701 Rue Samuel-Hatt, Chambly, QC J3L 6V4, Canada
Phone: (450) 441-4451
www.ktmcanada.com
Different rights may apply, according to national or regional legislation.

2.11 Tampering warning

Tampering with the noise control system is prohibited. Federal law prohibits the following acts or the causing thereof:

1 The removal or rendering inoperative by any person other than for purposes of servicing, 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, or
2 the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

1 Removal or puncturing of the main silencers, baffles, header pipes or any other components which conduct exhaust gases.
2 Removal or puncturing of parts of the intake system.
3 Lack of proper maintenance.
4 Replacing moving parts of the vehicle, or parts of the exhaust system or intake system, with parts other than those specified by the manufacturer.

2.12 Safe operation

Danger
Danger of accidents A rider who is not fit to ride poses a danger to him or herself and others.
– Do not operate the vehicle if you are not fit to ride due to alcohol, drugs or medication.
– Do not operate the vehicle if you are physically or mentally impaired.

Danger
Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and death.
– Always make sure there is sufficient ventilation when running the engine.
– Use effective exhaust extraction when starting or running the engine in an enclosed space.

Warning
Danger of burns Some vehicle components become hot when the vehicle is operated.
– Do not touch any parts such as the exhaust system, radiator, engine, damper, or brake system before the vehicle parts have cooled down.
– Let the vehicle parts cool down before you perform any work on the vehicle.

Only operate the vehicle when it is in perfect technical condition, in accordance with its intended use, and in a safe and environmentally compatible manner.
The vehicle should only be used by trained persons. An appropriate driver's license is needed to ride the vehicle on public roads.
Have malfunctions that impair safety promptly eliminated by an authorized KTM workshop.
Adhere to the information and warning labels on the vehicle.

2.13 Protective clothing

Warning
Risk of injury Missing or poor protective clothing presents an increased safety risk.
– Wear appropriate protective clothing such as helmet, boots, gloves as well as trousers and a jacket with protectors on all rides.
– Always wear protective clothing that is in good condition and meets the legal regulations.

In the interest of your own safety, KTM recommends that you only operate the vehicle while wearing protective clothing.

2.14 Work rules

Unless specified otherwise, the ignition must be turned off during all work (models with ignition lock, models with transponder key) or the motor must be at a standstill (models without ignition lock or transponder key).
Special tools are necessary for certain tasks. If these special tools are not included in the scope of supply of the vehicle, the special tools can be ordered using the specified article number. Example: bearing puller (15112017000)
Unless otherwise noted, normal conditions apply to all tasks and descriptions.

Ambient temperature	20 °C (68 °F)
Ambient air pressure	1,013 mbar (14.69 psi)
Relative air humidity	60 ± 5 %

During assembly, use new parts to replace parts which cannot be reused (e.g. self-locking screws and nuts, expansion screws, seals, sealing rings, O-rings, pins, and lock washers).
In the case of certain screw connections, a thread locker (e.g., **Loctite®**) is required. Observe the manufacturer's instructions.
If a thread locker (e.g. **Precote®**) has already been applied to a new part, do not apply any additional thread locker.
After disassembly, clean the parts that are to be reused and check them for damage and wear. Change damaged or worn parts.
Ensure that the work area is clean and clean components before disassembly if necessary. Penetrating dirt can lead to increased wear and consequential damage.
After completing a repair or service work, check the operating safety of the vehicle.

2.15 Environment

If you use your motorcycle responsibly, you can ensure that problems and conflicts do not occur. To protect the future of the motorcycle sport, make sure that you use your motorcycle legally, display environmental consciousness, and respect the rights of others.
When disposing of used oil, other operating and auxiliary fluids, and used components, comply with the laws and regulations of the respective country.
Because motorcycles are not subject to the EU regulations governing the disposal of used vehicles, there are no legal regulations that pertain to the disposal of an end-of-life motorcycle. Your authorized KTM dealer will be glad to advise you.

2.16 Owner's Manual

Read this owner's manual carefully and completely before making your first trip. The Owner's Manual contains useful information and many tips on how to operate, handle, and service your motorcycle. This is the only way to find out how best to customize the vehicle for your own use and how you can protect yourself from injury.

Tip
Store the Owner's Manual on your terminal device, for example, so that you can read it whenever you need to.

If you would like to know more about the vehicle or have questions on the material you read, please contact an authorized KTM dealer.
The Owner's Manual is an important component of the vehicle. If the vehicle is sold, the Owner's Manual must be downloaded again by the new owner.
The Owner's Manual can be downloaded several times using the QR code or the link on the delivery certificate.

The Owner's Manual is also available for download from your authorized KTM dealer and on the KTM website. A printed copy can also be ordered from your authorized KTM dealer.
International KTM Website: KTM.COM

3.1 Manufacturer warranty, implied warranty

The work prescribed in the service schedule must be carried out in an authorized KTM workshop only and confirmed in the electronic proof of service, since otherwise no warranty claims will be recognized. Damage or secondary damage caused by tampering with and/or conversions on the vehicle are not covered by the manufacturer warranty.

3.2 Fuel, auxiliary substances

Note

Environmental hazard Improper handling of fuel is a danger to the environment.

– Do not allow fuel to enter the groundwater, the soil, or the sewage system.

Use fuels and auxiliary substances in accordance with the Owner's Manual and specification.

3.3 Spare parts, technical accessories

For your own safety, only use spare parts and accessory products that are approved and/or recommended by KTM and have them installed by an authorized KTM workshop. KTM accepts no liability for other products and any resulting damage or loss.
Certain spare parts and accessory products are specified in parentheses in the descriptions. Your authorized KTM dealer will be glad to advise you.

The latest news **KTM PowerParts** on your vehicle can be found on the KTM website.
International KTM Website: KTM.COM

3.4 Service

A prerequisite for perfect operation and prevention of premature wear is that the service, care, and tuning work on the engine and chassis is properly carried out as described in the Owner's Manual. An incorrect suspension setting can lead to damage and breakage of chassis components.
Use of the vehicle in difficult conditions, such as in rain, dusty or sandy environments, high heat or with a heavy payload, can lead to significantly increased wear on components such as the drivetrain, air filter, brake systems or suspension components. It may therefore be necessary to check parts before each journey or to replace parts before the next service interval is reached.
It is imperative that you adhere to the stipulated run-in times and service intervals. If you observe these exactly, you will ensure a much longer service life for your motorcycle.
The relevant mileage or time interval is whichever occurs first.

3.5 Figures

The figures contained in the manual may depict special equipment.
In the interest of clarity, some components may be shown disassembled or may not be shown at all. It is not always necessary to disassemble the component to perform the activity in question. Please follow the instructions in the text.

3.6 Customer service

Your authorized KTM dealer will be happy to answer any questions you may have on your vehicle and KTM.

A list of authorized KTM dealers can be found on the KTM website.
International KTM Website: KTM.COM

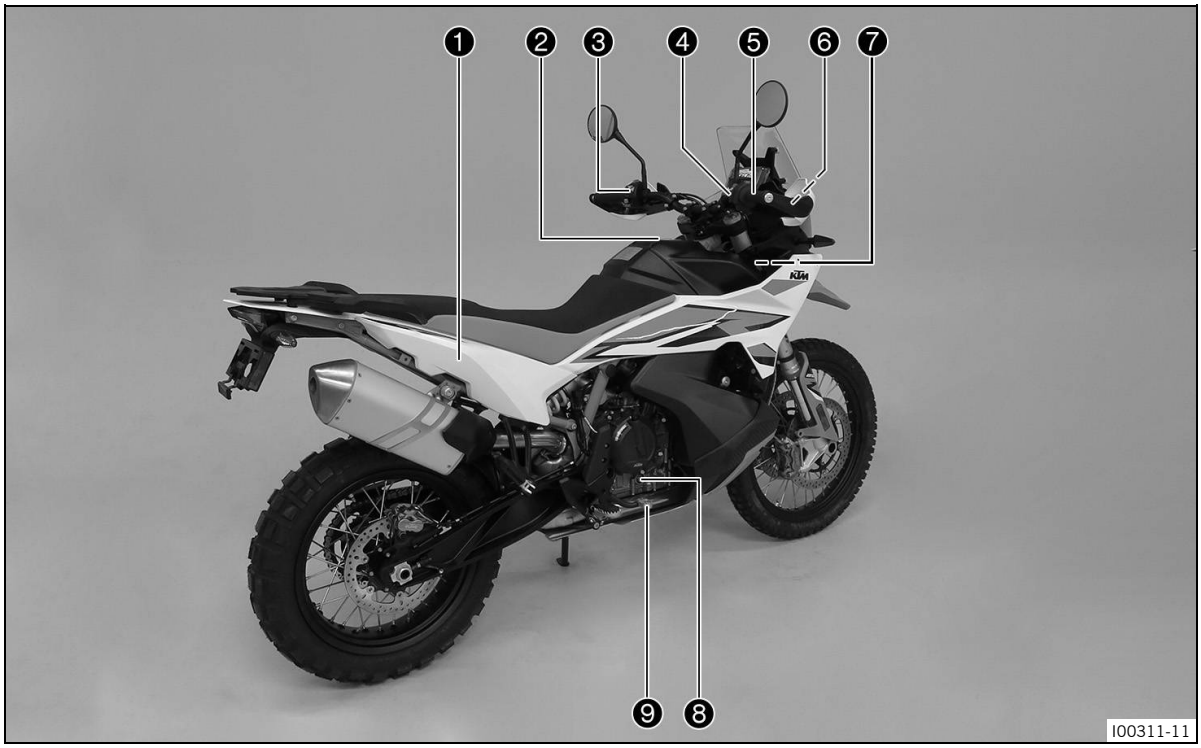
4 VIEW OF VEHICLE

4.1 View of vehicle, front left (example)



1. Fork rebound adjustment
2. Ignition and steering lock (📖 p. 24)
3. Fork compression adjuster
4. Clutch lever (📖 p. 20)
5. Storage compartment on the left
6. Grab handles (📖 p. 29)
7. Luggage rack (📖 p. 30)
8. Seat lock (📖 p. 30)
9. Shock absorber, spring preload setting
10. Side stand (📖 p. 31)
11. Shift lever (📖 p. 30)

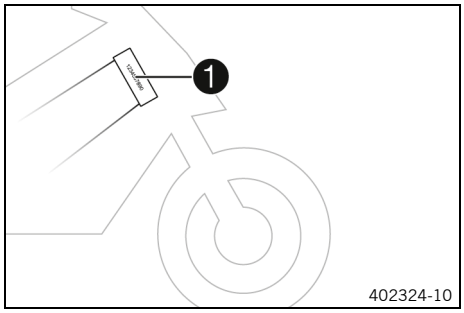
4.2 View of vehicle, rear right (example)



1. Storage compartment on the right
2. Fuel tank filler cap
3. Light switch (p. 21)
3. Menu buttons (p. 22)
3. Turn signal switch (p. 23)
3. Horn button (p. 23)
3. Cruise control system tip switch (p. 21)
4. Start button/emergency OFF switch (p. 23)
4. Hazard warning flasher switch (p. 24)
5. Throttle grip (p. 20)
6. Hand brake lever (p. 20)
7. Vehicle identification number (p. 18)
8. Engine oil level viewer
9. Foot brake lever (p. 31)

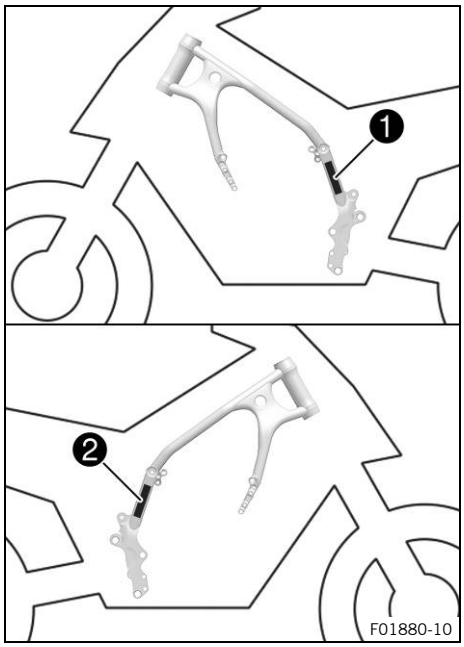
5 SERIAL NUMBERS

5.1 Vehicle identification number



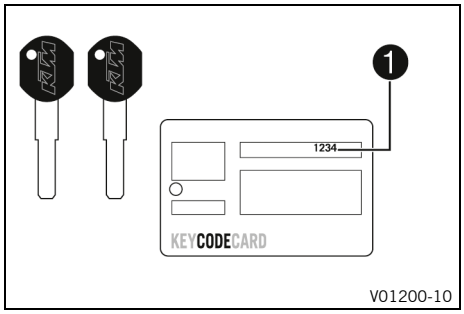
The vehicle identification number ❶ is stamped on the right side of the steering head.

5.2 Type label



The USA type label ❶ is located on the frame on the left.
The Canada type label ❷ is located on the frame on the right.

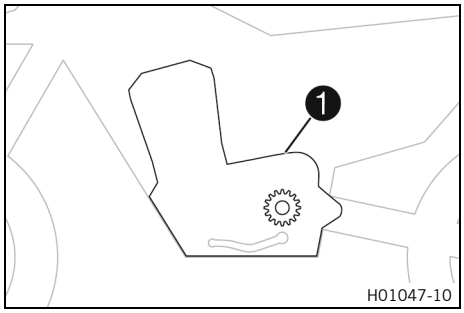
5.3 Key number



The key number ❶ can be found on the **KEYCODECARD**.

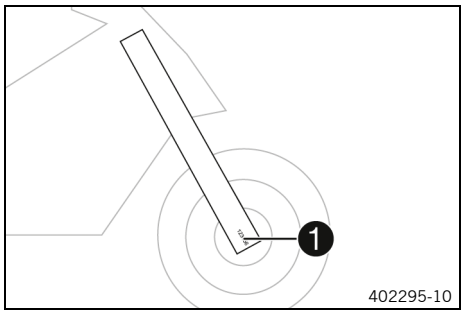
Info
The key number is needed to order a replacement key.
Keep the **KEYCODECARD** in a safe place.

5.4 Engine number



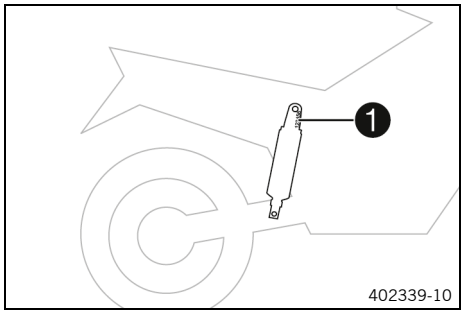
The engine number ❶ is stamped onto the engine case at the top.

5.5 Fork part number



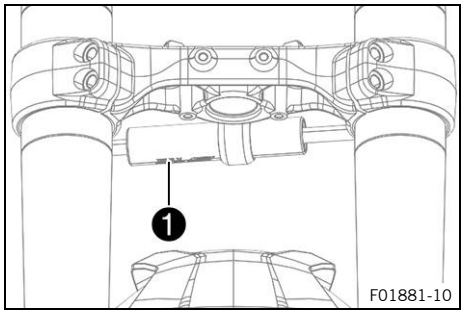
The fork part number ❶ is stamped on the inner side of the fork stub.

5.6 Shock absorber article number



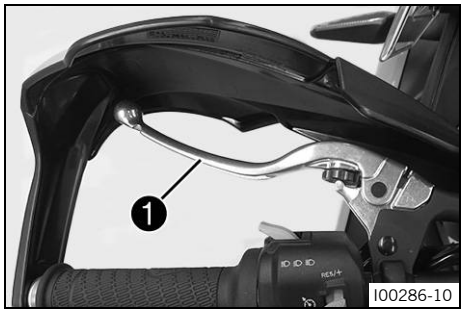
Shock absorber article number ❶ is attached the top of the shock absorber.

5.7 Steering damper article number



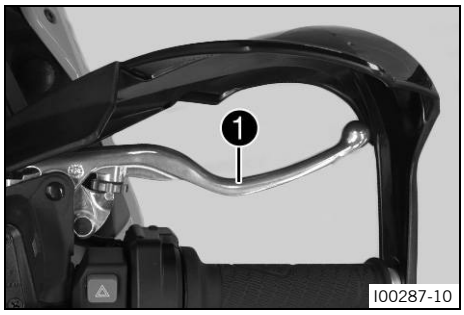
Steering damper article number ❶ is embossed on the underside of the steering damper.

6.1 Clutch lever



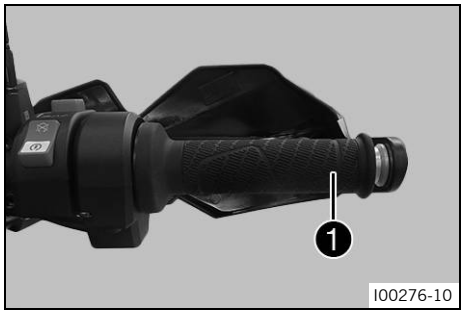
Clutch lever ❶ is fitted on the handlebar on the left.

6.2 Hand brake lever



The hand brake lever ❶ is fitted on the right side of the handlebar.
The front brake is engaged using the hand brake lever.

6.3 Throttle grip

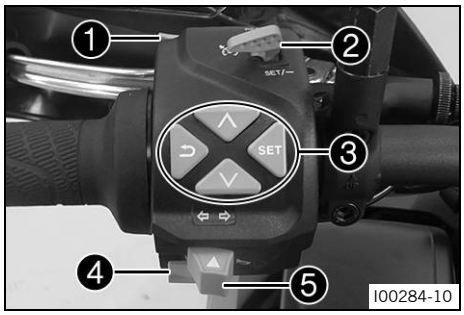


The throttle grip ❶ is fitted on the right side of the handlebar.

6.4 Switches on the left side of the handlebar

6.4.1 Combination switch

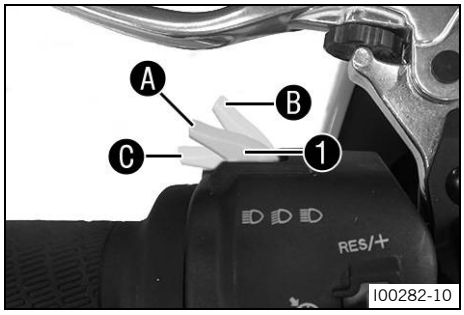
The combination switch is fitted on the left side of the handlebar.



Overview of the left combination switch

❶ Light switch (📖 p. 21)
❷ Cruise control system tip switch (📖 p. 21)
❸ Menu buttons (📖 p. 22)
❹ Turn signal switch (📖 p. 23)
❺ Horn button (📖 p. 23)

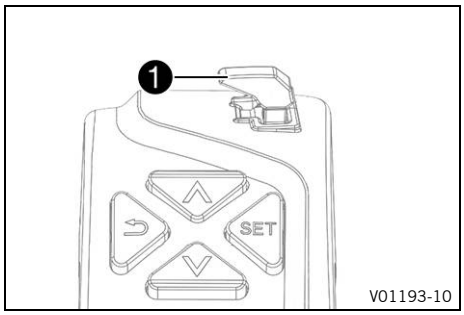
6.4.2 Light switch



Possible states

	Low beam on – Light switch in position Ⓐ. In this position, the low beam and the tail light are switched on.
	High beam on – Push the light switch to position Ⓑ. In this position, the high beam and the tail light are switched on.
	Headlight flasher – Push the light switch into position Ⓒ.

6.4.3 Cruise control system tip switch



The cruise control system tip switch ❶ is fitted on the left side of the combination switch.

Info
The cruise control system function (optional) must be activated to be able to use the cruise control system tip switch.

Possible states

- Cruise control system tip switch in the basic position.
- Cruise control system tip switch pressed to the left. – In this position, the cruise control system function is switched on and off. The operating mode is displayed in the combination instrument.
- Briefly press cruise control system tip switch at the top. – The last saved speed is reached and maintained. Every subsequent brief pressing increases the target speed by 1 km/h or 1 mph.
- Press and hold cruise control system tip switch at the top. – The target speed increases in increments of 5 km/h or 5 mph.
- Briefly press cruise control system tip switch at the bottom. – The cruise control function is activated and the current speed is maintained. Every subsequent brief press reduces the target speed by 1 km/h or 1 mph.
- Press and hold cruise control system tip switch at the bottom. – The target speed decreases in increments of 5 km/h or 5 mph.

Info
After activating the cruise control function, the throttle grip can be turned back to the basic position. The selected speed will be maintained.
If the cruise speed is exceeded for less than 30 seconds by turning the throttle grip, the cruise control remains activated.

To switch off the cruise control system function, press the cruise control system tip switch to the left.
In addition, the cruise control system function is deactivated when one of the following events occurs:

- Operating the hand brake lever
- Operating the foot brake lever
- Operating the clutch lever
- Turning the throttle grip beyond the basic position
- Control of the motorcycle traction control (**MTC**)
- Slip at the rear wheel or lifting front wheel
- A malfunction occurring, which impairs the cruise control system function
- Exceeding the target speed for more than 30 seconds when overtaking

Warning

Danger of accidents The cruise control system function is not suitable for all riding situations.

The selected target speed will not be reached, if the engine power is not sufficient for a gradient.

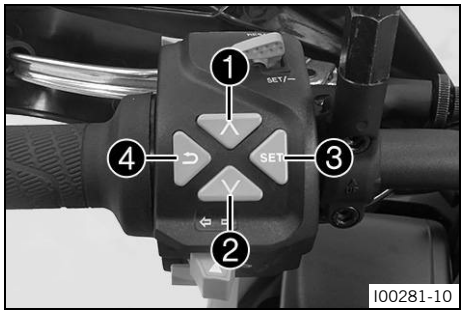
The selected target speed will be exceeded if the engine braking effect is not sufficient on an incline.

- Do not use the cruise control systems function on winding roads.
- Do not use the cruise control systems on slippery road surfaces (e.g. rain, ice or snow), where there is poor visibility or on unpaved surfaces (e.g. sand, stones or gravel).
- Do not use the cruise control systems function if the traffic does not permit a constant speed.

The cruise control system function is only available when motorcycle traction control (**MTC**) is activated.
When motorcycle traction control (**MTC**) is switched off, the cruise control system function is also switched off.
The cruise control system function cannot be activated during rapid acceleration.
The cruise control system function cannot be activated in first-gear.

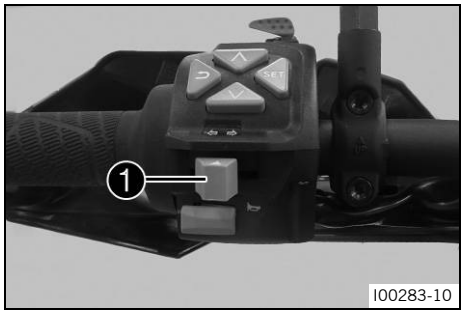
Control range of the cruise control system	30 ... 160 km/h (18.6 ... 99.4 mph)

6.4.4 Menu buttons



The menu buttons are fitted in the middle of the left combination switch.
The menu buttons are used to control the display on the combination instrument.
Button ❶ is the **UP** button.
Button ❷ is the **DOWN** button.
Button ❸ is the **SET** button.
Button ❹ is the **BACK** button.

6.4.5 Turn signal switch



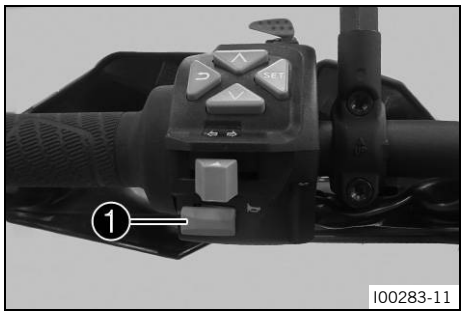
Turn signal switch ❶ is fitted on the combination switch on the left.

Possible states

	Turn signal off
⇦	Left turn signal, on – Turn signal switch pressed to the left. The turn signal switch returns to the center position after activation.
⇨	Right turn signal, on – Turn signal switch pressed to the right. The turn signal switch returns to the center position after activation.

To switch off the turn signal, press the turn signal switch towards the switch case.

6.4.6 Horn button



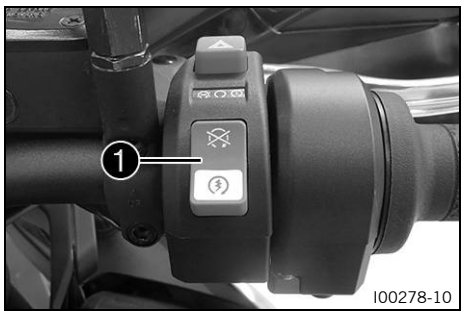
Horn button ❶ is fitted on the left side of the handlebar.

Possible states

- The horn button is in the basic position
- The horn button is pressed – The horn is operated in this position.

6.5 Switches on the right side of the handlebar

6.5.1 Start button/emergency OFF switch

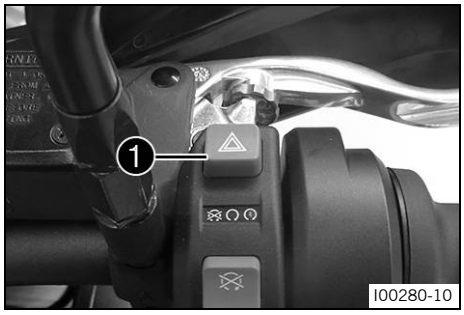


The start button/emergency OFF switch ❶ is fitted on the right side of the combination switch.

Possible states

	Start button/emergency OFF switch off (upper position) – In this position, the ignition circuit is interrupted, a running engine stops, and cannot be started. A message appears on the display.
	Start button/emergency OFF switch on (middle position) – This position is required for operation; the ignition circuit is closed.
	Starter motor on (lower position) – In this position, the starter motor is actuated.

6.5.2 Hazard warning flasher switch



The hazard warning flasher switch ❶ is fitted on the right side of the switch.
The hazard warning flasher is used to indicate emergency situations.

Info
The hazard warning flasher can be activated or deactivated while the ignition is switched on or up to 60 seconds after the ignition is switched off.
Only keep the hazard warning flasher activated as long as necessary as it depletes the 12-V battery.

Possible states

- The hazard warning flasher switch ⚠ is in the basic position
- The hazard warning flasher switch ⚠ is pressed – All four turn signals and the indicator lamp for the hazard warning flasher in the combination instrument flash.

6.6 Ignition and steering lock



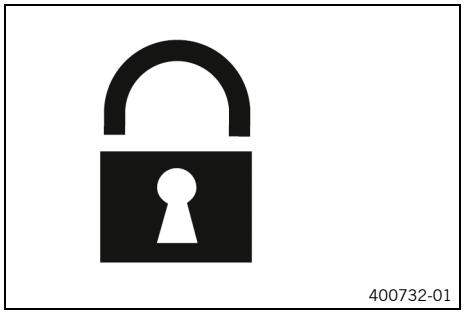
The ignition and steering lock is located in front of the upper triple clamp.

Possible states

	Ignition off – In this position, the ignition circuit is interrupted, a running engine stops, and a non-running engine will not start. The ignition key can be removed.
	Ignition on – In this position, the ignition circuit is closed and the engine can be started.
	Steering locked – In this position, the ignition circuit is interrupted and the steering locked. The ignition key can be removed.

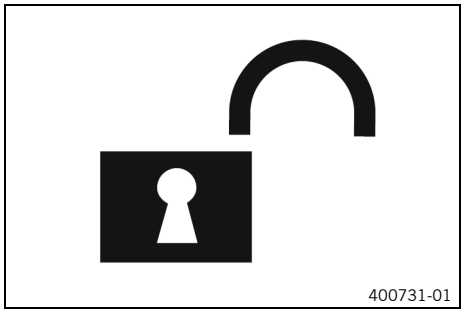
6.7 Locking the steering

Note
Danger of damage The parked vehicle can roll away or fall over.
– Park the vehicle on a firm and level surface.



– Park the vehicle.
– Turn the handlebar all the way to the left.
– Insert the ignition key into the ignition and steering lock, press in, and turn to the left. Remove the ignition key.
✔ Steering is no longer possible.

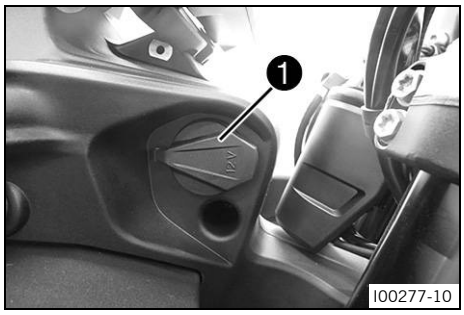
6.8 Unlocking the steering



– Insert the ignition key into the ignition and steering lock, press in, and turn to the right. Remove the ignition key.

✔ The handlebar can now be moved again.

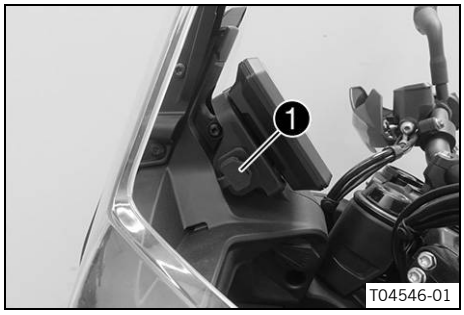
6.9 Socket for electrical accessories



Socket ❶ for electrical accessories is mounted on the left side of the mask support.
The socket is connected to the ignition plus and is fuse-protected.

Socket for electrical accessories	
Voltage	12 V
Maximum current output	10 A

6.10 USB socket



USB socket ❶ for the power supply to external devices is mounted on the left side of the mask support.
The USB socket is activated when the ignition is switched on.

USB socket	
Voltage	5 V
Maximum current consumption	2.1 A

6.11 Opening the fuel tank filler cap

Danger

Fire hazard Fuel is highly flammable.

The fuel in the fuel tank expands when warm and can escape if overfilled.

– Do not fuel the vehicle in the vicinity of open flames or lit cigarettes.
– Switch off the engine for refueling.
– Make sure that no fuel is spilled; particularly not on hot parts of the vehicle.
– If any fuel is spilled, wipe it off immediately.
– Observe the specifications for refueling.

Warning

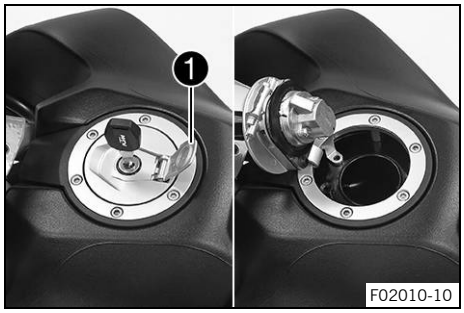
Danger of poisoning Fuel is harmful to health.

- Avoid skin, eye and clothing contact with fuel.
- Immediately consult a doctor if you swallow fuel.
- Do not inhale fuel vapors.
- Rinse the affected area immediately with plenty of water in the event of contact with the skin.
- Rinse the eyes thoroughly with water, and consult a doctor in case of fuel contact with the eyes.
- Change your clothing if fuel spills on them.
- Keep fuels correctly in a suitable canister, and out of the reach of children.

Note

Environmental hazard Improper handling of fuel is a danger to the environment.

- Do not allow fuel to enter the groundwater, the soil, or the sewage system.



- Lift cover ❶ of the fuel tank filler cap and insert the ignition key into the lock.

Note

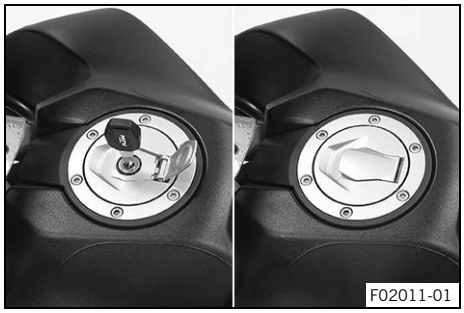
Danger of damage The ignition key may break if overloaded.

Damaged ignition keys must be replaced.

- Push down on the fuel tank filler cap to take pressure off the ignition key.

- Turn the ignition key 90° clockwise.
- Lift the fuel tank filler cap.

6.12 Closing the fuel tank filler cap



- Fold down the fuel tank filler cap.
- Turn the ignition key 90° clockwise.
- Push down the fuel tank filler cap and turn the ignition key counterclockwise until the lock closes.

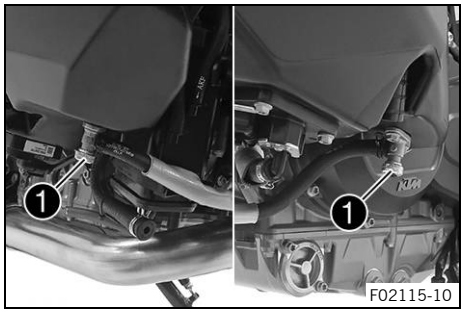
Warning

Fire hazard Fuel is highly flammable and a health hazard.

- Check that the fuel tank filler cap is locked correctly after closing.
- Change your clothing if fuel spills on them.
- Rinse the affected area immediately with plenty of water in the event of contact with the skin.

- Remove the ignition key and close the cover.

6.13 Fuel cocks



A fuel cock ❶ is located on each side of the fuel tank.

Info

The fuel cocks are located behind the fuel tank covers.
The fuel cocks must always be open during operation.
The fuel cocks are only closed to remove the fuel tank.

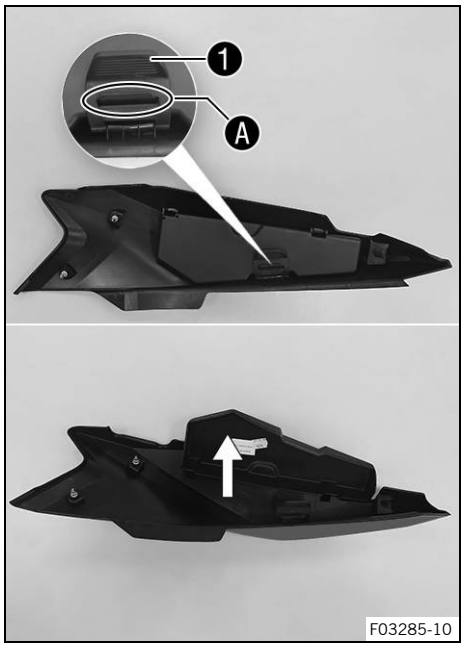
Possible states

- Fuel cocks are closed – Level equalization cannot take place and the fuel supply to the throttle valve body is shut off.
- Fuel cocks are open – Level equalization can take place and the fuel supply to the throttle valve body is open.

6.14 Opening the storage compartment on the left

Preparatory work

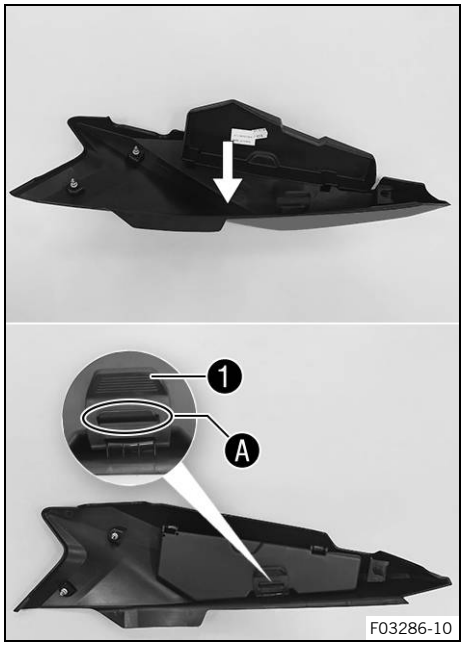
– Remove the seat. (📖 p. 98)
– Remove the left side cover. (📖 p. 103)



Main work

– Lift the elastic fastener ❶ and detach in area Ⓐ.
– Open storage compartment.

6.15 Closing the storage compartment on the left



Main work

– Close the storage compartment.
– Raise elastic fastener ❶ and hang up in area Ⓐ.

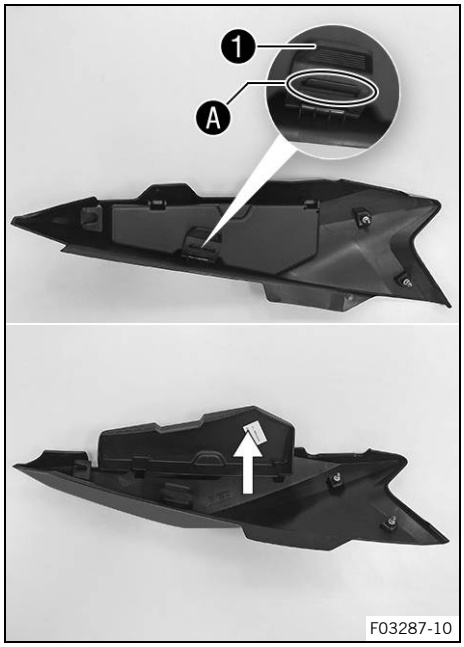
Finishing work

– Install the left side cover. (📖 p. 104)
– Mount the seat. (📖 p. 98)

6.16 Opening the storage compartment on the right

Preparatory work

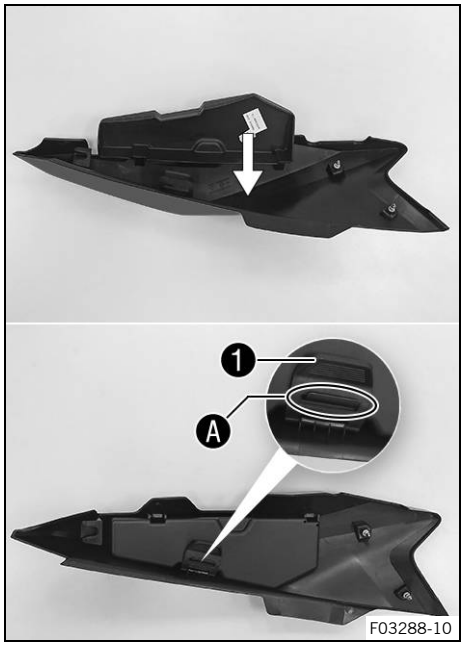
– Remove the seat. (📖 p. 98)
– Remove the right side cover. (📖 p. 104)



Main work

– Lift the elastic fastener ❶ and detach in area Ⓐ.
– Open storage compartment.

6.17 Closing the storage compartment on the right



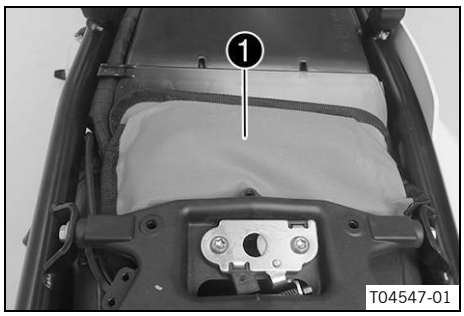
Main work

– Close the storage compartment.
– Raise elastic fastener ❶ and hang up in area Ⓐ.

Finishing work

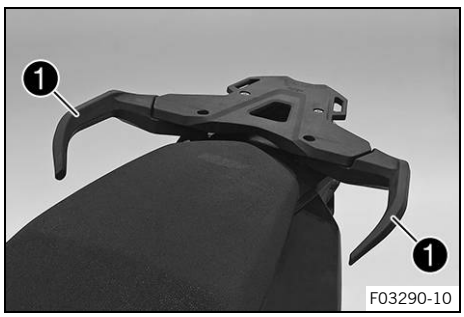
– Install the right side cover. (📖 p. 105)
– Mount the seat. (📖 p. 98)

6.18 Tool set



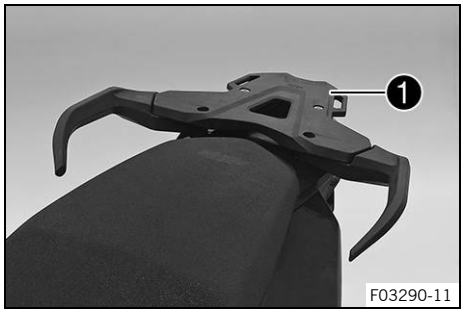
The tool set is located in the storage compartment under seat ❶.

6.19 Grab handles



The grab handles ❶ are used for moving the motorcycle around. If you carry a passenger, the passenger can hold onto the grab handles during the trip.

6.20 Luggage rack



Luggage rack ❶ is located behind the seat.
The base plate of a luggage system (optional) can be secured on the luggage rack plate.
The luggage rack must not be loaded with more than the specified weight.

Maximum permissible luggage rack load	5 kg (11 lb.)

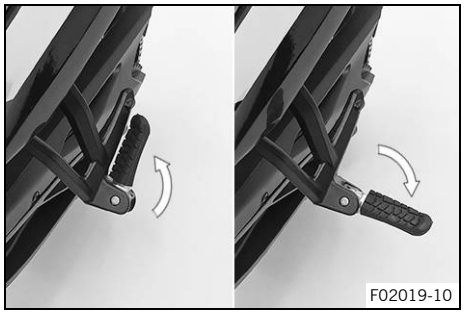
Info
Follow the instructions provided by the luggage manufacturer.

6.21 Seat lock



Seat lock ❶ is located on the left side of the vehicle.
It can be unlocked using the ignition key.

6.22 Passenger foot pegs

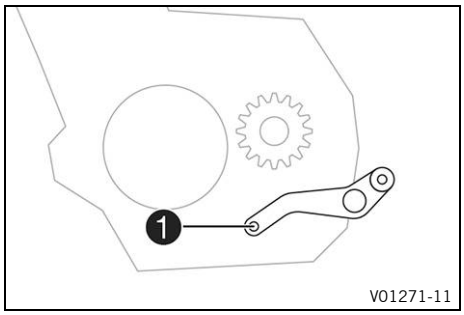


The passenger foot pegs can be folded up and down.

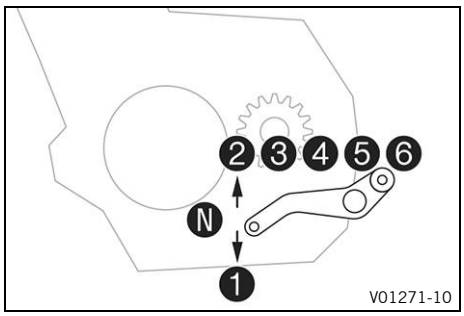
Possible states

- Passenger foot pegs folded up – For operation without a passenger.
- Passenger foot pegs folded down – For operation with a passenger.

6.23 Shift lever

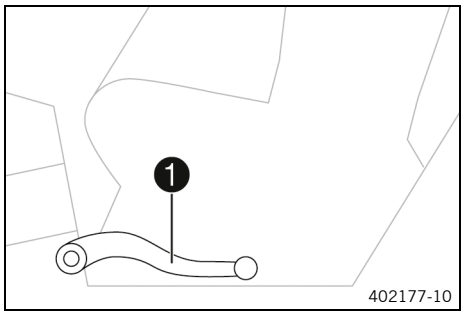


Shift lever ❶ is mounted on the left of the engine.



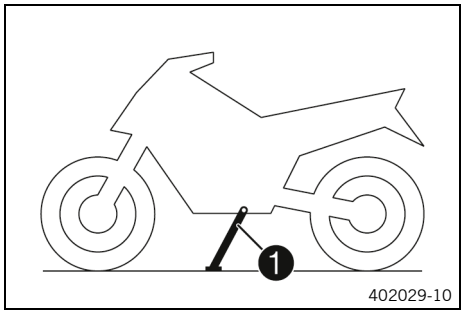
The gear positions can be seen in the figure.
The neutral or idle position is between the first and second gears.

6.24 Foot brake lever



Foot brake lever ❶ is located in front of the right footrest.
The rear brake is activated using the foot brake lever.

6.25 Side stand



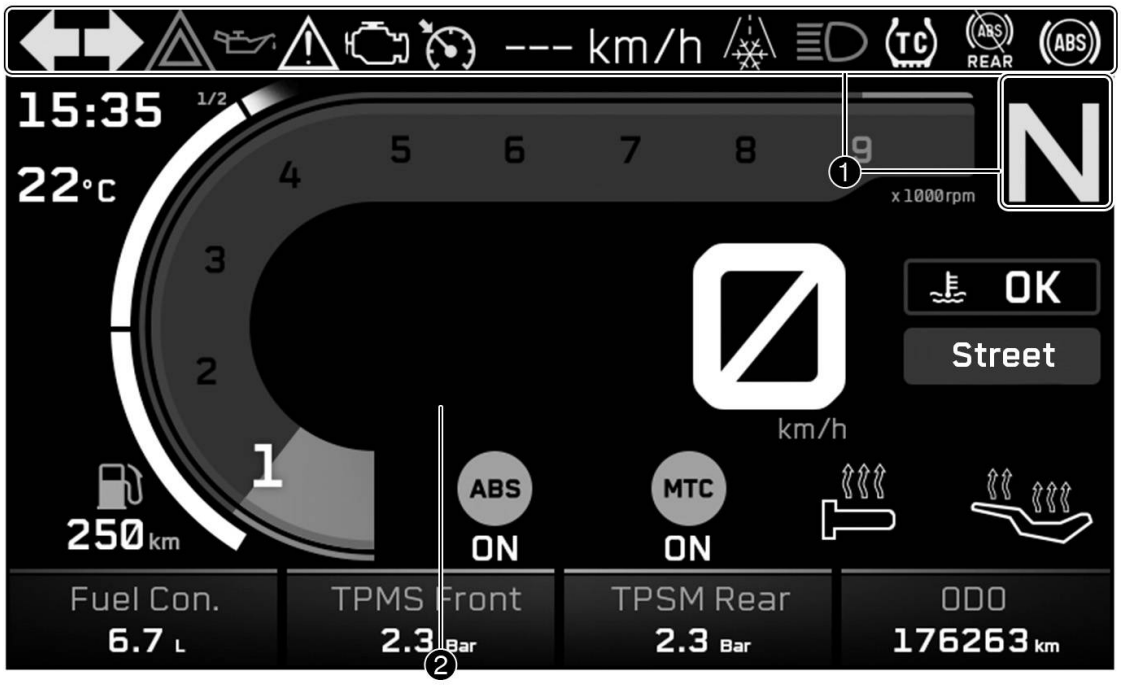
The side stand ❶ is located on the left of the vehicle.
The side stand is used for parking the motorcycle.

Info
The side stand must be folded up during motorcycle use.
The side stand is coupled with the safety starting system; follow the riding instructions.

Possible states

- Side stand folded out – The vehicle can be supported on the side stand. The safety starting system is active.
- Side stand folded in – This position is mandatory when riding the motorcycle. The safety starting system is inactive.

7.1 Combination instrument



The combination instrument is attached in front of the handlebar.
The combination instrument is divided into two function areas.
❶ indicator lamps (📖 p. 35)
Display ❷

Caution
Danger of burns Parts of the combination instrument become hot in certain situations.

In particular, the display gets hot in ambient temperatures above 55 °C (131 °F), during extended stationary periods, for example, at a traffic light, or in direct sunlight.

- Do not touch the combination instrument with bare hands in the situations referred to.
- Where appropriate protective clothing.
- If you have been burned, hold the area affected under lukewarm water immediately.

7.2 Activation and test



Activation
The combination instrument is activated when the ignition is switched on.

Info
The brightness of the displays is controlled by an ambient light sensor in the combination instrument.

Test
The welcome text appears on the display and all indicator lamps are briefly activated for a function check.

Info

The malfunction indicator lamp always lights up as long as the engine is not running. If the engine is running and the malfunction indicator lamp lights up, stop (taking care not to endanger yourself or other road users in the process) and contact an authorized KTM workshop.

The oil pressure warning lamp always lights up as long as the engine is not running. If the engine is running and the oil pressure warning lamp lights up, stop immediately (taking care not to endanger yourself or other road users in the process) and switch off the engine.

The ABS warning lamp and TC indicator lamp light up until a speed of approx. 6 km/h (approx. 4 mph) or more has been reached.

7.3 Demo mode



I00279-10

Activation

Demo mode is activated in the factory and allows you to test optional software functions.

Once a distance has been covered, demo mode is automatically deactivated as soon as the ignition is turned off.

Distance until demo mode is deactivated	1,500 km (930 mi)

The software functions are shown in area ❶ of the display.

Info

You will regularly be shown messages indicating when demo mode will be ending.

All optional software functions will be deactivated and no longer displayed when demo mode ends. The optional software functions are available from an authorized KTM dealer.

Functions included in demo mode

- **RALLY PACK** including riding mode **Rally**, MTC+MSR, deactivatable ABS on the rear wheel, adjustable characteristics of the throttle response, adjustable motorcycle traction control
- QUICKSHIFTER+
- MSR
- Cruise control system

7.4 Warnings





I00197-10

Warnings appear in the middle of the display; these are marked yellow or red depending on their relevance.
Yellow warnings indicate a malfunction or information which requires prompt intervention or an adjustment to the riding style.
Red warnings indicate a malfunction or information which requires immediate intervention.

Info
Warnings can be hidden by pressing any button.
All the existing warnings are displayed in the **Warning** submenu until they are no longer active.

7.5 Ice warning



I00198-01

The ice warning ❄ goes on when there is an increased risk of ice on the roads.
The ice warning ❄ appears on the display when the ambient temperature drops below the specified value.

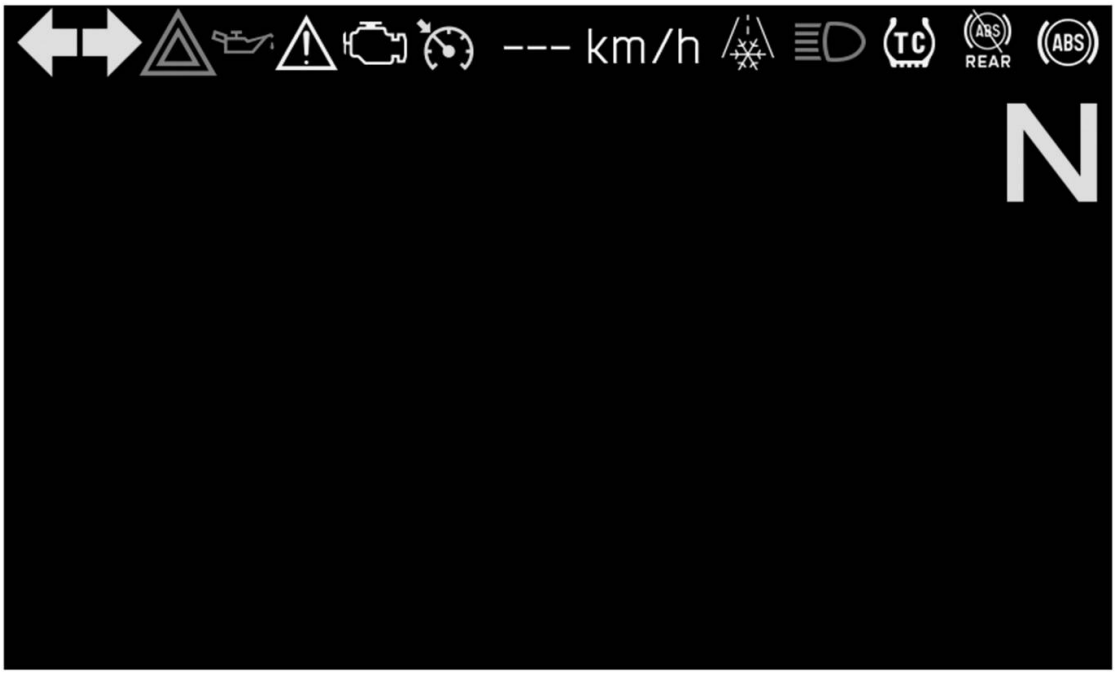
Temperature	≤ 4 °C (≤ 39 °F)

The ice warning ❄ goes out on the display when the ambient temperature rises above the specified value again.

Temperature	≥ 6 °C (≥ 43 °F)

Info
When the ice warning ❄ lights up, a text warning also appears.

7.6 Indicator lamps



I00199-01

The indicator lamps offer additional information about the operating state of the motorcycle.
When the ignition is switched on, all indicator lamps light up briefly, except for the TC indicator lamp.

Info

The malfunction indicator lamp always lights up as long as the engine is not running. If the engine is running and the malfunction indicator lamp lights up, stop (taking care not to endanger yourself or other road users in the process) and contact an authorized KTM workshop.

The oil pressure warning lamp always lights up as long as the engine is not running. If the engine is running and the oil pressure warning lamp lights up, stop immediately (taking care not to endanger yourself or other road users in the process) and switch off the engine.

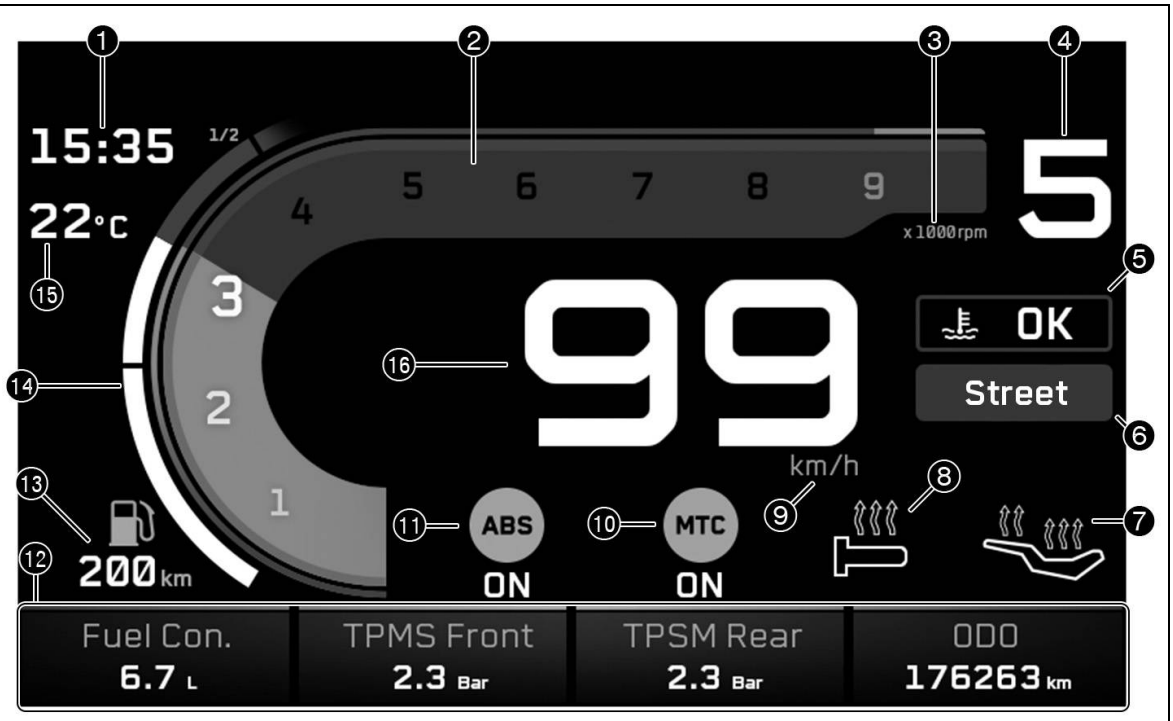
The ABS warning lamp and TC indicator lamp light up until a speed of approx. 6 km/h (approx. 4 mph) or more has been reached.

Possible states

	The turn signal indicator lamp flashes green simultaneously with the turn signal – The turn signal is switched on.
	The malfunction indicator lamp lights up yellow – The OBD has detected a malfunction in the vehicle electronics. Come safely to a halt, and contact an authorized KTM workshop.
ABS	ABS warning lamp lights up yellow – Status or error messages relating to ABS.
ABS REAR	The ABS rear warning lamp lights up yellow – ABS is deactivated on the rear wheel.
N	The idle indicator lamp lights up green – The transmission is in neutral.
TC	TC indicator lamp lights up/flashes yellow – **MTC** (p. 151) is not enabled or is currently intervening. The TC indicator lamp also lights up if a malfunction is detected. Contact an authorized KTM workshop. The TC indicator lamp flashes, if **MTC** or **MSR** (optional) actively engage.

	The oil pressure warning lamp lights up red – The oil pressure is too low. Stop immediately, taking care not to endanger yourself or other road users in the process, and switch off the engine.
	The alarm system indicator lamp lights up or flashes red – Status or error message of the alarm system.
	The cruise control system indicator lamp (optional) lights up yellow – The cruise control system function is switched on, but cruise control is not activated.
	The cruise control system indicator lamp (optional) lights up green – The cruise control system function is switched on and cruise control is activated.
	The high beam indicator lamp lights up blue – The high beam is switched on.
	The general warning lamp lights up yellow – A note/warning note on operating safety has been detected. This is also shown in the display.
	Hazard warning flasher indicator lamps – The hazard warning flasher is switched on.

7.7 Display



❶ Time (📖 p. 39)

❷ Speed (📖 p. 38)

❷ Shift warning light (📖 p. 38)
The shift warning light is integrated in the tachometer display.

❸ Unit for the engine speed display

❹ Gear display

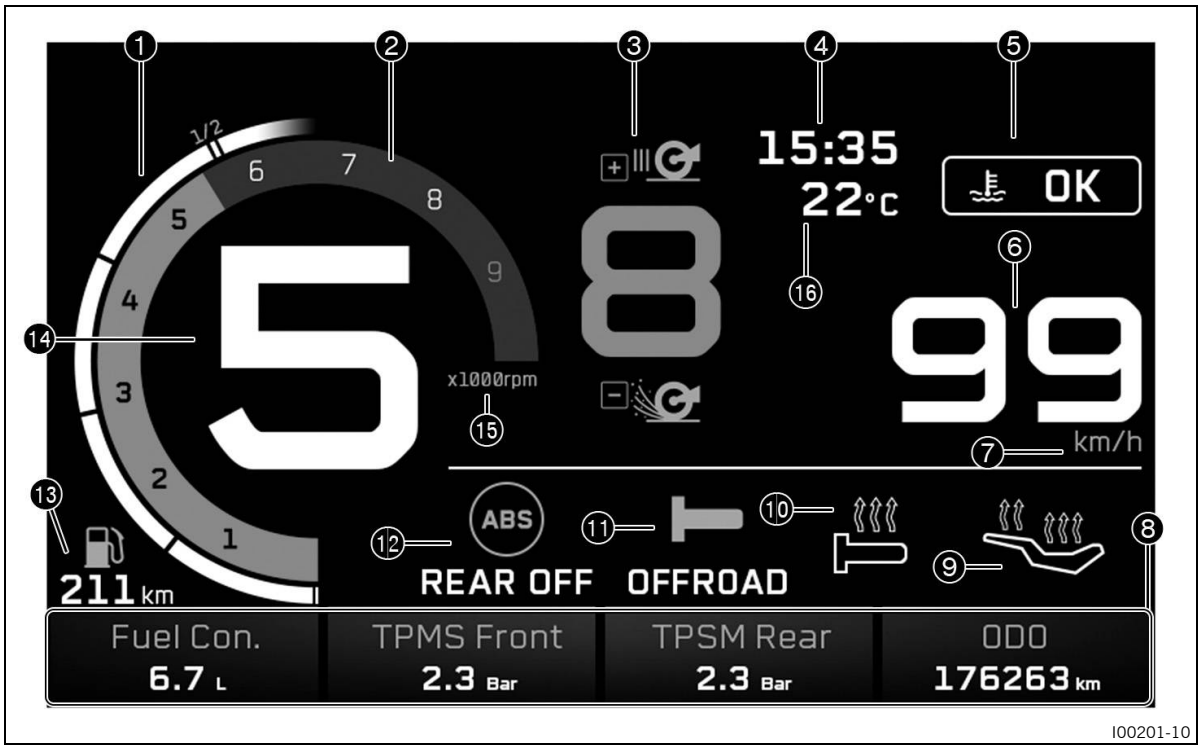
❺ Coolant temperature indicator (📖 p. 40)

❻ **Ride-Mode** display (📖 p. 40)

❼ Front rider's seat heating (optional) (📖 p. 42)

8. Heated grip (optional) (📖 p. 41)
9. Unit for the speedometer
10. **MTC** display (📖 p. 40)
11. **ABS** display (📖 p. 40)
12. **Favorites** display (📖 p. 42)
13. Fuel range display
14. Fuel level display (📖 p. 41)
15. Ambient air temperature indicator (📖 p. 39)
16. Speedometer (📖 p. 39)

7.8 Rally display (optional)

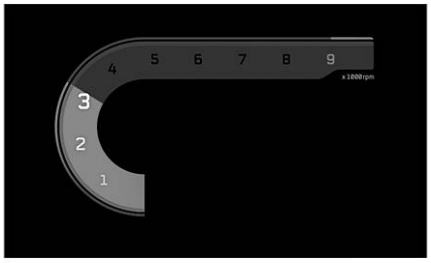


Info
The figure shows the start screen of the combination instrument in active riding mode **Rally** (optional). If the menu is open, the speed and the selected gear are still displayed.

1. Fuel level display (📖 p. 41)
2. Speed (📖 p. 38)
2. Shift warning light (📖 p. 38)
   The shift warning light is integrated in the tachometer display.
3. Slip adjustment (optional) (📖 p. 152)
4. Time (📖 p. 39)
5. Coolant temperature indicator (📖 p. 40)
6. Speedometer (📖 p. 39)
7. Unit for the speedometer

❽ **Favorites** display (📖 p. 42)
❾ Front rider's seat heating (optional) (📖 p. 42)
❿ Heated grip (optional) (📖 p. 41)
⓫ **Throttle Response** (optional) (📖 p. 152)
⓬ **ABS** display (📖 p. 40)
⓭ Fuel range display
⓮ Gear display
⓯ Unit for the engine speed display
⓰ Ambient air temperature indicator (📖 p. 39)

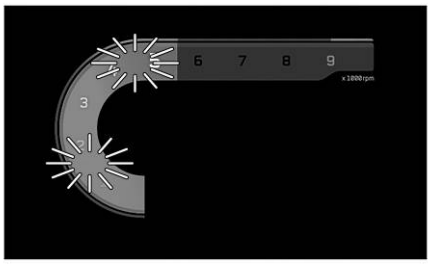
7.9 Speed

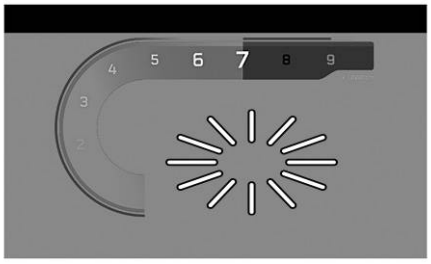


I00202-01

The speed is measured in revolutions per minute.

7.10 Shift warning light





I00203-10

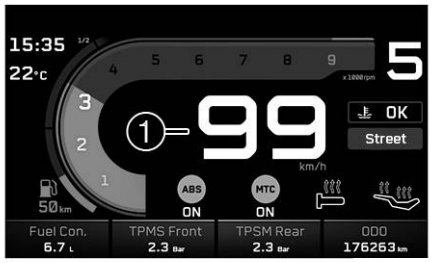
The shift light is integrated in the rpm gauge display.
In the **Shift Light** submenu, the engine speed for the shift warning light can be set. The shift warning light is always active during the running-in time (up to 1000 km / 621 mi). The shift warning light can only be deactivated, and the values for **RPM1** and **RPM2** can only be adjusted after this. At **RPM1**, the engine speed display flashes red and at **RPM2**, the entire display flashes red.

Info
After the first service, the shift warning light is deactivated when the engine is warm and in sixth-gear.

Coolant temperature	≤ 35 °C (≤ 95 °F)
ODO	< 1,000 km (< 620 mi)
The shift warning light always flashes at	6,500 rpm

Coolant temperature	> 35 °C (> 95 °F)
ODO	> 1,000 km (> 620 mi)
RPM1 shift warning light	flashes
RPM2 shift warning light	flashes and changes color

7.11 Speedometer



I00204-10

The speed is shown in area ❶ of the display.
Speed is shown in kilometers per hour **km/h** or in miles per hour **mph**.
The unit of speed can be configured in the **Distance** submenu.

7.12 Cruise control indicator (optional)



I00205-10

The operating state of the active cruise control is shown in the ❶ area of the display.
Cruise control is operated using the cruise control tip switch (📖 p. 21).

Info
If the cruise control system function is switched on but cruise control is not activated, the cruise control system indicator lamp lights up yellow.
If the cruise control system function is switched on and cruise control is activated, the cruise control system indicator lamp lights up green.

7.13 Time



I00204-11

The time is shown in area ❶ of the display.
The time can be displayed in 24-hour format or 12-hour format in all languages.
The format of the time can be configured in the **Clock Format** menu.

Info
The time must be reset if the 12-V battery was disconnected from the vehicle or the fuse was removed.

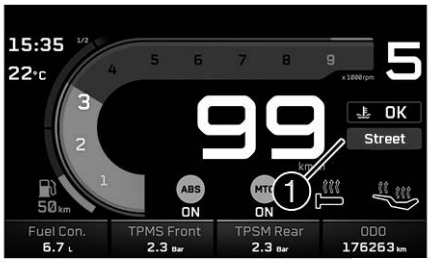
7.14 Ambient air temperature indicator



I00204-12

The ambient temperature is shown in area ❶ of the display.
The ambient air temperature is displayed in **°C** or **°F**.
The unit of the ambient air temperature can be configured in the **Temperature** submenu.

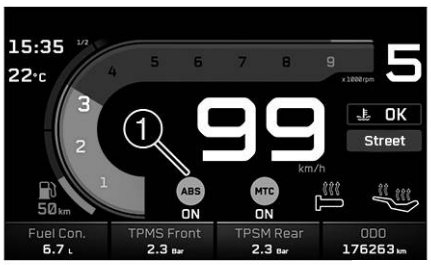
7.15 Ride-Mode display



I00204-13

The **Ride Mode** (📖 p. 151) setting is shown in area ❶ of the display.
The drive mode can be configured in the **Ride Mode** submenu.

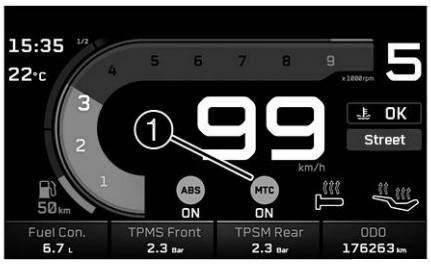
7.16 ABS display



I00204-14

The ABS mode setting is shown in the ❶ area of the display.
When the **Ride Mode Rally** (📖 p. 151) is activated, the ABS can be configured in the **ABS** submenu.

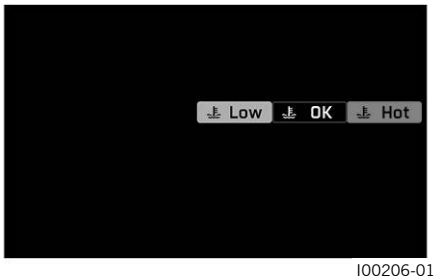
7.17 MTC display



I00204-15

The ❶ area of the display indicates whether **MTC** (📖 p. 151) is switched on or off.
The motorcycle traction control can be switched on or off in the **MTC** submenu.

7.18 Coolant temperature indicator



I00206-01

The coolant temperature is displayed by a symbol. The symbol changes between **LOW**, **OK** and **HOT** depending on the temperature.

Note

Engine failure Overheating damages the engine.

- If the coolant temperature warning is displayed, stop immediately and take care not to endanger yourself or other traffic participants in the process.
- Allow the engine and cooling system to cool down.
- Check and, if necessary, correct the coolant level on the cooling system while it is in a cooled state.

Info

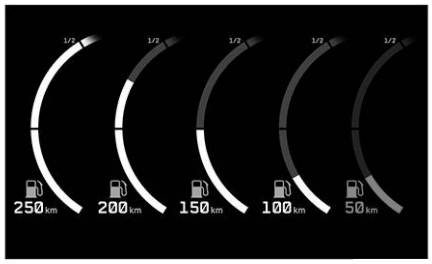
If the coolant temperature indicator shows **HOT**, the indicator also starts to flash.

If the cooling system overheats, the maximum engine speed is limited.

Possible states

- The engine is cold – The coolant temperature indicator shows **LOW**.
- Engine warm – The coolant temperature indicator shows **OK**.
- Engine hot – The coolant temperature indicator shows **HOT**.

7.19 Fuel level display



I00207-01

The fuel level display consists of the fuel range display and a bar. The higher the bar is filled, the more fuel is in the fuel tank

Info

Measurement of the fuel supply only becomes active after reaching half of the fuel tank content. Up to half of the fuel tank content, the fuel level display will be shown as full.

If the fuel level is getting low, the last segment flashes red and the following warning **LOW FUEL** also appears.

The fuel level is displayed with a slight delay to prevent the indicator from constantly moving while riding.

The fuel level display is not updated while the side stand is folded out or the emergency off switch is switched off.

Once the side stand is folded up and the emergency OFF switch is switched on, the fuel level display is next updated after 2 minutes.

The fuel level display flashes if the combination instrument does not receive a signal from the fuel level sensor.

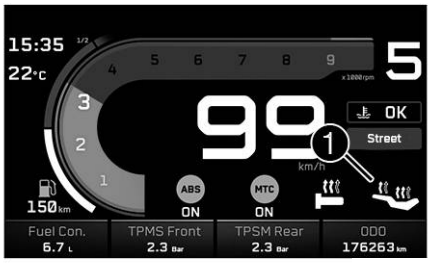
7.20 Heated grip (optional)



I00208-10

The status of the grip heater is shown in area ❶ of the display. The grip heater can be configured in the **Heated Grip** menu.

7.21 Front rider's seat heating (optional)



I00208-11

The status of the front rider's seat heating is shown in area ❶ of the display.
The front rider's seat heating can be configured in the **Seat Heating Rider** submenu.

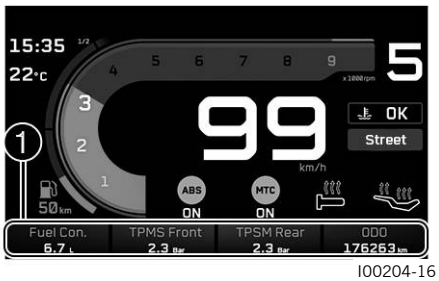
7.22 passenger seat heating (optional)



I00208-11

The status of the passenger seat heating is shown in area ❶ of the display.
The seat heating can be configured in the **Seat Heating Pillion** submenu.

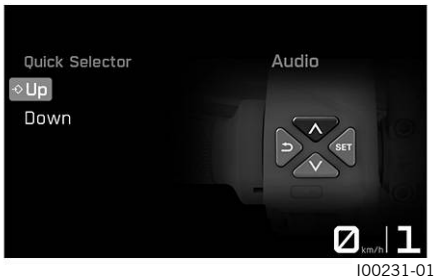
7.23 Favorites display



I00204-16

Up to four items of information are shown on the **Favorites** indicator.
The **Favorites** indicator can be freely configured in the **Favorites** submenu.

7.24 Quick Selector 1 display



I00231-01

When the menu is closed, the **Quick Selector 1** display is opened by pressing the **UP** button.
Press the **BACK** button to close the **Quick Selector 1** display.

Info
The **Quick Selector 1** display can be configured in the **Settings** menu under **Quick Selector 1**. Any information can be selected.

7.25 Quick Selector 2 display



I00232-01

When the menu is closed, the **Quick Selector 2** display is opened by pressing the **DOWN** button.
Press the **BACK** button to close the **Quick Selector 2** display.

Info
The **Quick Selector 2** display can be configured in the **Settings** menu under **Quick Selector 2**. Any information can be selected.

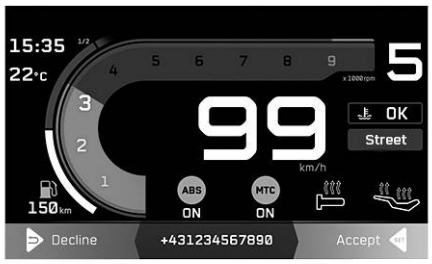
7.26 Navigation display



I00209-01

The **Navigation** indicator appears when the navigation function is activated.
In the **Navigation** display, the direction arrow, the distance from the destination, the estimated arrival time of the cellphone, the distance to the next waypoint, and the street name are displayed.
The **Navigation** display can be switched on or off in the **Navigation** submenu.

7.27 Call display



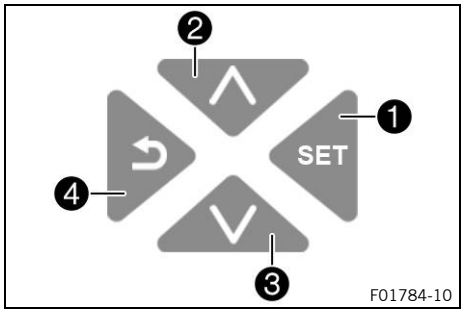
I00210-01

Warning
Danger of accidents Headphone volume which is too high distracts attention from traffic activity.
– Always select headphone volume which is low enough for you to still clearly hear acoustic signals.

The **Call** indicator appears for incoming or active calls.
Press the **SET** button to accept an incoming call.
Press the **BACK** button to reject an incoming call.
Press the **UP** button to increase the audio volume.
Press the **DOWN** button to reduce the audio volume.

Info
It is not possible to change the audio volume using the combination switch with every cellphone.
The call duration and contact are displayed. Depending on the cellphone settings, the contact is shown by name.
You cannot navigate in the menu during an active phone conversation.

7.28 Menu



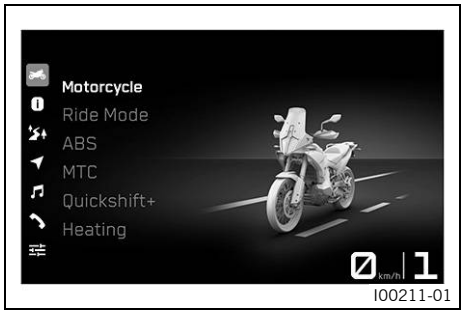
Info

Press **SET** button ❶ in the start screen to open the menu.

Navigate through the menu using the **UP** button ❷ or the **DOWN** button ❸.

By pressing the **BACK** button ❹, the menu structure jumps one step back, or the menu is closed.

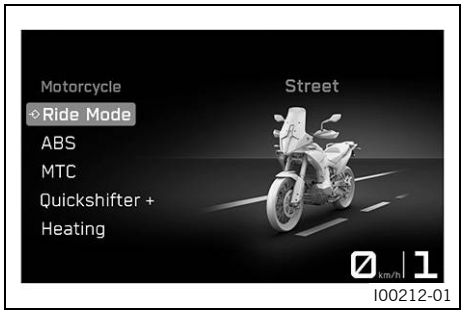
7.28.1 Motorcycle



– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Motorcycle** is highlighted. Press the **SET** button to open the menu.

In **Motorcycle**, you can set the riding mode, ABS mode, traction control, engine traction torque control, QUICKSHIFTER+, seat heating, and the heated grip.
When riding mode **Rally** (optional) is activated, the characteristics of the throttle response, the slip on the rear wheel and the **ABS** can also be configured.

7.28.2 Ride Mode



– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Motorcycle** is highlighted. Press the **SET** button to open the menu.

Warning

Danger of accidents An incorrectly selected riding mode makes control of the vehicle considerably more difficult.

The riding modes are each only suitable for certain conditions.

– Always select a riding mode that suits the surface on which you are riding, the weather and the riding situation.

– Press the **UP** or **DOWN** button until **Ride Mode** is highlighted. Press the **SET** button to open the menu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press **SET** button to select the riding mode, which changes coordinated settings for the engine and motorcycle traction control.

Guideline

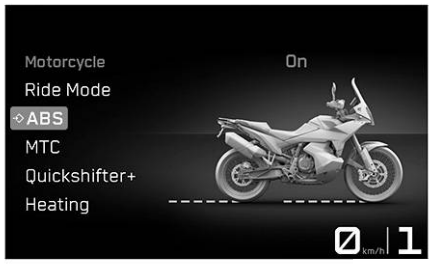
Only use riding modes **Street** and **Rain** on asphalt.
Only use riding modes **Offroad** and **Rally** (optional) on unpaved roads.

✔ **Street** - Homologated performance with balanced response; the motorcycle traction control allows normal slip on the rear wheel. ABS regulates both wheels.

- ✓ **Rain** - Reduced homologated performance with soft response for improved rideability on surfaces with low road grip; the motorcycle traction control allows very little slip on the rear wheel. ABS regulates both wheels.
- ✓ **Offroad**- Reduced homologated performance for better rideability on unpaved roads; the motorcycle traction control allows high slip on the rear wheel. ABS only controls the front wheel.
- ✓ **Rally** (optional) - Setting with homologated performance and extremely direct response. The motorcycle traction control and the characteristics of the throttle response can be set individually. ABS can be configured separately.

The riding mode of the vehicle can be configured in the **Ride Mode** menu.

7.28.3 ABS



I00213-01

Condition

- Model with **RALLY PACK**.
- Riding mode **Rally** (optional) is activated.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Motorcycle** is highlighted. Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **ABS** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.

Warning
Danger of accidents An incorrectly selected ABS mode makes control of the vehicle considerably more difficult.

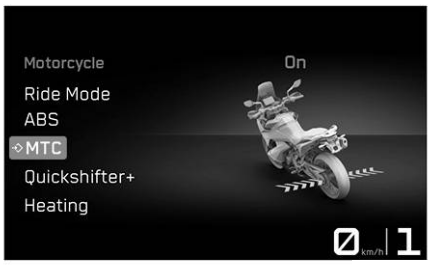
The ABS modes are each only suitable for certain conditions.

– Always select an ABS mode that is compatible with the surface of the ground.

– Press the **SET** button to select the desired ABS mode.

Info
The ABS mode can be switched during the journey.
Do not open the throttle during the selection.
When the ABS mode **Road** is active, ABS controls both wheels.
When the **Offroad** ABS mode is active, ABS only controls the front wheel. The rear wheel is no longer controlled by ABS and may lock during braking maneuvers. The indicator lamp **ABS REAR** lights up.

7.28.4 MTC



I00214-01

Condition

- Cruise control system function (optional) deactivated.

– Press the **SET** button when the menu is closed.

– Press the **UP** or **DOWN** button until **Motorcycle** is highlighted. Press the **SET** button to open the menu.

– Press the **UP** or **DOWN** button until **MTC** is highlighted. Press the **SET** button to open the submenu.

– Activate the menu item using the **UP** or **DOWN** button.

– Switch **MTC** on or off by pressing the **SET** button.

Info

Do not open the throttle when switching on or off.

Press the **SET** button briefly when activating the motorcycle traction control.

Hold down the **SET** button when switching off the motorcycle traction control.

After the ignition is switched on, motorcycle traction control is enabled again.

7.28.5 MTC+MSR (optional)



I00267-01

Condition

- Model with **MTC+MSR**.
- Cruise control system function (optional) deactivated.

– Press the **SET** button when the menu is closed.

– Press the **UP** or **DOWN** button until **Motorcycle** is highlighted. Press the **SET** button to open the menu.

– Press the **UP** or **DOWN** button until **MTC+MSR** is highlighted. Press **SET** button to open the menu.

– Activate the menu item using the **UP** or **DOWN** button.

– Switch **MTC+MSR** on or off by pressing the **SET** button.

Info

Do not open the throttle when switching on or off.

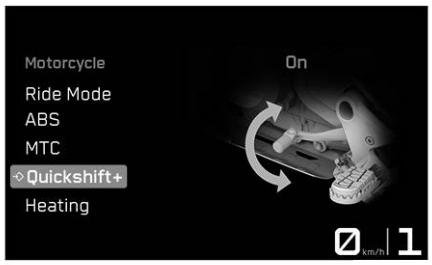
Press the **SET** button briefly when activating the motorcycle traction control and the engine traction torque control.

Hold down the **SET** button when switching off the motorcycle traction control and engine traction torque control.

When ABS mode **Offroad** is active, the **MSR** is not active.

After the ignition is switched on, the motorcycle traction control and engine traction torque control are enabled again.

7.28.6 Quickshift+ (optional)



I00215-01

Condition

- Model with QUICKSHIFTER+.

– Press the **SET** button when the menu is closed.

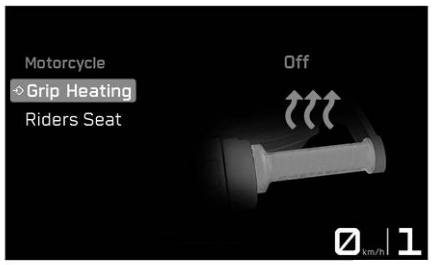
– Press the **UP** or **DOWN** button until **Motorcycle** is highlighted. Press the **SET** button to open the menu.

– Press the **UP** or **DOWN** button until **Quickshift+** is highlighted. Press the **SET** button to open the submenu.

– Activate the menu item using the **UP** or **DOWN** button.

– Press the **SET** button to switch QUICKSHIFTER+ (📖 p. 77) button on or off.

7.28.7 Grip Heating (function optional)



I00217-01

Condition

- Model with heated grip.
- **Heated Grip** menu (optional function) activated.

– Press the **SET** button when the menu is closed.

– Press the **UP** or **DOWN** button until **Motorcycle** is highlighted. Press the **SET** button to open the menu.

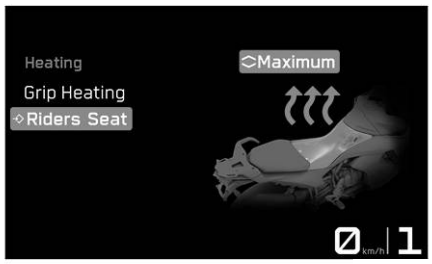
– Press the **UP** or **DOWN** button until **Heating** is highlighted. Press **SET** button to open the menu.

– Press the **UP** or **DOWN** button until **Grip Heating** is highlighted. Press **SET** button to open the menu.

– Activate the menu item using the **UP** or **DOWN** button.

– Press the **SET** button to select the heating level or to switch the heated grip on or off.

7.28.8 Riders Seat (function optional)



I00218-01

Condition

- Model with seat heater.
- **Seat Heating Rider** menu (optional function) activated.

– Press the **SET** button when the menu is closed.

– Press the **UP** or **DOWN** button until **Motorcycle** is highlighted. Press the **SET** button to open the menu.

– Press the **UP** or **DOWN** button until **Heating** is highlighted. Press **SET** button to open the menu.

– Press the **UP** or **DOWN** button until **Riders Seat** is highlighted. Press **SET** button to open the menu.

– Activate the menu item using the **UP** or **DOWN** button.

– Press the **SET** button to select the heating level or to switch the front rider's seat heating on or off.

Info
The heating level for the passenger seat heating is selected using the switch next to the right grab handle.

7.28.9 Throttle Response (optional)



I00219-01

Condition

- Model with **RALLY PACK**.
- Riding mode **Rally** (optional) is activated.

– Press the **SET** button when the menu is closed.

Warning

Danger of accidents An incorrectly selected riding mode makes control of the vehicle considerably more difficult.

The riding modes are each only suitable for certain conditions.

– Always select a riding mode that suits the surface on which you are riding, the weather and the riding situation.

– Press the **UP** or **DOWN** button until **Motorcycle** is marked on the display. Press the **SET** button to open the menu.

– Press the **UP** or **DOWN** button until **Throttle Response** is marked on the display. Press the **SET** button to open the submenu.

– Activate the menu item using the **UP** or **DOWN** button.

– The characteristic map of the throttle response can be adjusted by pressing the **SET** button.

✔ Street – balanced response.

✔ Rally – extremely direct response.

✔ Offroad – very direct response.

Info

Do not open the throttle when setting it.

7.28.10 Slip Adjuster (optional)



I00220-01

Condition

- The ride mode **Rally** (optional) is activated.
- **MTC + MSR** is activated.

– Press the **SET** button when the menu is closed.

Warning

Danger of accidents An incorrectly selected riding mode makes control of the vehicle considerably more difficult.

The riding modes are each only suitable for certain conditions.

– Always select a riding mode that suits the surface on which you are riding, the weather and the riding situation.

– Press the **UP** or **DOWN** button until **Motorcycle** is marked on the display. Press the **SET** button to open the menu.

– Press the **UP** or **DOWN** button until **Slip Adjuster** is highlighted. Press the **SET** button to open the menu.

– Activate the menu item using the **UP** or **DOWN** button.

– Press the **SET** button to set the maximum permitted slip for the motorcycle traction control.

Info
Do not open the throttle during the selection.

The spin adjuster is a motorcycle traction control function.
The slip adjustment allows the motorcycle traction control to be tuned through nine levels to the desired characteristic map.
Level 0 allows the maximum slip on the rear wheel, and level 9 the minimum.
If the cruise control function is deactivated, the **UP** and **DOWN** buttons in the main display or in the **Slip Adjuster** menu can be used to adjust the **Slip Adjuster**.

Info
The slip adjustment is only available in **Rally** riding mode (optional).
The slip adjustment is only available when motorcycle traction control is activated.

Press and hold the **DOWN** button for approx. 2 seconds.	Slip adjustment level 0 is activated.

7.28.11 Bike Info

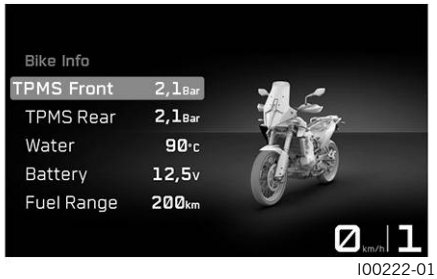


I00221-01

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Bike Info** is highlighted. Press the **SET** button to open the menu.

General information and warnings that may be present can be called up in **Bike Info**.

7.28.12 Bike Info



I00222-01

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Bike Info** is highlighted. Press **SET** button to open the menu.

Tire Pressure (optional function) shows the current tire pressure of the front and rear tires.
Water displays the coolant temperature.
Fuel Range displays the possible distance you can cover with the fuel reserve.
Battery displays the battery voltage.
Odometer displays the total distance covered.
Service displays when the next service is due.
Warnings displays warnings that have occurred until they are no longer active.

7.28.13 Warning



I00266-01

Condition

- Message or warning is present.

– Press the **SET** button when the menu is closed.

– Press the **UP** or **DOWN** button until **Bike Info** is highlighted. Press the **SET** button to open the menu.

– Press the **UP** or **DOWN** button until **Warning** is highlighted. Press the **SET** button to open the submenu.

– Use the **UP** or **DOWN** button to navigate through the warnings.

Info

The warnings that have occurred are saved in the display until they are no longer active.

7.28.14 Trip Info



I00223-01

– Press the **SET** button when the menu is closed.

– Press the **UP** or **DOWN** button until **Trip** is highlighted. Press the **SET** button to open the menu.

General information on the odometer, riding time, average fuel consumption, and average speed can be accessed in the menu **Trip**.

7.28.15 Trip 1





I00224-01

– Press the **SET** button when the menu is closed.

– Press the **UP** or **DOWN** button until **Trip** is highlighted. Press the **SET** button to open the menu.

– Press **UP** or **DOWN** button until **Trip 1** is highlighted. Press the **SET** button to open the submenu.

Information on **Trip 1** can be viewed in the **Trip 1** submenu.

Info

Trip displays the distance since the last reset, e.g. between two refueling stops. **Trip** is running and counts up to **9999**.

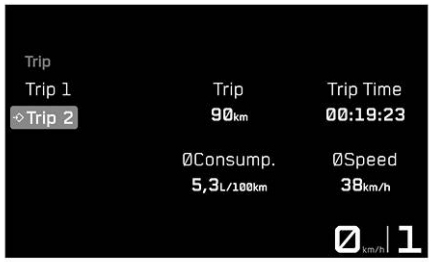
Trip Time shows the riding time on the basis of **Trip** and runs as soon as a speed signal is received.

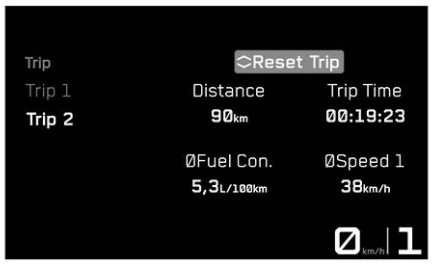
ØConsump. indicates the average fuel consumption based on **Trip**.

ØSpeed indicates the average speed based on **Trip** and **Trip Time**.

Press **Reset Trip** to reset all entries in the **Trip 1** menu.

7.28.16 Trip 2





I00225-01

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Trip** is highlighted. Press the **SET** button to open the menu.
– Press **UP** or **DOWN** button until **Trip 2** is highlighted. Press the **SET** button to open the submenu.

Information on **Trip 2** can be viewed in the **Trip 2** submenu.

Info

Trip displays the distance since the last reset, e.g. between two refueling stops. **Trip** is running and counts up to **9999**.
Trip Time shows the riding time on the basis of **Trip** and runs as soon as a speed signal is received.
ØConsump. indicates the average fuel consumption based on **Trip**.
ØSpeed indicates the average speed based on **Trip** and **Trip Time**.
Press **Reset Trip** to reset all entries in the **Trip 2** menu.

7.28.17 Navigation (optional)



I00265-01

Condition

- **Bluetooth®** function is activated.
- The **KTMconnect** app (optional) is installed and opened on a suitable cellphone (Android devices Version 7.0 and higher, iOS devices Version 13 and higher).
- The combination instrument is connected to a suitable phone.
- The GPS function is activated on the connected phone.
- For voice navigation: The combination instrument is connected to a suitable communication system and an appropriate language package has been downloaded in the **KTMconnect Navigation** app (optional).

– Press the **SET** button when the menu is closed.
– Press **UP** or **DOWN** button until **Navigation** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.

Press the **SET** button to switch the visual navigation on or off.

Info

Voice navigation remains switched on if it has been activated.
The volume of the activated voice navigation is identical to the volume of the audio player on the cellphone. If the volume on the cellphone is changed, the volume of the activated voice navigation also changes.

7.28.18 Last search (optional)



I00293-01

Condition

- **Bluetooth®** function is activated.
- The **KTMconnect** app (optional) is installed and opened on a suitable cellphone (Android devices Version 7.0 and higher, iOS devices Version 13 and higher).
- The combination instrument is connected to a suitable phone.
- The GPS function is activated on the connected phone.
- The addresses sought can be found in the **KTMconnect** app (optional).

– Press the **SET** button when the menu is closed.
– Press **UP** or **DOWN** button until **Navigation** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press **UP** or **DOWN** button until **Last search** is highlighted. Press the **SET** button to open the submenu.
– Press **UP** or **DOWN** button to select an address.
– Press the **SET** button to confirm the selection and start navigation.

Info
The last 10 addresses searched for in the **KTMconnect** app (optional) are saved in **Last search**.

7.28.19 Favorites (optional)



I00294-01

Condition

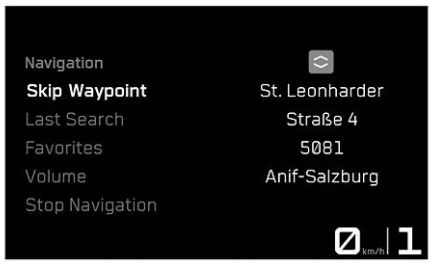
- **Bluetooth®** function is activated.
- The **KTMconnect** app (optional) is installed and opened on a suitable cellphone (Android devices Version 7.0 and higher, iOS devices Version 13 and higher).
- The combination instrument is connected to a suitable phone.
- The GPS function is activated on the connected phone.
- Favorites are saved in the **KTMconnect** app (optional).

– Press the **SET** button when the menu is closed.
– Press **UP** or **DOWN** button until **Navigation** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press **UP** or **DOWN** button until **Favorites** is highlighted. Press the **SET** button to open the submenu.
– Press **UP** or **DOWN** button to select an address.
– Press the **SET** button to confirm the selection and start navigation.

Info
10 addresses in the **KTMconnect** app (optional) can be stored in **Favorites**.

7.28.20 Skip Waypoint (optional)





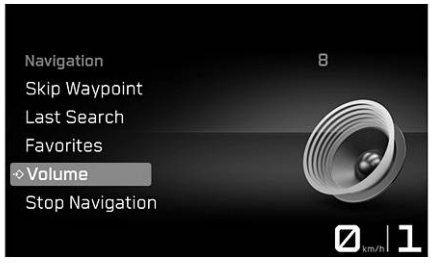
I00271-01

Condition

- **Bluetooth®** function is activated.
- The **KTMconnect** app (optional) is installed and opened on a suitable cellphone.
- The combination instrument is connected to a suitable phone.
- The GPS function is activated on the connected phone.
- Navigation with at least one interim destination has been started in the **KTMconnect** app (optional).

– Press the **SET** button when the menu is closed.
– Press **UP** or **DOWN** button until **Navigation** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press **UP** or **DOWN** button until **Skip Waypoint** is highlighted. Press **SET** to select the waypoint.
– Press the **SET** button again to confirm the selection and the waypoint is removed.

7.28.21 Volume (optional)



I00295-01

Condition

- The **KTMconnect** app (optional) is installed and opened on a suitable cellphone (Android devices Version 7.0 and higher, iOS devices Version 13 and higher).
- The combination instrument is connected to a suitable phone.
- For voice navigation: The combination instrument is connected to a suitable communication system and an appropriate language package has been downloaded in the **KTMconnect** app (optional).

– Press the **SET** button when the menu is closed.
– Press **UP** or **DOWN** button until **Navigation** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.

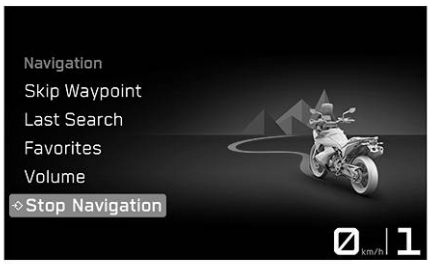
Warning

Danger of accidents Headphone volume which is too high distracts attention from traffic activity.

– Always select headphone volume which is low enough for you to still clearly hear acoustic signals.

– Press **UP** or **DOWN** button until **Volume** is highlighted. Press the **SET** button to open the submenu.
– Press the **UP** button to increase the volume of the activated voice navigation.
– Press the **DOWN** button to reduce the volume of the activated voice navigation.

7.28.22 Stop Navigation (optional)



I00296-01

Condition

- **Bluetooth®** function is activated.
- The **KTMconnect** app (optional) is installed and opened on a suitable cellphone (Android devices Version 7.0 and higher, iOS devices Version 13 and higher).
- The combination instrument is connected to a suitable phone.

– Press the **SET** button when the menu is closed.
– Press **UP** or **DOWN** button until **Navigation** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press **UP** or **DOWN** button until **Stop Navigation** is highlighted. Press the **SET** button to confirm the selection.
– Press **SET** button again to confirm the selection and end navigation.

7.28.23 Audio



I00226-01

Condition

- **Bluetooth®** function is activated.
- The combination instrument is connected to a suitable phone.
- The combination instrument is connected to a suitable communication system or the **Headset Type Corded** is selected.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **KTMconnect** (optional) is marked. Press the **SET** button to open the menu.

Warning

Danger of accidents Headphone volume which is too high distracts attention from traffic activity.

– Always select headphone volume which is low enough for you to still clearly hear acoustic signals.

– Press the **UP** or **DOWN** button until **Audio** is highlighted. Press the **SET** button to open the submenu.
– Press and hold **UP** button to increase the audio volume.
– Press and hold **DOWN** button to reduce the audio volume.
– Press **UP** button briefly to change to the next audio track.
– Briefly pressing **DOWN** button twice changes to the previous audio title or plays the current audio title from the start, depending on the cellphone model.
– Press **SET** button to play or pause the audio track.

Info

With some cellphones, the audio player needs to be started before playback is possible.
The audio function can be added to **Quick Selector 1** or **Quick Selector 2** for easier operation.

7.28.24 Call



Condition

- **Bluetooth®** function is activated.
- The **Bluetooth®** function should also be activated in the device to be paired.
- The combination instrument is connected to a suitable phone.
- The combination instrument is connected to a suitable communication system.

Warning

Danger of accidents Headphone volume which is too high distracts attention from traffic activity.

– Always select headphone volume which is low enough for you to still clearly hear acoustic signals.

– Press the **SET** button to accept an incoming call.
– Press the **BACK** button to reject an incoming call.
– Press and hold **UP** button to increase the audio volume.
– Press and hold **DOWN** button to reduce the audio volume.

Info

It is not possible to change the audio volume using the combination switch with every cellphone.
The call duration and contact are displayed. Depending on the cellphone settings, the contact is shown by name.
If necessary, accessing contacts must be enabled on the cellphone.
An incoming call is shown in a small window at the top of the combination instrument display when the navigation function is active.
You cannot navigate in the menu during an active phone conversation.

7.28.25 Call out



Condition

- **Bluetooth®** function is activated.
- The combination instrument is connected to a suitable phone.
- The combination instrument is connected to a suitable communication system.

– Press the **SET** button when the menu is closed.
– Press **UP** or **DOWN** button until **Call** appears. Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Last Calls** or **Favorites** is marked. Press the **SET** button to open the submenu.
– Press the **UP** or **DOWN** button until the desired person is marked.
– Press the **SET** button.
✓ The selected person is called.

Info

It is not possible to change the audio volume using the combination switch with every cellphone.

The call duration and contact are displayed. Depending on the cellphone settings, the contact is shown by name.

Accessing contacts must be enabled on the cellphone.

An incoming call is shown in a small window at the top of the combination instrument display when the navigation function is active.

You cannot navigate in the menu during an active phone conversation.

7.28.26 Settings



I00227-01

Condition

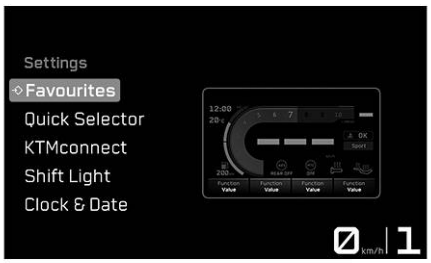
- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.

– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press the **SET** button to open the menu.

In the **Settings** menu, favorites, quick selections, **KTMconnect** (optional), and the shift warning light can be configured. Settings can be made for units or various values. Several functions can be enabled or disabled.

7.28.27 Favorites



I00228-01

Condition

- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.

– Press the **UP** or **DOWN** button until **Settings** is highlighted.

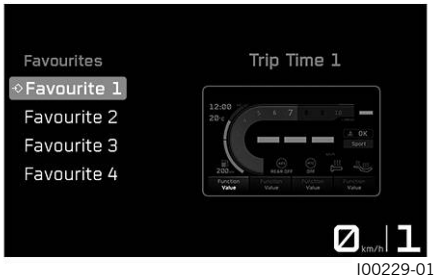
– Press the **SET** button to open the menu.

– Press the **UP** or **DOWN** button until **Favorites** is highlighted. Press the **SET** button to open the submenu.

– Access menu item with the **UP** or **DOWN** button, and add the selected information to the **SET** display using the **Favorites** button.

Up to four sets of information can be selected in the **Favorites** menu.

7.28.28 Favorites-Anzeige 1-4



I00229-01

Condition

- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.

– Press the **UP** or **DOWN** button until **Settings** is highlighted.

– Press the **SET** button to open the menu.

– Press the **UP** or **DOWN** button until **Favorites** is highlighted. Press the **SET** button to open the menu.

– Press the **UP** or **DOWN** button to select **Favorite 1**, **Favorite 2**, **Favorite 3**, or **Favorite 4**. Press **SET** button to open the menu.

– Press the **UP** or **DOWN** button to select the desired information. Press the **SET** button to confirm the selection.

7.28.29 Quick Selector 1



I00231-01

Condition

- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted.
– Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Quick Selector 1** is highlighted. Press **SET** button to open the menu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press the **SET** button to set a direct selection submenu for **Quick Selector 1**.

Info
When the menu is closed, the submenu defined in **Quick Selector 1** is opened by pressing the **UP** button.

7.28.30 Quick Selector 2



I00232-01

Condition

- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted.
– Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Quick Selector 2** is highlighted. Press **SET** button to open the menu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press the **SET** button to set a direct selection submenu for **Quick Selector 2**.

Info
When the menu is closed, the submenu defined in **Quick Selector 2** is opened by pressing the **DOWN** button.

7.28.31 KTMconnect (optional)



I00233-01

Condition

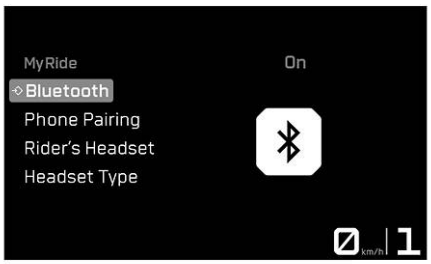
- The motorcycle is stationary.
- **Bluetooth®** function is activated.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **KTMconnect** (optional) is marked. Press the **SET** button to open the menu.

In the **KTMconnect** menu (optional), a suitable cellphone or communication system can be paired with the combination instrument via **Bluetooth®** and the audio function and navigation function can be configured.

Info
Not every cellphone or communication system is suitable for pairing with the combination instrument.
The standard **Bluetooth®** 2.1 must be supported.

7.28.32 Bluetooth



I00234-01

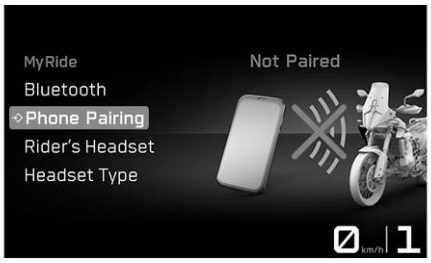
Condition

- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted.
– Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **KTMconnect** (optional) is marked. Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Bluetooth** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press the **SET** button to switch the **Bluetooth®** function on or off.

Info
The **Bluetooth®** function must be activated to pair a suitable cellphone or communication system with the vehicle.
Not every cellphone or communication system is suitable for pairing with the vehicle.

7.28.33 Pairing



I00236-01

Condition

- The motorcycle is stationary.
- **Bluetooth®** function is activated.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **KTMconnect** (optional) is marked. Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Phone Pairing** is highlighted. Press the **SET** button to open the submenu.

Info
Only one cellphone can be paired with the vehicle.

– Press the **UP** or **DOWN** button until **New Pairing** is marked. Press the **SET** button to open the menu.
– The vehicle starts searching for a suitable cellphone. If the search was successful, the name of the cellphone is displayed in the **New Pairing** menu. Press the **SET** button to start the pairing.

Info
The cellphone must be visible via **Bluetooth®** for the vehicle to find the cellphone.

– A message appears on the combination instrument indicating that the vehicle is now ready for pairing. The pairing is completed successfully by confirming the **Passkey** on the cellphone and on the combination instrument.

Info

Press the **UP** or **DOWN** button until **Delete Pairing** is highlighted. The paired device can be deleted by pressing the **SET** button.

Not every cellphone is suitable for pairing with the vehicle.

– Move the previously paired device into the range of the vehicle while the **Bluetooth®** function is active.

✓ The device is automatically connected with the vehicle.

✗ If the device is not automatically connected with the vehicle after approx. 30 seconds:

– Switch on the vehicle again or repeat the **New Pairing** procedure.

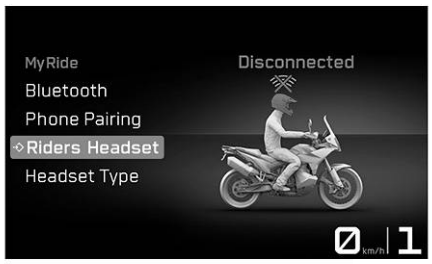
A suitable cellphone can be paired with the combination instrument in the **Phone Pairing** submenu via **Bluetooth®**.

Info

Not every cellphone or communication system is suitable for pairing with the combination instrument.

Make sure that the end device is in the correct pairing mode for call management. If the end device is only paired for media playback, the call function may not work.

7.28.34 Riders Headset (optional)



I00238-01

Condition

- The motorcycle is stationary.
- **Bluetooth®** function is activated.
- The **Bluetooth®** function should also be activated in the device to be paired.

– Press the **SET** button when the menu is closed.

– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press **SET** button to open the menu.

– Press the **UP** or **DOWN** button until **KTMconnect** (optional) is marked. Press the **SET** button to open the menu.

– Press the **UP** or **DOWN** button until **Riders Headset** is highlighted. Press the **SET** button to open the menu.

– Press the **UP** or **DOWN** button until **New Pairing** is marked. Press the **SET** button to open the menu.

– The vehicle starts searching for a suitable communication system. If the search was successful, the name of the rider's headset is displayed in the **New Pairing** submenu. Press the **SET** button to start the pairing.

Info

The communication system must be in pairing mode for the communication system to be found by the vehicle. Follow the instructions in the communication system owner's manual.

Press the **UP** or **DOWN** button until **Delete Pairing** is highlighted. The paired device can be deleted by pressing the **SET** button.

Not every communication system is suitable for pairing with the vehicle.

– Move the previously paired device into the range of the vehicle while the **Bluetooth®** function is active.

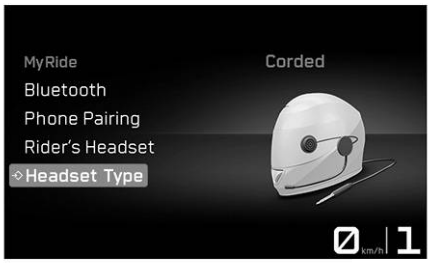
  ✓ The device is automatically connected with the vehicle.

  ✗ If the device is not automatically connected with the vehicle after approx. 30 seconds:

    – Switch on the vehicle again or repeat the **New Pairing** procedure.

In the **Riders Headset** menu, a suitable rider communication system can be paired with the vehicle.

7.28.35 Headset Type (optional)



I00240-01

Condition

- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.

– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press **SET** button to open the menu.

– Press the **UP** or **DOWN** button until **KTMconnect** (optional) is marked. Press the **SET** button to open the menu.

– Press the **UP** or **DOWN** button until **Headset Type** is highlighted. Press the **SET** button to change the rider headset type.

The connection mode for the rider headset can be selected in the **Headset Type** menu.

The communication system is connected to the vehicle wirelessly via **Bluetooth®** in **Bluetooth Headset** mode.

The communication system is connected directly to the smartphone in **Corded Headset** mode.

Info

The **Riders Headset** menu item is only available in **Headset Type Bluetooth**.

7.28.36 Shift Light



I00241-01

Condition

- The motorcycle is stationary.
- **ODO** > 1,000 km (621 mi).

– Press the **SET** button when the menu is closed.

– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press the **SET** button to open the menu.

– Press the **UP** or **DOWN** button until **Shift Light** is highlighted. Press the **SET** button to open the submenu.

The shift warning light can be configured in the **Shift Light** submenu.

7.28.37 Shift Light State



I00242-01

Condition

- The motorcycle is stationary.
- **ODO** > 1,000 km (621 mi).

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Shift Light** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press the **SET** button to switch the shift warning light on or off.

7.28.38 RPM1



I00243-01

Condition

- The motorcycle is stationary.
- **ODO** > 1,000 km (621 mi).

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Shift Light** is highlighted. Press the **SET** button to open the submenu.
– Press the **UP** or **DOWN** button until **RPM1** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.
– Set the value for **SET** by pressing the **RPM1** button.

Info
RPM1 can be set in intervals of 500 between 5,500 and 10,000 rpm.
RPM1 must not be larger than **RPM2**.
If the engine speed reaches the set value **RPM1**, the shift warning light flashes.

7.28.39 RPM2



I00244-01

Condition

- The motorcycle is stationary.
- **ODO** > 1,000 km (621 mi).

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Shift Light** is highlighted. Press the **SET** button to open the submenu.
– Press the **UP** or **DOWN** button until **RPM2** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.
– Set the value for **SET** by pressing the **RPM2** button.

Info
RPM2 can be set in intervals of 500 between 7,000 and 10,000 rpm.
RPM2 must not be smaller than **RPM1**.
If the engine speed reaches the set value **RPM2**, the shift warning light flashes and the color changes.

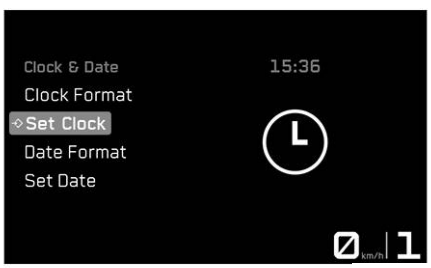
7.28.40 Setting the time and date

Condition
The motorcycle is stationary.



I00245-01

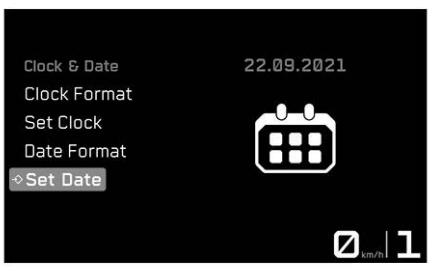
- Press the **SET** button when the menu is closed.
- Press **UP** or **DOWN** button until **Settings** appears. Press the **SET** button to open the menu.
- Press the **UP** or **DOWN** button until **Clock & Date** is highlighted. Press the **SET** button to open the submenu.



I00247-01

Setting the clock

- Press the **UP** or **DOWN** button until **Set Clock** is highlighted.
- Press the **SET** button to open the menu.
- Press **UP** or **DOWN** button until **Hours** is highlighted.
- Press the **SET** button to open the menu.
- Press **UP** or **DOWN** button until the current hour is set. Press **SET** button to select the hour.
- Press **UP** or **DOWN** button until **Minutes** is highlighted.
- Press the **SET** button to open the menu.
- Press **UP** or **DOWN** button until the current minute is set. Press **SET** button to select the minute.
- Press **BACK** button to exit the menu.

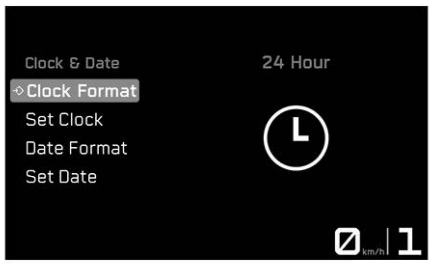


I00249-01

Setting the date

- Press **UP** or **DOWN** button until **Set Date** is highlighted.
- Press the **SET** button to open the menu.
- Press **UP** or **DOWN** button until **Day** is highlighted.
- Press the **SET** button to open the menu.
- Press **UP** or **DOWN** button until the current day is set. Press **SET** button to select the day.
- Press **UP** or **DOWN** button until **Month** is highlighted.
- Press the **SET** button to open the menu.
- Press **UP** or **DOWN** button until the current month is set. Press **SET** button to select the month.
- Press **UP** or **DOWN** button until **Year** is highlighted.
- Press the **SET** button to open the menu.
- Press **UP** or **DOWN** button until the current year is set. Press **SET** button to select the year.
- Press **BACK** button to exit the menu.

7.28.41 Clock Format



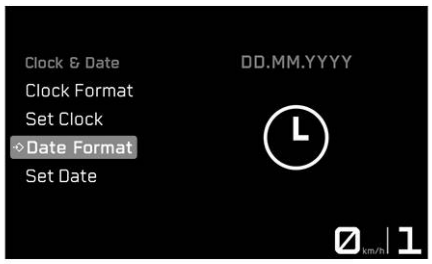
I00246-01

Condition

- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Clock & Date** is highlighted. Press the **SET** button to open the submenu.
– Press the **UP** or **DOWN** button until **Clock Format** is highlighted. Press the **SET** button to open the menu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press the **SET** button to select the time format.

7.28.42 Date Format



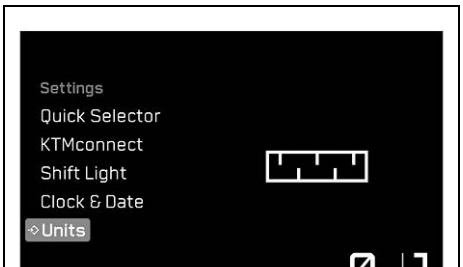
I00248-01

Condition

- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Clock & Date** is highlighted. Press the **SET** button to open the submenu.
– Press the **UP** or **DOWN** button until **Date Format** is highlighted. Press the **SET** button to open the menu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press the **SET** button to select the date format.

7.28.43 Units



I00264-01

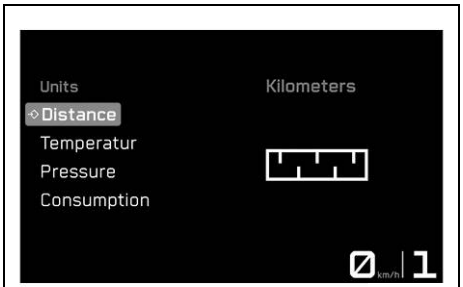
Condition

- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Units** is highlighted. Press **SET** button to open the submenu.

The **Units** submenu allows settings to be made for units or various values.

7.28.44 Distance



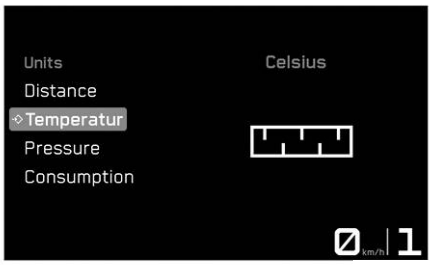
I00250-01

Condition

- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Units** is highlighted. Press **SET** button to open the submenu.
– Press **UP** or **DOWN** button until **Distance** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press the **SET** button to confirm the desired unit.

7.28.45 Temperature



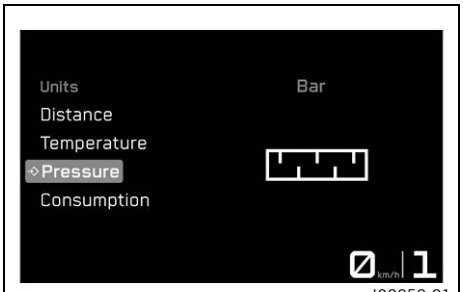
I00251-01

Condition

- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Units** is highlighted. Press **SET** button to open the submenu.
– Press **UP** or **DOWN** button until **Temperature** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press the **SET** button to confirm the desired unit.

7.28.46 Pressure



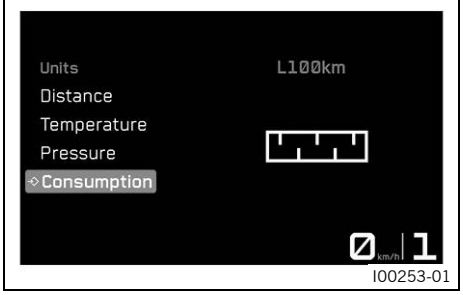
I00252-01

Condition

- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Units** is highlighted. Press **SET** button to open the submenu.
– Press **UP** or **DOWN** button until **Pressure** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press the **SET** button to confirm the desired unit.

7.28.47 Consumption



I00253-01

Condition

- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Units** is highlighted. Press **SET** button to open the submenu.
– Press **UP** or **DOWN** button until **Consumption** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press the **SET** button to confirm the desired unit.

7.28.48 Language



I00254-01

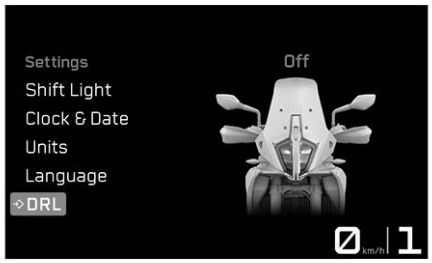
Condition

- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted.
– Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Language** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press the **SET** button to confirm the desired language.

Info
The menu languages are US English, UK English, German, Italian, French, and Spanish.

7.28.49 DRL



I00255-01

Condition

- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted.
– Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **DRL** is highlighted. Press the **SET** button to open the submenu.

Warning
Danger of accidents When visibility is poor, the daytime running light is not a substitute for the low beam.

Automatic switching between the daytime running light and low beam may only be partially available when visibility is significantly impaired due to fog, snow or rain.

– Ensure that the appropriate type of lighting is always selected.
– If necessary switch off the daytime running lights using the menu before going on a ride or when stopped so that the low beam is switched on permanently.
– Make sure that the daytime running light is deactivated with the diagnostics tool when the menu item is not available, but the low beam is required. (Your authorized KTM workshop will be glad to help.)
– Note the legal regulations regarding the daytime running light.

– Activate the menu item using the **UP** or **DOWN** button.
– Press the **SET** button to switch the daytime running light on or off.

7.28.50 Heating (function optional)



I00256-01

Condition

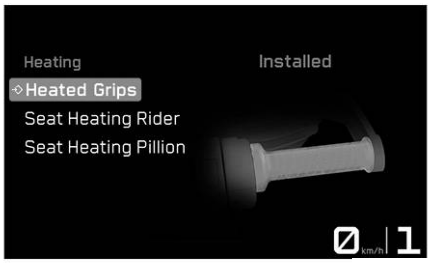
- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Heating** is highlighted. Press **SET** button to open the submenu.

The heated grip, rider seat heating and passenger seat heating can be configured in the **Heating** submenu.

Info
In the **Settings** menu, the **Heating** submenu solely controls the visibility of **Heated Grips** and **Seat Heating** in the **Motorcycle** menu.

7.28.51 Heated Grips (function optional)

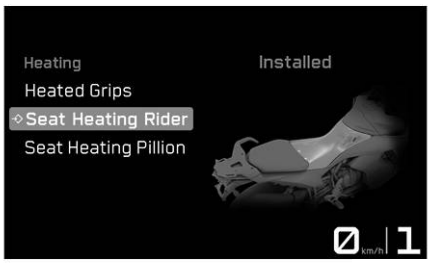


I00257-01

Condition
- Model with heated grip.
- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Heating** is highlighted. Press **SET** button to open the submenu.
– Press **UP** or **DOWN** button until **Heated Grips** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press the **SET** button to switch the heated grip on or off.

7.28.52 Seat Heating Rider (function optional)



I00258-01

Condition
- Model with seat heater.
- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Heating** is highlighted. Press **SET** button to open the submenu.
– Press **UP** or **DOWN** button until **Seat Heating Rider** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press the **SET** button to switch the front rider's seat heating on or off.

7.28.53 Seat Heating Pillion (function optional)



I00259-01

Condition
- Model with seat heater.
- The motorcycle is stationary.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted. Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Heating** is highlighted. Press **SET** button to open the submenu.
– Press **UP** or **DOWN** button until **Seat Heating Pillion** is highlighted. Press the **SET** button to open the submenu.
– Activate the menu item using the **UP** or **DOWN** button.
– Press the **SET** button to switch the passenger seat heating on or off.

7.28.54 Extra Functions



I00260-01

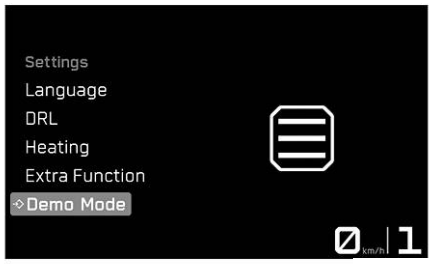
Condition

- The motorcycle is stationary.
- Motorcycle with optional supplementary function.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted.
– Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Extra Functions** is highlighted. Press the **SET** button to open the submenu.
– Use the **UP** or **DOWN** button to navigate through the extra functions.

Info
The optional extra functions are listed.
The current **KTM PowerParts** and available software are listed on the KTM website.

7.28.55 Demo Mode



I00292-01

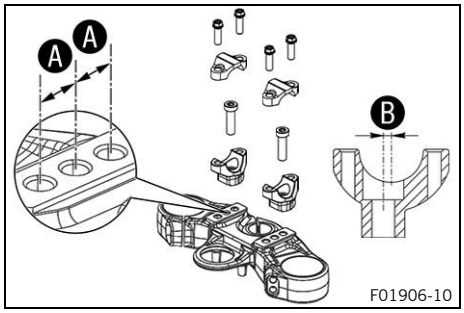
Condition

- The motorcycle is stationary.
- Motorcycle with demo mode.

– Press the **SET** button when the menu is closed.
– Press the **UP** or **DOWN** button until **Settings** is highlighted.
– Press the **SET** button to open the menu.
– Press the **UP** or **DOWN** button until **Demo Mode** is highlighted. Press the **SET** button to open the submenu.
– Use the **UP** or **DOWN** button to navigate through the demo mode functions.

Info
The activated demo mode functions (p. 33) are listed.
Once the demo mode expires, the optional software functions are available from an authorized KTM dealer.

8.1 Handlebar position



On the upper triple clamp, there are three holes at a distance of Ⓐ to each other.

The holes on the handlebar support are placed at a distance of Ⓑ from the center.

Hole distance Ⓐ	15 mm (0.59 in)
Hole distance Ⓑ	3.5 mm (0.138 in)

The handlebar can be mounted in six different positions. This allows the handlebar to be mounted in the most comfortable position for the rider.

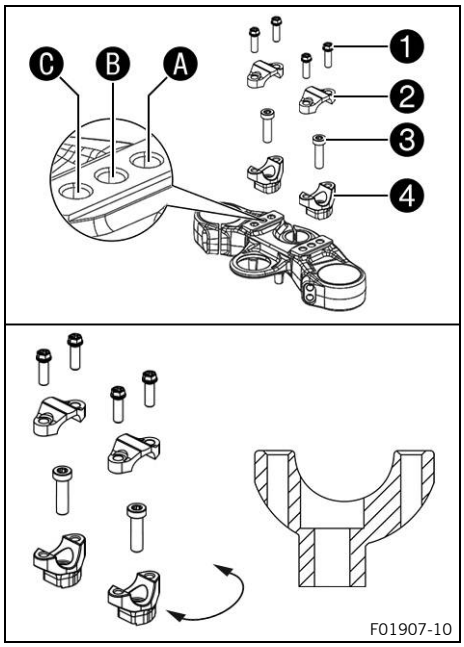
8.2 Adjusting the handlebar position

Warning

Danger of accidents A repaired handlebar poses a safety risk.

If the handlebar is bent or straightened, the material becomes fatigued. The handlebar may break as a result.

– Change the handlebar if the handlebar is damaged or bent.



– Remove screws ❶. Take off the handlebar clamps ❷. Position the handlebar so that screws ❸ are accessible.

Info

Cover the components to protect them against damage. Do not kink the cables and lines.

– Remove screws ❸. Take off handlebar supports ❹.

– Move the handlebar supports into the desired position Ⓑ, Ⓐ or Ⓒ. Mount and tighten screws ❸.

Guideline

Mount the left and right handlebar supports in the same position.

Screw, handlebar support	M10	45 Nm (33.2 lbf ft) **Loctite®243™**

– Position the handlebar.

Info

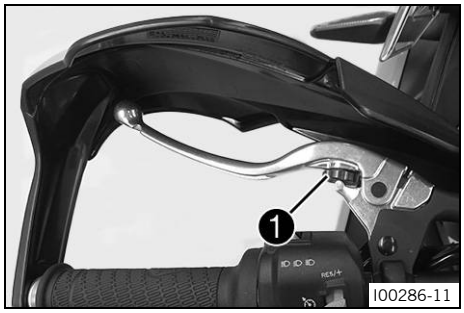
Make sure the cables and wiring are positioned correctly.

– Position handlebar clamp. Mount screws ❶ and tighten evenly.

Guideline

Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)

8.3 Adjusting the basic position of the clutch lever



– Push clutch lever forward.
– Adjust the basic position of the clutch lever to your hand size by turning adjusting screw 1.

Info

When the adjusting screw is turned clockwise, the clutch lever moves closer to the handlebar.

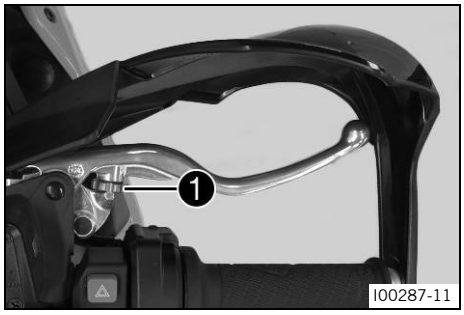
When the adjusting screw is turned counterclockwise, the clutch lever moves away from the handlebar.

The range of adjustment is limited.

Only turn the adjusting screw by hand, and do not use force.

Do not make any adjustments while riding.

8.4 Adjusting the basic position of the hand brake lever



– Push hand brake lever forward.
– Adjust the basic position of the hand brake lever to your hand size by turning adjusting screw 1.

Info

Turn the adjusting screw clockwise to decrease the distance between the hand brake lever and the handlebar.

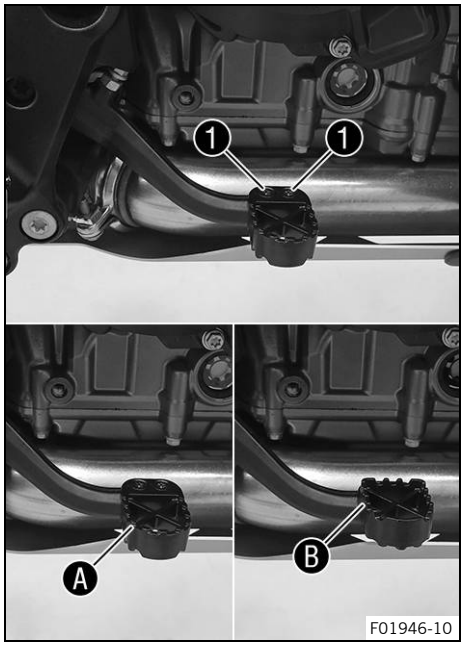
Turn the adjusting screw counterclockwise to increase the distance between the hand brake lever and the handlebar.

The range of adjustment is limited.

Only turn the adjusting screw by hand, and do not use force.

Do not make any adjustments while riding.

8.5 Adjusting foot brake lever stub



– Remove screws ❶ with the foot brake lever stub.
– Move the foot brake lever stub into desired position Ⓐ or Ⓑ. Mount and tighten screws ❶.

Guideline

Screw, foot brake lever stub	M5	10 Nm (7.4 lbf ft) **Loctite®243™**

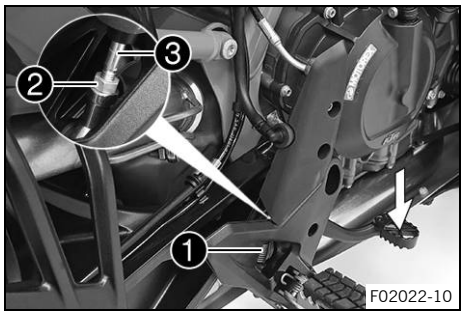
8.6 Adjusting the basic position of the foot brake lever

Warning

Danger of accidents The brake system will fail if it overheats or is adjusted incorrectly.

If there is no free travel on the foot brake lever, pressure builds up in the brake system on the rear brake.

– Set the free travel on the foot brake lever in accordance with the specification.
– Ensure that the adjustment steps are performed properly. (Your authorized KTM workshop will be glad to help.)



– Detach spring ❶.
– Loosen nut ❷.

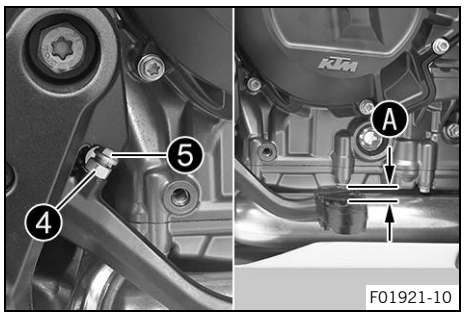
Tip

Press the foot brake lever downwards to make this easier.

– Turn the push rod ❸ to set the basic position of the foot brake lever.

Info

The range of adjustment is limited.
The screw must be screwed in by at least five full turns.
Screwing the push rod into the ball joint adjusts the foot brake lever downwards.
Screwing the push rod out of the ball joint adjusts the brake lever upwards.



– Loosen nut ❹ and turn screw ❺ correspondingly until the free travel Ⓐ is present. If necessary, adjust the basic position of the foot brake lever.

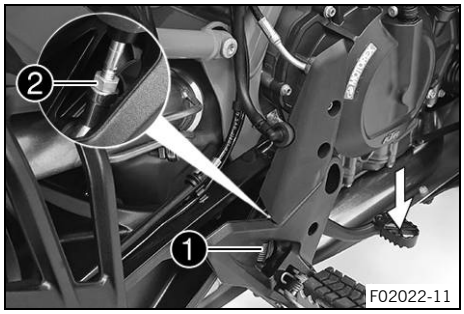
Guideline

Free travel at foot brake lever	3 … 5 mm (0.12 … 0.2 in)

– Hold screw ❺ and tighten nut ❹.

Guideline

Nut, foot brake lever adjustment	M6	6 Nm (4.4 lbf ft)



– Tighten nut ❷.

Guideline

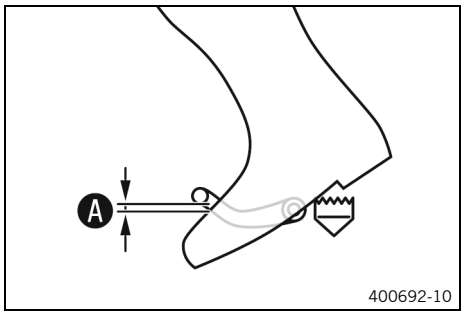
Nut, push rod, foot brake lever	M6	6 Nm (4.4 lbf ft)

Tip
Press the foot brake lever downwards to make this easier.

– Attach spring ❶.

8.7 Checking the basic position of the shift lever

Info
When driving, the shift lever must not touch the rider's boot when in the basic position.
If the shift lever is permanently touching the boot, the transmission will be subject to excessive load; this can cause malfunctions on the QUICKSHIFTER+ (optional).

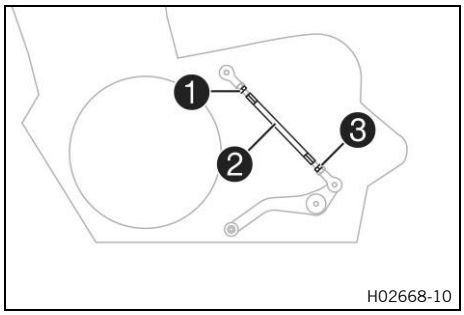


– Sit on the vehicle in the riding position and determine distance Ⓐ between the upper edge of your boot and the shift lever.

Distance between shift lever and upper edge of boot	10 … 20 mm (0.39 … 0.79 in)

» If the distance does not meet specifications:
– Adjust the basic position of the shift lever. (📖 p. 71)

8.8 Adjusting the basic position of the shift lever



– Loosen nut ❶, holding threaded rod ❷.
– Loosen nut ❸, holding threaded rod ❷.

Info
Nut ❸ has a left-handed thread.

– Turn threaded rod ❷ to adjust the shift lever.

Info
The range of adjustment is limited.
The shift lever must not come into contact with any other vehicle components during the shift procedure.

– Tighten nut ❸ while holding threaded rod ❷.
Guideline

Nut, shift rod	M6LH	6 Nm (4.4 lbf ft)

– Tighten nut ❶ while holding threaded rod ❷.
Guideline

Nut, shift rod	M6	6 Nm (4.4 lbf ft)

9.1 Advice on preparing for first use

Danger

Danger of accidents A rider who is not fit to ride poses a danger to him or herself and others.

– Do not operate the vehicle if you are not fit to ride due to alcohol, drugs or medication.
– Do not operate the vehicle if you are physically or mentally impaired.

Warning

Risk of injury Missing or poor protective clothing presents an increased safety risk.

– Wear appropriate protective clothing such as helmet, boots, gloves as well as trousers and a jacket with protectors on all rides.
– Always wear protective clothing that is in good condition and meets the legal regulations.

Warning

Danger of crashing Different tire tread patterns on the front and rear wheel impair the handling characteristic.

Different tire tread patterns can make the vehicle significantly more difficult to control.

– Make sure that only tires with a similar tire tread pattern are fitted to the front and rear wheel.

Warning

Danger of accidents Non-approved or non-recommended tires and wheels impact the handling characteristic.

– Only use tires/wheels approved by KTM with the corresponding speed index.

Warning

Danger of accidents New tires have reduced road grip.

The contact surface on new tires is not yet roughened.

– Run in new tires with moderate riding and only gradually increase the lean angle.
  Run-in distance 200 km (124 mi)

Warning

Danger of accidents The brake system fails in the event of overheating.

If the foot brake lever is not released, the brake linings drag continuously.

– Take your foot off the foot brake lever if you do not want to brake.

Info

When using your vehicle, remember that others may feel disturbed by excessive noise.

– Make sure that the pre-sales inspection work has been carried out by an authorized KTM workshop.
  ✓ You will receive a delivery certificate when the vehicle is handed over.
– Before riding for the first time, read the entire Owner's Manual carefully.
– Get to know the controls.
– Adjust basic position of the clutch lever. (📖 p. 69)
– Adjust basic position of the hand brake lever. (📖 p. 69)
– Adjust the basic position of the foot brake lever. 🔧 (📖 p. 70)
– Get used to the handling characteristic of the motorcycle in a suitable area before making a longer trip. Try also to ride as slowly as possible to get a better feel for the motorcycle.
– Hold the handlebar firmly with both hands and keep your feet on the footrests when riding.

– Run the engine in. (📖 p. 74)

9.2 Running in the engine

– During the running-in time, do not exceed the specified engine speed.

Guideline

Maximum engine speed	
During the first: 1,000 km (620 mi)	6,500 rpm
After the first: 1,000 km (620 mi)	9,800 rpm

– Avoid fully opening the throttle.

Info
If the maximum engine speed is exceeded before the first service, the shift warning light flashes.

9.3 Loading the vehicle

Warning
Danger of accidents Total weight and axle loads influence the handling characteristic.

The total weight consists of: operational motorcycle with a full tank, rider and, if necessary, a passenger with protective clothing and helmet, and, if necessary, mounted luggage.

– Do not exceed the maximum permissible overall weight or the axle loads.

Warning
Danger of accidents Improper mounting of cases, tank rucksacks or other luggage impairs the handling characteristics.

Luggage mounted incorrectly can slip while the vehicle is in motion.

– Mount and secure all luggage according to the manufacturer's instructions.
– Check that your luggage is fixed properly at regular intervals.

Warning
Danger of accidents Carrying luggage alters handling characteristics at high speed.

– Adapt your speed to your payload.
– Ride more slowly if your motorcycle is loaded with cases or other luggage.
  Maximum speed with luggage 150 km/h (93.2 mph)

Warning
Danger of accidents The luggage system will be damaged if it is overloaded.

– Read the manufacturer information on maximum payload when mounting cases.

Warning
Danger of accidents Luggage which has slipped impairs visibility.

If the tail light is covered, you are less visible to traffic behind you, especially when it is dark.

– Check that your luggage is fixed properly at regular intervals.

Warning
Danger of accidents A high payload alters the handling characteristic and increases the stopping distance.
– Adapt your speed to your payload.

Warning
Fire hazard The hot exhaust system may burn luggage.
– Fasten your luggage in such a way that it cannot be burned or singed by the hot exhaust system.

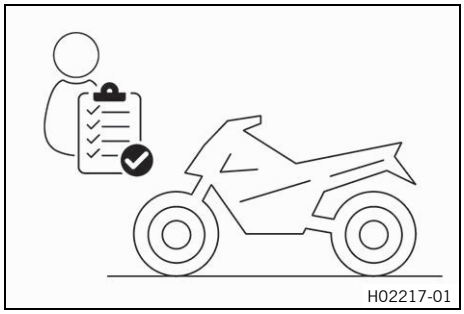
– If you carry luggage, make sure you secure it firmly as close as possible to the center of the vehicle and ensure even weight distribution between the front and rear wheels.
– Do not exceed the maximum permissible weight and the maximum permissible axle loads.

Guideline

Maximum permissible total weight	450 kg (992 lb.)
Maximum permissible front axle load	175 kg (386 lb.)
Maximum permissible rear axle load	275 kg (606 lb.)

10.1 Checks and maintenance measures when preparing for use

Info
Before every trip, check the condition of the vehicle and ensure that it is roadworthy.
The vehicle must be in perfect technical condition when it is being operated.

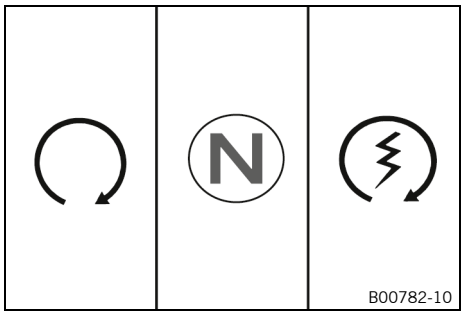

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- Check the engine oil level. (📖 p. 153)
- Check the front brake fluid level. (📖 p. 120)
- Check the rear brake fluid level. (📖 p. 123)
- Check that the brake linings of the front brake are secured. (📖 p. 121)
- Check that the brake linings of the rear brake are secured. (📖 p. 124)
- Check that the brake system is functioning properly.
- Check the coolant level in the compensating tank. (📖 p. 148)
- Check the chain for dirt. (📖 p. 99)
- Check the chain tension. (📖 p. 100)
- Check the tire condition. (📖 p. 134)
- Check tire pressure. (📖 p. 135)
- Check the settings of all controls and ensure that they can be operated smoothly.
- Check that the electrical system is functioning properly.
- Check that luggage is properly secured.
- Sit on the motorcycle and check the rear mirror setting.
- Check the fuel level.

10.2 Starting the vehicle

Danger
Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and death.
- Always make sure there is sufficient ventilation when running the engine.
- Use effective exhaust extraction when starting or running the engine in an enclosed space.

Note
Engine damage High revving speed with a cold engine negatively impacts the lifespan of the engine.
- Always run the engine warm at a low speed.



B00782-10

- Take the motorcycle off the side stand and sit on the motorcycle.
- Make sure that the start button/emergency OFF switch is in the middle position ○.
- Switch on the ignition by turning the ignition key to the position ○.

Guideline

To avoid malfunctions in the control unit communication, do not switch the ignition off and on in rapid succession.

✔ After you switch on the ignition, you can hear the fuel pump working for about two seconds. The function check of the combination instrument is run at the same time.

✔ The ABS warning lamp lights up and goes back out after starting off.

– Shift the transmission into neutral N.

✔ The green idle indicator lamp **N** lights up.

– Briefly press the start button/emergency OFF switch into the lower position ⚷.

Info

Only press the start button/emergency OFF switch into the lower position ⚷ when the combination instrument function check has been completed.

Do not open the throttle to start.

If the starting attempt is unsuccessful, wait for 15 seconds before making another attempt at starting.

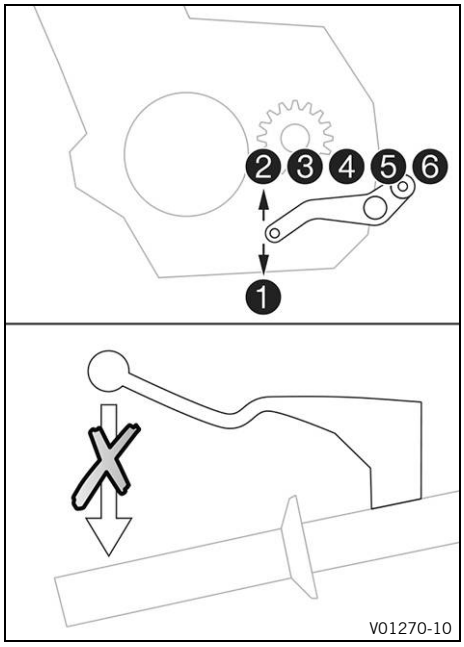
After 6 unsuccessful starting attempts, do not try again, and check the vehicle for other malfunctions instead.

This motorcycle is equipped with a safety starting system. You can only start the engine if the transmission is in neutral or if the clutch lever is pulled when a gear is engaged. If the side stand is folded out and you shift into gear and release the clutch lever, the engine stops.

10.3 Starting off

– Pull the clutch lever, engage 1st gear, release the clutch lever slowly and simultaneously open the throttle carefully.

10.4 Quickshifter+ (optional)



If the QUICKSHIFTER+ is activated, you can shift up and down without actuating the clutch.

Because there is no need to close the throttle grip, uninterrupted gear shifts are possible.

The QUICKSHIFTER+ uses the shift shaft position to check whether or not a shift should be initiated, and sends a corresponding signal to the engine control unit.

If the QUICKSHIFTER+ is disabled in the combination instrument, the clutch needs to be actuated in the normal way for each shift.

10.5 Shifting, riding

Warning
Danger of accidents Abrupt load alterations can cause the vehicle to get out of control.
– Avoid abrupt load alterations and sudden braking actions.
– Adapt your speed to the road conditions.

Warning
Danger of accidents If you change down at high engine speed, the rear wheel blocks and the engine races.
– Do not change into a low gear at high engine speed.

Warning
Danger of accidents An incorrect ignition key position causes malfunctions.
– Do not change the ignition key position while driving.

Warning
Danger of accidents Adjustments to the vehicle distract attention from traffic activity.
– Make all adjustments when the vehicle is at a standstill.

Warning
Risk of injury The passenger may fall from the motorcycle if they conduct themselves incorrectly.
– Ensure that the passenger sits correctly on the passenger seat, places his or her feet on the passenger foot pegs and holds on to the rider or the grab handles.
– Note the regulations governing the minimum age of passengers in your country.

Warning
Danger of accidents A risky riding style constitutes a major risk.
– Comply with traffic regulations and ride defensively and with foresight to detect sources of danger as early as possible.

Warning
Danger of accidents Cold tires have reduced road grip.
– Ride the first miles carefully on every journey at moderate speed until the tires reach operating temperature.

Warning
Danger of accidents New tires have reduced road grip.

The contact surface on new tires is not yet roughened.

– Run in new tires with moderate riding and only gradually increase the lean angle.

Run-in distance	200 km (124 mi)

Warning
Danger of accidents Total weight and axle loads influence the handling characteristic.

The total weight consists of: operational motorcycle with a full tank, rider and, if necessary, a passenger with protective clothing and helmet, and, if necessary, mounted luggage.

– Do not exceed the maximum permissible overall weight or the axle loads.

Warning

Danger of accidents Improper mounting of cases, tank rucksacks or other luggage impairs the handling characteristics.

Luggage mounted incorrectly can slip while the vehicle is in motion.

– Mount and secure all luggage according to the manufacturer's instructions.
– Check that your luggage is fixed properly at regular intervals.

Warning

Danger of accidents A fall can damage the vehicle more seriously than it may first appear.

– Check the vehicle after a fall as you do when preparing for use.

Note

Engine damage Unfiltered intake air has a negative effect on the service life of the engine.

Dust and dirt will enter the engine without an air filter.

– Only operate the vehicle if it is equipped with an air filter.

Note

Engine failure Overheating damages the engine.

– If the coolant temperature warning is displayed, stop immediately and take care not to endanger yourself or other traffic participants in the process.
– Allow the engine and cooling system to cool down.
– Check and, if necessary, correct the coolant level on the cooling system while it is in a cooled state.

Note

Transmission damage Incorrect use of Easy Shift will damage the transmission.

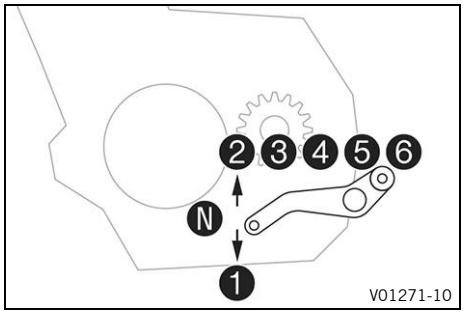
Easy Shift can only be used if the function is activated in the combination instrument.

Easy Shift is not active if you pull the clutch lever.

– Only use Easy Shift in the permitted speed range shown.

Info

If unusual noises occur while riding, stop immediately (taking care not to endanger yourself or other road users in the process), switch off the engine and contact an authorized KTM workshop.



– Shift into a higher gear when conditions allow (incline, road situation, etc.).
– Release the throttle while simultaneously pulling the clutch lever, shift into the next gear, release the clutch lever, and open the throttle.

Info

You can see the positions of the 6 forward gears in the figure. The neutral or idle position is between the first and second gears. First gear is used for starting off or for steep inclines.

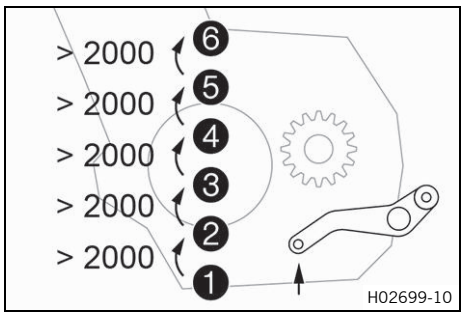
The operating temperature is reached when 5 bars of the temperature indicator light up.

– After reaching maximum speed by fully opening the throttle grip, turn the throttle back so it is ¾ open. This will barely reduce the speed, but fuel consumption will be considerably lower.

– Only accelerate up to a speed suitable for the road surface and weather conditions. Particularly in bends, do not shift, and accelerate very carefully.
– Brake if necessary and close the throttle at the same time in order to shift down.
– Pull clutch lever and shift into a lower gear, release the clutch lever slowly, and open the throttle or shift again.
– If the engine stalls (e.g., at a crossroads), just pull clutch lever and press the start button/emergency OFF switch into the lower position ⓕ. The transmission must not be shifted into neutral.
– Switch off the engine if running at idle speed or stationary for a long time.
– If the oil pressure warning lamp lights up during a trip, stop immediately and switch off the engine. Contact an authorized KTM workshop.
– If the malfunction indicator lamp lights up during a trip, please contact an authorized KTM workshop as soon as possible.
– If the general warning lamp lights up during a trip, the display shows a message.

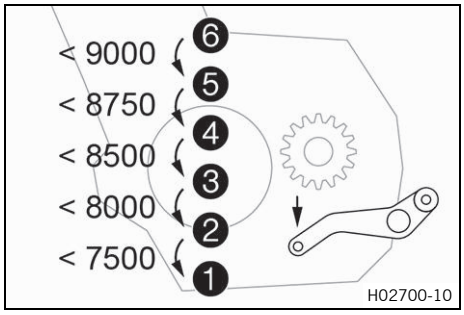
Info
Very important messages are stored in the **Warning** menu.

– If the ice warning appears in the combination instrument, the roads may be icy. Adjust your speed to the road conditions.



– If the QUICKSHIFTER+ (optional) is activated in the combination instrument, you can shift up in the speed range shown without pulling the clutch lever.

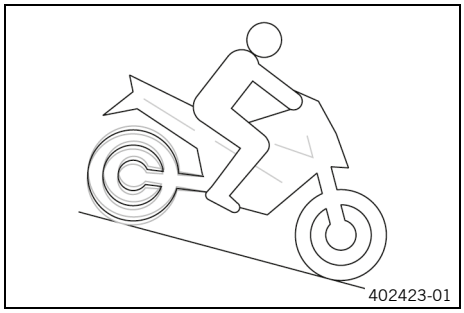
Info
The minimum engine speed before shifting up in revolutions per minute is shown in the figure.
Pull the shift lever quickly back to the stop without changing the throttle twist grip position.



– If the QUICKSHIFTER+ (optional) is activated in the combination instrument, you can shift down in the speed range shown without pulling the clutch lever.

Info
The maximum engine speed before shifting down in revolutions per minute is shown in the figure.
Depress the shift lever quickly back to the stop without changing the throttle twist grip position.

10.6 MSR (optional)



The **MSR** is an optional auxiliary function of the engine control.
If the engine braking effect is too great, the **MSR** prevents the rear wheel from locking or sliding away on a sloping position.
To avoid slip of the rear wheel, the **MSR** only opens the throttle valve as far as absolutely necessary.
The **MSR** is applied on surfaces, where the friction coefficient is to low to open the slipper clutch.
To further increase ride safety, the **MSR** is slope dependent.

Info
When ABS mode **Offroad** is active, the **MSR** is not active.

10.7 Braking

Warning
Danger of accidents Moisture and dirt impair the brake system.
– Brake carefully several times to dry out and remove dirt from the brake linings and the brake discs.

Warning
Danger of accidents A spongy pressure point on the front or rear brake reduces braking efficiency.
– Check the brake system and do not continue riding until the problem is eliminated. (Your authorized KTM workshop will be glad to help.)

Warning
Danger of accidents The brake system fails in the event of overheating.
If the foot brake lever is not released, the brake linings drag continuously.
– Take your foot off the foot brake lever if you do not want to brake.

Warning
Danger of accidents Higher total weight increases the stopping distance.
– Take the longer stopping distance into account when carrying a passenger or luggage with you.

Warning
Danger of accidents Salt on the roads impairs the brake system.
– Brake carefully several times to remove salt from the brake linings and the brake discs.

Warning
Danger of accidents ABS may increase the stopping distance in certain situations.
– Adjust application of the brakes to the respective riding situation and riding surface conditions.

Warning
Danger of accidents Excessively forceful application of the brakes blocks the wheels.
The ABS effectiveness is only ensured if it is switched on.
– Leave the ABS switched on in order to benefit from the protective effect.

Warning
Danger of accidents The rear wheel can lock due to the engine braking effect.
– Pull in the clutch, if you perform emergency or full braking, or if you brake on a slippery ground.

Warning
Danger of accidents Driving aids can reduce the probability of a fall only within physical limits.

It is not always possible to compensate for certain riding situations, for example with luggage loaded with a high center of gravity, varying road surfaces, steep descents or full braking without disengaging the gear.

– Adapt your riding style to the road conditions and your driving ability.

– When braking, release the throttle and apply the front and rear brakes at the same time.

Info
When the ABS is enabled, maximum braking power can be achieved even on surfaces with low road grip such as sandy, wet, or slippery terrain without the danger of the wheels locking.

Warning
Danger of accidents Banked or laterally sloping ground reduces the maximum possible delay.

– If possible finish braking before going into a bend.

– Always finish braking before the going into a bend. Shift down to a lower gear appropriate to your speed.
– Use the braking effect of the engine on long downhill stretches. To do so, shift back one or two gears, but do not overrev the engine. This means that significantly less braking is required and the brake system does not overheat.

10.8 Stopping, parking

Warning
Risk of injury People who act without authorization endanger themselves and others.

– Do not leave the vehicle unattended if the engine is running.
– Protect the vehicle against access by unauthorized persons.
– Lock the steering and remove the ignition key if you leave the vehicle unattended.

Warning
Danger of burns Some vehicle components become hot when the vehicle is operated.

– Do not touch any parts such as the exhaust system, radiator, engine, damper, or brake system before the vehicle parts have cooled down.
– Let the vehicle parts cool down before you perform any work on the vehicle.

Note
Material damage The vehicle may be damaged by incorrect procedure when parking.

Significant damage may be caused if the vehicle rolls away or falls over.
The components for parking the vehicle are designed only for the weight of the vehicle.

– Park the vehicle on a firm and level surface.
– Ensure that nobody sits on the vehicle when the vehicle is parked on a stand.

Note
Fire hazard Hot vehicle components pose a fire hazard and explosion risk.

– Do not park the vehicle near to materials which are highly flammable or explosive.
– Allow the vehicle to cool down before covering it.

– Apply the brakes on the motorcycle.
– Shift the transmission into neutral N.

– Switch off the ignition by turning the ignition key to the position ⊠.

Info
If the engine is switched off with the emergency OFF switch and the ignition remains switched on at the ignition lock, power continues to flow to most electrical power consumers. This discharges the 12-V battery. You should therefore always switch off the engine with the ignition lock – the emergency OFF switch is intended for emergencies only.

– Park the motorcycle on a firm surface.
– Swing side stand forward with your foot as far as it will go and lean the vehicle on it.
– Lock the steering by turning the handlebar fully to the left, pressing down the ignition key to the position ⊠ and turning it to the position ⍾. To make the steering lock engage more easily, move the handlebar a little to the left and right. Remove the ignition key.

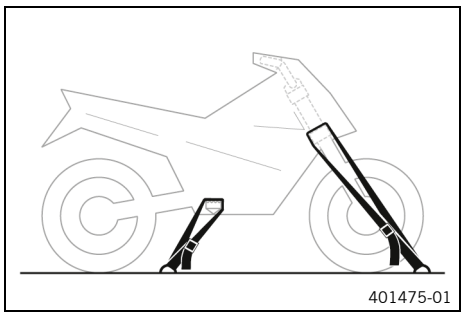
10.9 Transporting

Note
Material damage The vehicle may be damaged by incorrect procedure when parking.

Significant damage may be caused if the vehicle rolls away or falls over.
The components for parking the vehicle are designed only for the weight of the vehicle.

– Park the vehicle on a firm and level surface.
– Ensure that nobody sits on the vehicle when the vehicle is parked on a stand.

Note
Fire hazard Hot vehicle components pose a fire hazard and explosion risk.
– Do not park the vehicle near to materials which are highly flammable or explosive.
– Allow the vehicle to cool down before covering it.


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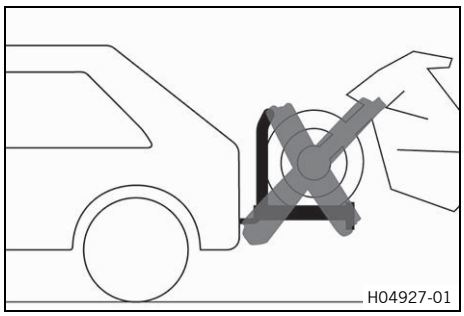
– Switch off the engine.
– Use tension belts or other suitable devices to secure the motorcycle against falling over or rolling away.

10.10 Towing in the event of a breakdown

Note
Danger of damage Towing away using a towing vehicle is not an appropriate vehicle recovery method.

Damage to the drive train or transmission may occur during towing.

– Do not use towing equipment where the wheels of the broken down vehicle remain on the road and rotate as it is towed.
– Always transport a broken down vehicle on a trailer or on the loading area of a transport vehicle.



– Ensure that the broken down vehicle is properly secured on the trailer or transport vehicle.
– Observe local regulations for the recovery of broken down vehicles.

10.11 Refueling

Danger

Fire hazard Fuel is highly flammable.

The fuel in the fuel tank expands when warm and can escape if overfilled.

– Do not fuel the vehicle in the vicinity of open flames or lit cigarettes.
– Switch off the engine for refueling.
– Make sure that no fuel is spilled; particularly not on hot parts of the vehicle.
– If any fuel is spilled, wipe it off immediately.
– Observe the specifications for refueling.

Warning

Danger of poisoning Fuel is harmful to health.

– Avoid skin, eye and clothing contact with fuel.
– Immediately consult a doctor if you swallow fuel.
– Do not inhale fuel vapors.
– Rinse the affected area immediately with plenty of water in the event of contact with the skin.
– Rinse the eyes thoroughly with water, and consult a doctor in case of fuel contact with the eyes.
– Change your clothing if fuel spills on them.

Note

Material damage Inadequate fuel quality causes the fuel filter to quickly become clogged.

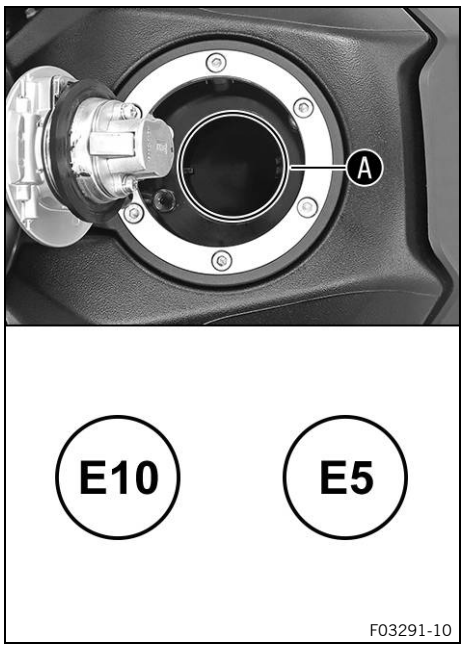
In some countries and regions, the available fuel quality and cleanliness may not be sufficient. This will result in problems with the fuel system.

– Refuel only with clean fuel that meets the specified standards. (Your authorized KTM workshop will be glad to help.)

Note

Environmental hazard Improper handling of fuel is a danger to the environment.

– Do not allow fuel to enter the groundwater, the soil, or the sewage system.



– Switch off the engine.
– Open the fuel tank filler cap. (p. 25)
– Fill the fuel tank with fuel up to the lower edge Ⓐ of the filler neck.

Total fuel tank capacity, approx.	19.5 l (5.15 US gal)	Super unleaded (ROZ 95) (p. 179)

– Close the fuel tank filler cap. (p. 26)

11 SERVICE SCHEDULE

11.1 Additional information

Any further work that results from the service work must be ordered separately and invoiced separately.
Different service intervals may apply in your country, depending on the local operating conditions.
Individual service intervals and scopes may change in the course of technical developments. The most up-to-date service schedule is available for authorized KTM dealers for the electronic proof of service. Your authorized KTM dealer will be happy to advise you.

11.2 Service work

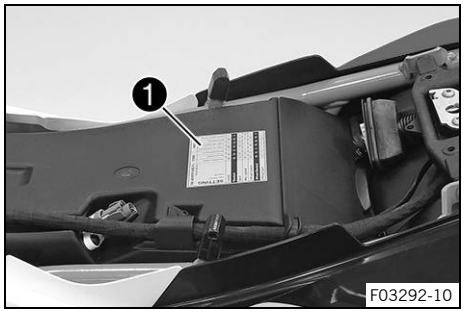
	after 1,000 km (620 mi)	every 15,000 km (9,300 mi)	every 30,000 km (18,600 mi)	every 12 months	every 24 months	every 48 months
Read out the trouble code memory using the KTM diagnostics tool. 🔧	○	●	●	●	●	●
Program the shift shaft sensor. 🔧	○	●	●	●	●	●
Check that the electrical system is functioning properly.	○	●	●	●	●	●
Check that the brake linings of the front brake are secured. (📖 p. 121)	○	●	●	●	●	●
Check that the brake linings of the rear brake are secured. (📖 p. 124)	○	●	●	●	●	●
Check brake discs. (📖 p. 119)	○	●	●	●	●	●
Check the brake lines for damage and leakage. 🔧	○	●	●	●	●	●
Check the front brake fluid level. (📖 p. 120)	○	●	●	●		
Change the front brake fluid. 🔧					●	●
Check the rear brake fluid level. (📖 p. 123)	○	●	●	●		
Change the rear brake fluid. 🔧					●	●
Check the free travel of the clutch lever. (📖 p. 156)	○	●	●	●	●	●
Check the free travel of the foot brake lever. (📖 p. 122)	○	●	●	●	●	●
Change the engine oil and the oil filter, clean the oil screens. 🔧 (📖 p. 153)	○	●	●	●	●	●
Check all hoses (e.g. fuel, cooling, bleeder, drainage hoses, etc.) and sleeves for cracking, tightness, and correct routing. 🔧		●	●	●	●	●
Empty the drainage hoses. 🔧	○	●	●	●	●	●
Check the cables for damage and for routing without kinks. 🔧		●	●	●	●	●
Check the frame. 🔧			●			
Check the link fork. 🔧			●			
Check the fork bearing for play.		●	●			
Check the steering head bearing play.	○	●	●			
Check the wheel bearing for play.		●	●			
Check the shock absorber and fork for leaks. Perform a fork service and shock absorber service as needed, when possible and depending on how the vehicle is used. 🔧	○	●	●	●	●	●
Check the tire condition. (📖 p. 134)	○	●	●	●	●	●
Check tire pressure. (📖 p. 135)	○	●	●	●	●	●
Check the rim run-out. 🔧	○	●	●	●	●	●
Retighten the spokes. 🔧	○					
Check the spoke tension. (📖 p. 136)		●	●	●	●	●
Check the chain, rear sprocket, engine sprocket, and chain guide. (📖 p. 101)		●	●	●	●	●

	after 1,000 km (620 mi)	every 15,000 km (9,300 mi)	every 30,000 km (18,600 mi)	every 12 months	every 24 months	every 48 months
Check the chain tension. (📖 p. 100)	○	●	●	●	●	●
Grease all moving parts (e.g. side stand, hand lever, chain, etc.) and check for smooth operation. 🔧	○	●	●	●	●	●
Change the spark plugs. 🔧			●			
Check the valve clearance. 🔧			●			
Change the air filter, clean the air filter box. 🔧		●	●			
Check the fuel pressure. 🔧		●	●	●	●	●
Check the headlight setting. (📖 p. 146)	○	●	●			
Check the tightness of the safety-relevant screws and nuts which are easily accessible. 🔧	○	●	●	●	●	●
Clean the dust boots of the fork legs. 🔧 (📖 p. 111)		●	●			
Check the coolant fill level and antifreeze. 🔧	○	●	●	●	●	
Change the coolant. 🔧						●
Check that the radiator fan is functioning properly. 🔧	○	●	●	●	●	●
Final check: Check the vehicle is roadworthy and take a test ride. 🔧	○	●	●	●	●	●
Read out the error memory after the test ride using the KTM diagnostics tool. 🔧	○	●	●	●	●	●
Set the service interval display. 🔧	○	●	●	●	●	●
Enter electronic proof of service. 🔧	○	●	●	●	●	●

○ One-time interval

● Periodic interval

12.1 Fork/shock absorber



The fork and the shock absorber offer many options of adapting the suspension to the riding style and the payload.

Info
The recommendations for the suspension setting are shown in table ❶. The table is located under the seat on the air filter box.

These adjustments are guidelines and should always be the basis for a suspension setting. If the guidelines are not adhered to, the riding characteristics could deteriorate, particularly at high speeds.

12.2 Adjusting the compression damping of the fork

Info
The hydraulic compression damping determines the fork suspension behavior.



(890 ADVENTURE R US)

– Turn white adjusting screw ❶ clockwise as far as it will go.

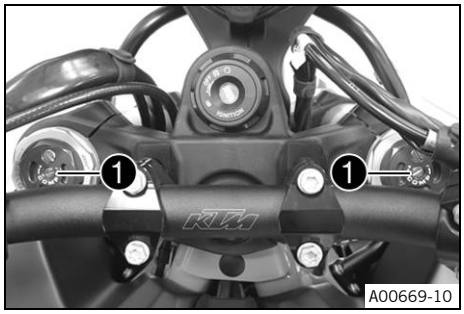
Info
The adjusting screw ❶ is located at the upper end of the left fork leg.
The compression damping is located in left fork leg **COMP** (white adjusting screw). The rebound damping is located in right fork leg **REB** (red adjusting screw).

– Turn counterclockwise by the number of clicks corresponding to the fork type.

Guideline

Compression damping	
Comfort	20 clicks
Standard	15 clicks
Sport	10 clicks
Full payload	15 clicks

Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping during compression.



(890 ADVENTURE R RALLY US)

– Turn adjusting screws ❶ clockwise all the way.

Adjustment tool (T14105)

Info
Adjusting screws ❶ are located at the top end of the fork legs.
Make the same adjustment on both fork legs.

– Turn counterclockwise by the number of clicks corresponding to the fork type.

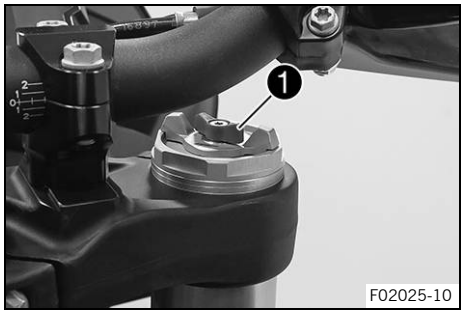
Guideline

Compression damping	
Comfort	20 clicks
Standard	18 clicks
Sport	12 clicks
Full payload	8 clicks

Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping during compression.

12.3 Adjusting the rebound damping of the fork

Info
The hydraulic rebound damping determines the fork suspension behavior.



(890 ADVENTURE R US)

– Turn red adjusting screw ❶ clockwise as far as it will go.

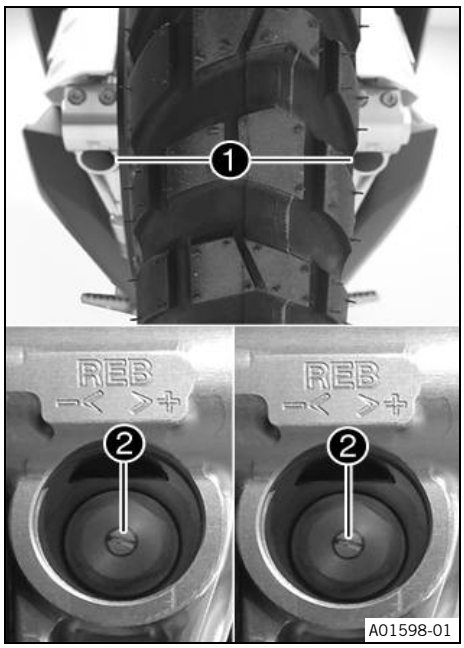
Info
Adjusting screw ❶ is located at the upper end of the right fork leg.
The rebound damping is located in right fork leg **REB** (red adjusting screw). The compression damping is located in left fork leg **COMP** (white adjusting screw).

– Turn counterclockwise by the number of clicks corresponding to the fork type.

Guideline

Rebound damping	
Comfort	18 clicks
Standard	15 clicks
Sport	10 clicks
Full payload	15 clicks

Info
Turn clockwise to increase the damping; turn counterclockwise to reduce damping when the shock absorber rebounds.



(890 ADVENTURE R RALLY US)

– Take off protection caps ❶.
– Turn adjusting screws ❷ clockwise all the way.

Info
Adjusting screws ❷ are located at the bottom end of the fork legs.
Make the same adjustment on both fork legs.

– Turn counterclockwise by the number of clicks corresponding to the fork type.

Guideline

Rebound damping	
Standard	18 clicks

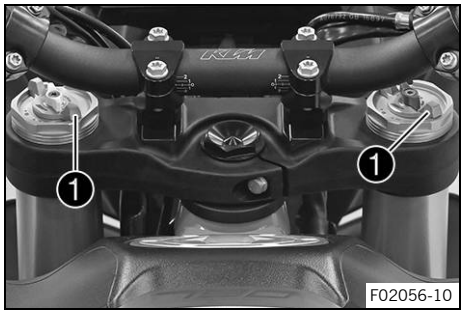
Info
Turn clockwise to increase the damping; turn counterclockwise to reduce damping when the shock absorber rebounds.

– Mount protection caps ❶.

12.4 Adjusting the spring preload of the fork

Preparatory work

– Raise motorcycle with rear lifting gear. (📖 p. 97)
– Remove the front fender. (📖 p. 110)
– Lift the motorcycle with the front lifting gear. (📖 p. 97)



Main work
(890 ADVENTURE R US)

– Turn T-grips ❶ counterclockwise all the way.
✓ Marking **+0** aligns with the right-hand part of the grip.

Info
Make the adjustment by hand only. Do not use a tool.
Make the same adjustment on both fork legs.

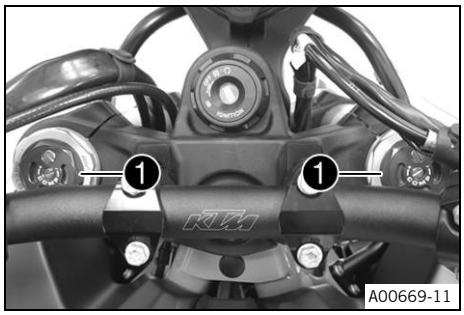
– Turn the T-grips clockwise.

Guideline

Spring preload – preload adjuster	
Comfort	**+0**
Standard	**+0**
Sport	**+0**
Full payload	**+3**

✓ The T-grips engage noticeably at the numerical values.

Info
Adjust the spring preload to the numerical values only as the preload will not engage between the numerical values.
Turn clockwise to increase the spring preload; turn counterclockwise to reduce the spring preload.
Adjusting the spring preload has no influence on the suspension setting of the rebound.
Basically, however, you should set the rebound damping higher with a higher spring preload.



(890 ADVENTURE R RALLY US)

– Turn adjusting screws 1 counterclockwise all the way.

Ring wrench (T14028)

Info
Make the same adjustment on both fork legs.

– Turn the adjusting screws clockwise.

Guideline

Spring preload – preload adjuster	
Standard	0 clicks

Info
Turn clockwise to increase the spring preload; turn counterclockwise to reduce the spring preload.
Adjusting the spring preload has no influence on the absorption setting of the rebound.
Basically, however, you should set the rebound damping higher with a higher spring preload.

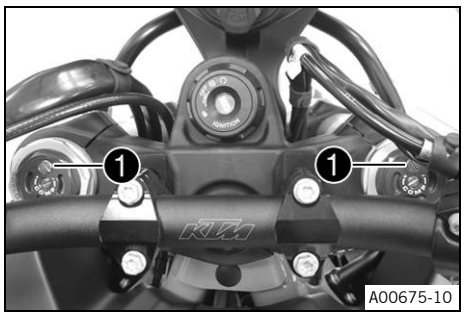
Finishing work

– Take the motorcycle off the front lifting gear. (📖 p. 98)
– Install the front fender. (📖 p. 110)
– Remove the rear of the motorcycle from the lifting gear. (📖 p. 97)

12.5 Bleeding the fork legs (890 ADVENTURE R RALLY US)

Preparatory work

– Raise motorcycle with rear lifting gear. (📖 p. 97)
– Remove the front fender. (📖 p. 110)
– Lift the motorcycle with the front lifting gear. (📖 p. 97)



Main work

– Release bleeder screws ❶.

✔ Any excess pressure escapes from the interior of the fork.

– Tighten the bleeder screws.

Info
Carry out this operation on both fork legs.

12.6 Compression damping of the shock absorber

The compression damping of the shock absorber is divided into two ranges: high-speed and low-speed.
High-speed and low-speed refer to the compression speed of the rear wheel suspension and not to the vehicle speed.
The high-speed compression adjuster, for example, has an effect when riding over an asphalt edge: the rear wheel suspension compresses quickly.
The low-speed compression adjuster has an effect, for example, when riding over long ground swells: the rear wheel suspension compresses slowly.
These two ranges can be adjusted separately, although the transition between high-speed and low-speed is gradual. Thus, modifications in the high-speed range affect the compression damping in the low-speed range and vice versa.

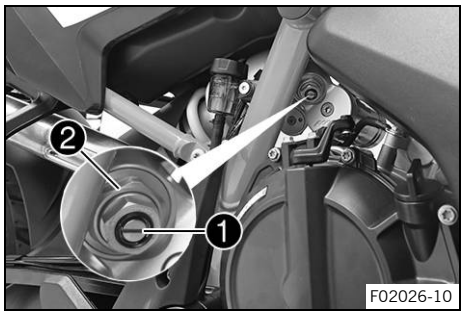
12.7 Adjusting the low-speed compression damping of the shock absorber

Caution
Risk of injury Parts of the shock absorber will move around if the shock absorber is detached incorrectly.

The shock absorber is filled with highly compressed nitrogen.

– Please follow the description provided. (Your authorized KTM workshop will be glad to help.)

Info
The effect of the low-speed compression adjuster can be seen in slow to normal compression of the shock absorber.



(890 ADVENTURE R US)

– Turn adjusting screw ❶ clockwise with a screwdriver as far as the last perceptible click.

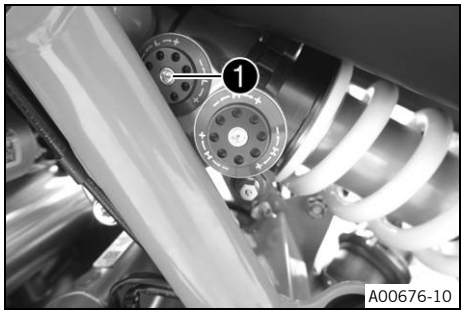
Info
Do not loosen fitting ❷!

– Turn counterclockwise by the number of clicks corresponding to the shock absorber type.

Guideline

Low-speed compression damping	
Comfort	20 clicks
Standard	15 clicks
Sport	10 clicks
Full payload	7 clicks

Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.



(890 ADVENTURE R RALLY US)

– Turn adjusting screw 1 clockwise up to the last perceptible click.
– Turn counterclockwise by the number of clicks corresponding to the shock absorber type.

Guideline

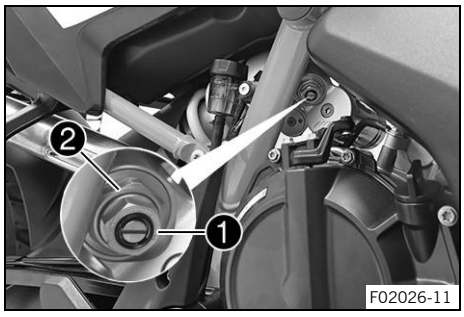
Low-speed compression damping	
Comfort	15 clicks
Standard	12 clicks
Sport	10 clicks
Full payload	10 clicks

Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.

12.8 Adjusting the high-speed compression damping of the shock absorber

Caution
Risk of injury Parts of the shock absorber will move around if the shock absorber is detached incorrectly.
The shock absorber is filled with highly compressed nitrogen.
– Please follow the description provided. (Your authorized KTM workshop will be glad to help.)

Info
The effect of the high speed compression adjuster can be seen in the fast compression of the shock absorber.



(890 ADVENTURE R US)

– Turn adjusting screw 1 all the way clockwise with a socket wrench.

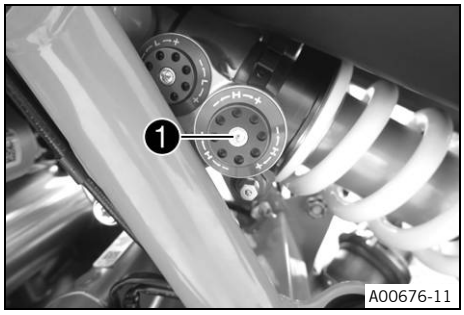
Info
Do not loosen fitting 2!

– Turn counterclockwise by the number of turns corresponding to the shock absorber type.

Guideline

High-speed compression damping	
Comfort	2 turns
Standard	1.5 turns
Sport	1 turn
Full payload	0.5 turns

Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.



(890 ADVENTURE R RALLY US)

– Turn adjusting screw ❶ all the way clockwise with a socket wrench.
– Turn counterclockwise by the number of turns corresponding to the shock absorber type.

Guideline

High-speed compression damping	
Comfort	42 clicks
Standard	40 clicks
Sport	38 clicks
Full payload	28 clicks

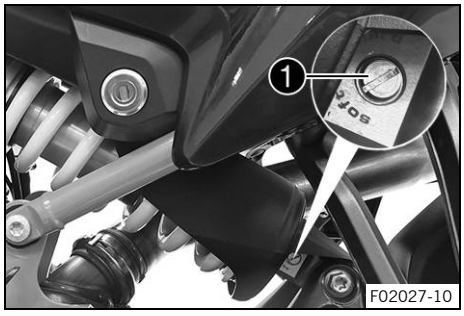
Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.

12.9 Adjusting the rebound damping of the shock absorber

Caution
Risk of injury Parts of the shock absorber will move around if the shock absorber is detached incorrectly.

The shock absorber is filled with highly compressed nitrogen.

– Please follow the description provided. (Your authorized KTM workshop will be glad to help.)



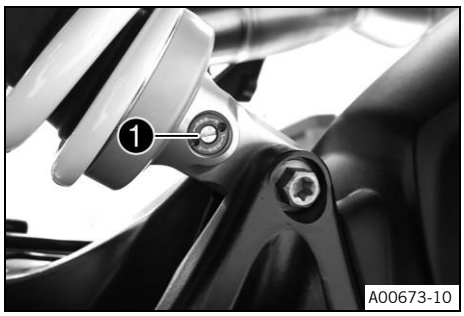
(890 ADVENTURE R US)

– Turn adjusting screw ❶ clockwise up to the last perceptible click.
– Turn counterclockwise by the number of clicks corresponding to the shock absorber type.

Guideline

Rebound damping	
Comfort	23 clicks
Standard	15 clicks
Sport	12 clicks
Full payload	5 clicks

Info
Turn clockwise to increase the damping; turn counterclockwise to reduce damping when the shock absorber rebounds.



(890 ADVENTURE R RALLY US)

– Turn adjusting screw 1 clockwise up to the last perceptible click.
– Turn counterclockwise by the number of clicks corresponding to the shock absorber type.

Guideline

Rebound damping	
Comfort	15 clicks
Standard	15 clicks
Sport	15 clicks
Full payload	15 clicks

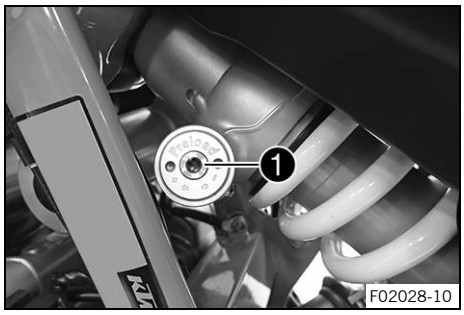
Info
Turn clockwise to increase the damping; turn counterclockwise to reduce damping when the shock absorber rebounds.

12.10 Adjusting the spring preload of the shock absorber

Warning
Danger of accidents Modifications to the suspension setting may seriously alter the handling characteristic.
– Ride slowly to start with after making adjustments to get the feel of the new handling characteristic.

Info
The spring preload defines the initial status of the spring operation on the shock absorber.
The best spring preload setting is achieved when it is set for the weight of the rider and that of any luggage and a passenger, thus ensuring an ideal compromise between handling and stability.

Condition
The link fork is relieved of weight.



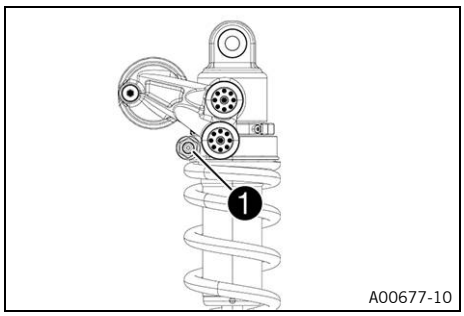
(890 ADVENTURE R US)

– Turn adjusting screw 1 counterclockwise all the way.
– Turn it clockwise by the number of turns corresponding to the shock absorber type and use.

Guideline

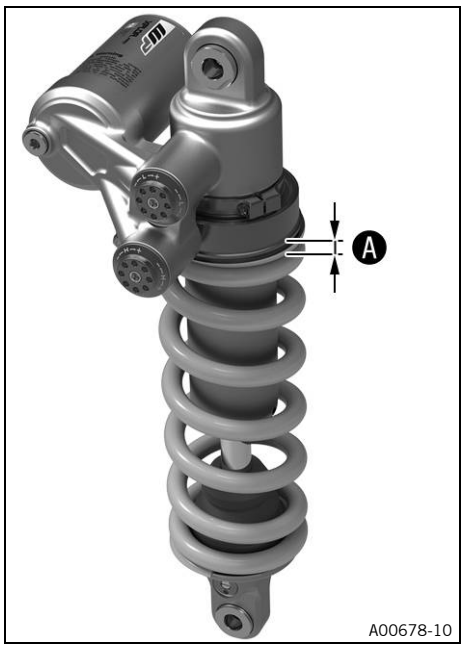
Spring preload – preload adjuster	
Comfort	4 turns
Standard	4 turns
Sport	4 turns
Full payload	10 turns

Info
Turn clockwise to increase the spring preload; turn counterclockwise to reduce the spring preload.



(890 ADVENTURE R RALLY US)

– Turn screw ❶ counterclockwise all the way until the spring is fully relieved of tension.



– Tighten the spring to specified dimension Ⓐ by turning screw ❶.

Guideline

Spring preload	
Comfort	5 mm
Standard	11 mm
Sport	5 mm

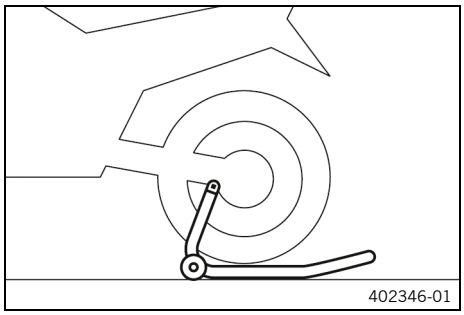
Info
Turning clockwise increases the preload; turning counterclockwise reduces the spring preload.

13.1 Raising the motorcycle with rear lifting gear

Note

Danger of damage The parked vehicle can roll away or fall over.

– Park the vehicle on a firm and level surface.



– Mount retaining adapter on the link fork.
– Insert adapter in the rear lifting gear.

Retaining adapter (61029955144)
Rear wheel work stand (69329955000)

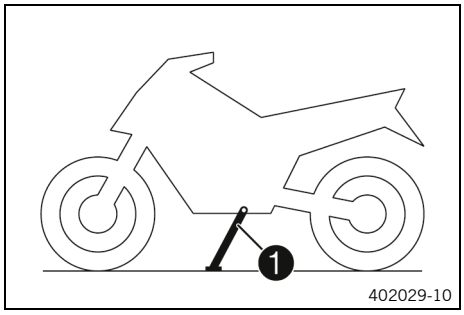
– Stand motorcycle upright, align lifting gear to the link fork with the adapters, and raise motorcycle.

13.2 Removing the rear of the motorcycle from the lifting gear

Note

Danger of damage The parked vehicle can roll away or fall over.

– Park the vehicle on a firm and level surface.



– Secure the motorcycle against falling over.
– Remove the rear lifting gear and lean the vehicle on side stand ❶.
– Remove the retaining adapter from the link fork.

13.3 Lifting the motorcycle with the front lifting gear

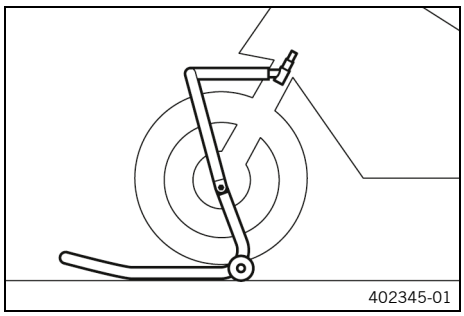
Note

Danger of damage The parked vehicle can roll away or fall over.

– Park the vehicle on a firm and level surface.

Preparatory work

– Raise motorcycle with rear lifting gear. (📖 p. 97)
– Remove the front fender. (📖 p. 110)



Main work

– Move the handlebar to the straight-ahead position.
– Use suitable lifting gear when attaching the steering stem.
– Align the front lifting gear with the fork legs.

Info
Always raise the motorcycle at the rear first.

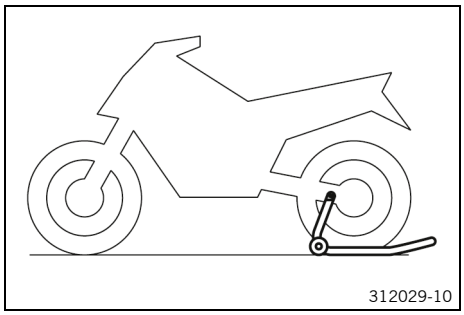
– Lift the motorcycle at the front.

13.4 Taking the motorcycle off the front lifting gear

Note

Danger of damage The parked vehicle can roll away or fall over.

– Park the vehicle on a firm and level surface.



Main work

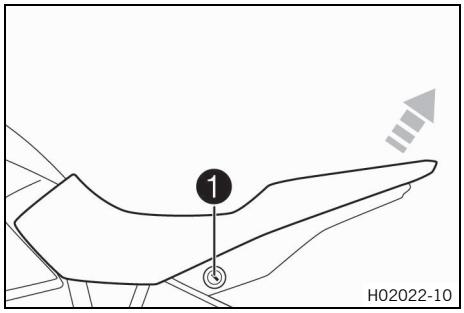
– Secure the motorcycle against falling over.

– Remove the front lifting gear.

Finishing work

– Install the front fender. (📖 p. 110)

13.5 Removing the seat

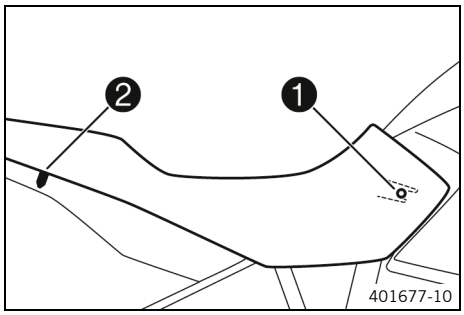


– Insert the ignition key in seat lock ❶ and turn it clockwise.

– Raise the rear of the seat, pull the seat back, and lift it off.

– Remove the ignition key.

13.6 Mounting the seat

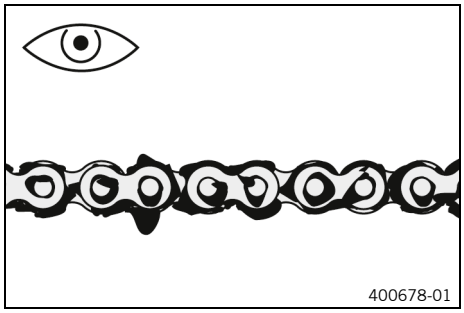


– Hook holding lug ❶ of the seat onto the fuel tank, lower the rear and push it forward.

– Insert locking pin ❷ into the lock housing and push down the rear of the seat until the locking pin engages with a click.

– Check that the seat is correctly mounted.

13.7 Checking for chain dirt



– Check the chain for coarse dirt accumulation.
  » If the chain is very dirty:
    – Clean the chain. (📖 p. 99)

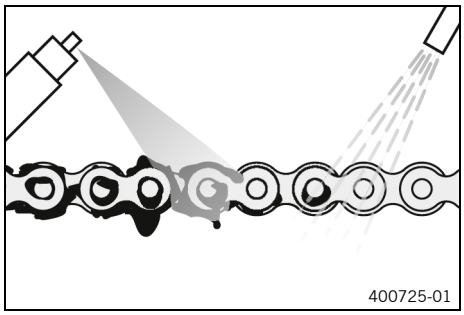
13.8 Cleaning the chain

Warning
Danger of accidents Lubricants on the tires reduces the road grip.
– Remove lubricants from the tires using a suitable cleaning agent.

Warning
Danger of accidents Oil or grease on the brake discs reduces the braking effect.
– Always keep the brake discs free of oil and grease.
– Clean the brake discs with brake cleaner when necessary.

Note
Environmental hazard Hazardous substances cause environmental damage.
– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.

Info
The service life of the chain depends largely on its maintenance.



Preparatory work
– Raise motorcycle with rear lifting gear. (📖 p. 97)

Main work
– Rinse off loose dirt with a soft jet of water.
– Remove old grease residue with chain cleaner.

Chain cleaner (📖 p. 180)

– After drying, apply chain spray.

Street chain spray (📖 p. 180)

Finishing work
– Remove the rear of the motorcycle from the lifting gear. (📖 p. 97)

13.9 Checking the chain tension

Warning

Danger of accidents Incorrect chain tension damages components and results in accidents.

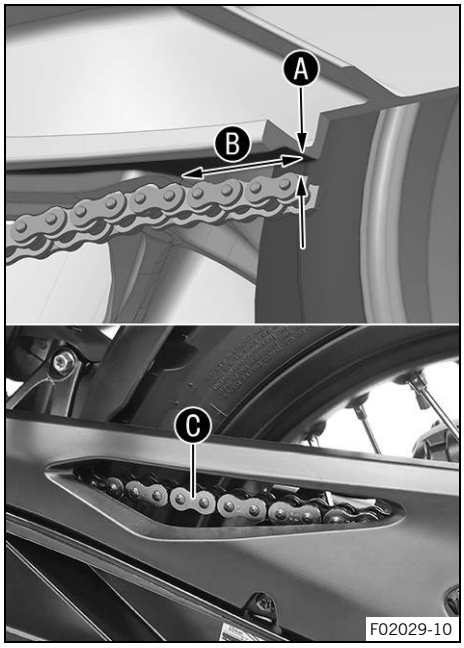
If the chain is tensioned too much, the chain, engine sprocket, rear sprocket, transmission and rear wheel bearings wear more quickly. Some components may break if overloaded.

If the chain is too loose, the chain may fall off the engine sprocket or the rear sprocket. As a result, the rear wheel locks or the engine will be damaged.

– Check the chain tension regularly.
– Set the chain tension in accordance with the specification.

Preparatory work

– Raise motorcycle with rear lifting gear. (📖 p. 97)



Main work

– Shift the transmission into neutral N.
– Push the chain behind the chain sliding piece up and determine the chain tension Ⓐ between the link fork and the upper edge of the chain.

  Guideline

Distance Ⓑ from the chain sliding piece	2.5 cm (0.98 in)
Measure the distance from the flat part of the link fork directly above the chain, not from the edge of the link fork.	

Info

Top chain section Ⓒ must be taut.
Chain wear is not always even. Repeat this measurement at different chain positions.

Chain tension	2 … 5 mm (0.08 … 0.2 in)

» If the chain tension does not meet the specification:
  – Adjust the chain tension. (📖 p. 100)

– Remove the rear of the motorcycle from the lifting gear. (📖 p. 97)

13.10 Adjusting the chain tension

Warning

Danger of accidents Incorrect chain tension damages components and results in accidents.

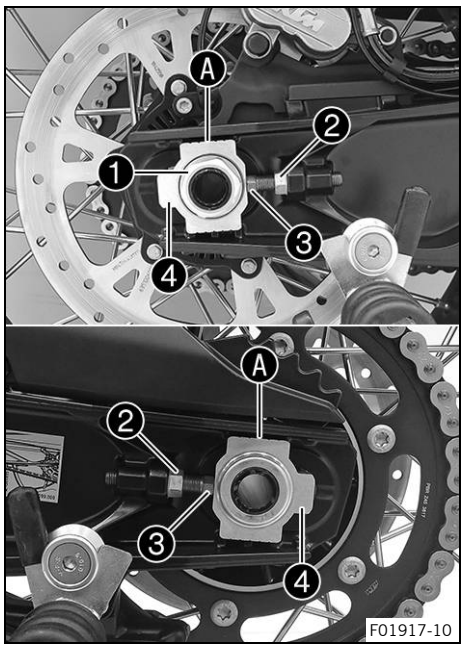
If the chain is tensioned too much, the chain, engine sprocket, rear sprocket, transmission and rear wheel bearings wear more quickly. Some components may break if overloaded.

If the chain is too loose, the chain may fall off the engine sprocket or the rear sprocket. As a result, the rear wheel locks or the engine will be damaged.

– Check the chain tension regularly.
– Set the chain tension in accordance with the specification.

Preparatory work

– Raise motorcycle with rear lifting gear. (📖 p. 97)
– Check the chain tension. (📖 p. 100)



Main work

– Loosen nut ❶.
– Loosen nuts ❷.
– Adjust the chain tension by turning adjusting screws ❸ left and right.

Guideline

Chain tension	2 … 5 mm (0.08 … 0.2 in)
Turn the adjusting screws ❸ on the left and right so that the markings on the left and right chain adjusters ❹ are in the same position relative to the reference marks Ⓐ. The rear wheel is then correctly aligned.	

Info
The top chain section must be taut.
Chain wear is not always even. Repeat this measurement at different chain positions.

– Tighten nuts ❷.
– Make sure that chain adjusters ❹ are fitted correctly on adjusting screws ❸.
– Tighten nut ❶.

Guideline

Nut, rear wheel spindle	M25x1.5	90 Nm (66.4 lbf ft) Thread and contact area of wheel spindle greased

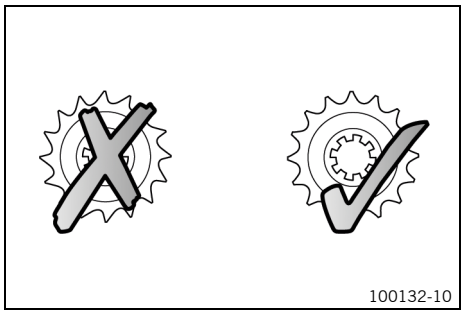
Finishing work

– Check the chain tension. (📖 p. 100)

13.11 Checking the chain, rear sprocket, engine sprocket, and chain guide

Preparatory work

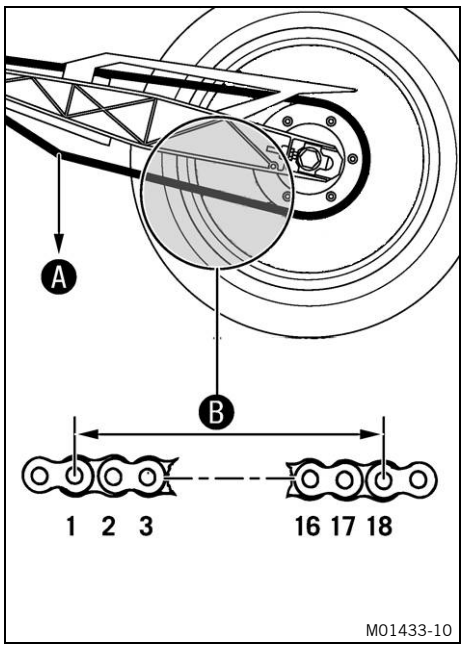
– Raise motorcycle with rear lifting gear. (📖 p. 97)



Main work

– Check the chain, rear sprocket, and engine sprocket for wear.
  » If the chain, rear sprocket or engine sprocket is worn:
    – Change the drivetrain kit.

Info
The engine sprocket, rear sprocket, and chain should always be replaced together.



– Shift the transmission into neutral N.
– Pull on the lower chain section with the specified weight Ⓐ.

Guideline

Weight, chain wear measurement	15 kg (33 lb.)

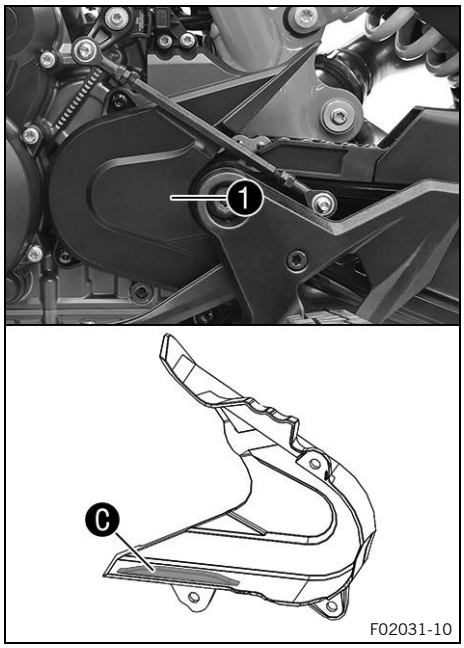
– Measure distance Ⓑ of 18 chain rollers in the lower chain section.

Info
Chain wear is not always even. Repeat this measurement at different chain positions.

Maximum distance Ⓑ from 18 chain rollers at the longest chain section	272 mm (10.71 in)

» If distance Ⓑ is greater than the specified measurement:
– Change the drivetrain kit.

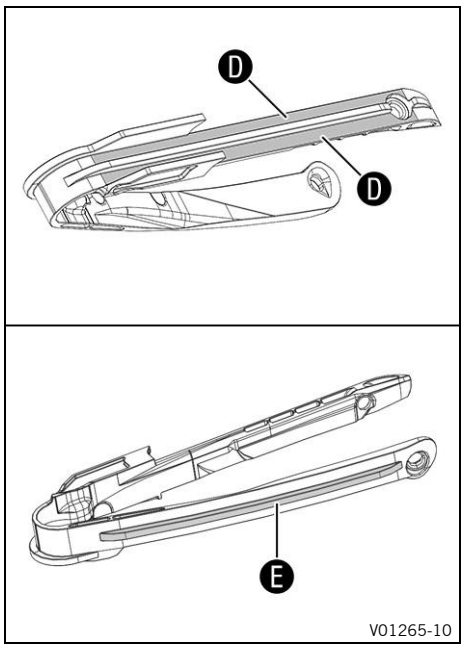
Info
When a new chain is mounted, the rear sprocket and engine sprocket should also be changed.
New chains wear out faster on old, worn sprockets.
For safety reasons, the chain has no chain joint.



– Check the engine sprocket cover ❶ for wear.
» If the engine sprocket cover is highly worn in the marked area Ⓒ:
– Change the engine sprocket cover.
– Check the engine sprocket cover ❶ for tightness.
» If the engine sprocket cover is loose:
– Tighten the screws on the engine sprocket cover.

Guideline

Screw, engine sprocket cover	M5	5 Nm (3.7 lbf ft) **Loctite®243™**



– Check the chain sliding guard for wear.
  » If continuous signs of wear to the chain are visible on the chain sliding guard in the area D marked:
    – Change the chain sliding guard.
  » If the chain sliding guard is highly worn on the underside in the marked area E:
    – Change the chain sliding guard.
– Check that the chain sliding guard is firmly seated.
  » If the chain sliding guard is loose:
    – Tighten screws on the chain sliding guard.

    Guideline

Remaining screws, chassis	M5	5 Nm (3.7 lbf ft)

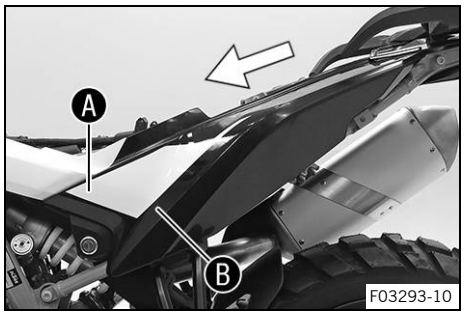
Finishing work

– Remove the rear of the motorcycle from the lifting gear. (p. 97)

13.12 Removing the left side cover

Preparatory work

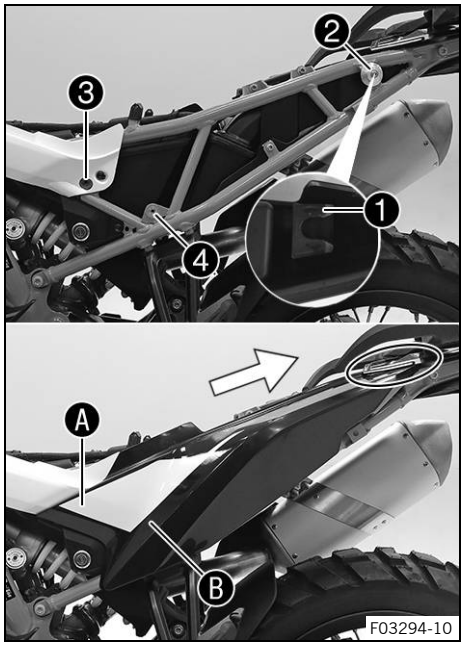
– Remove the seat. (p. 98)



Main work

– Remove left side cover from the rubber bushings in the areas A and B.
– Pull off the left side cover sideways and remove it toward the front.

13.13 Installing the left side cover



Main work

– Position the left side cover with holding lug ❶ on bushing ❷ and push backward.

✔ The left side cover engages under the tail part.

– Press the left side cover in area Ⓐ into rubber bushing ❸ and press into rubber bushing Ⓑ in area ❹.

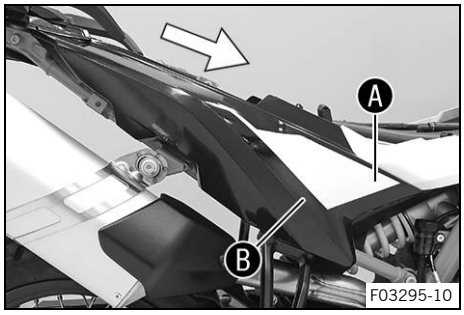
Finishing work

– Mount the seat. (📖 p. 98)

13.14 Removing the right side cover

Preparatory work

– Remove the seat. (📖 p. 98)

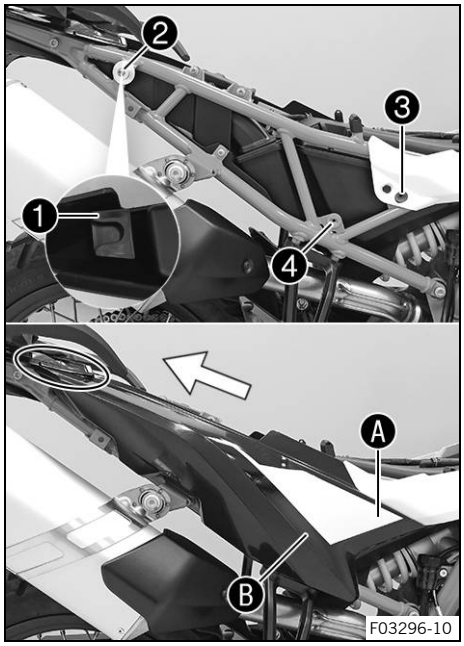


Main work

– Remove the side cover from the rubber bushings in areas Ⓐ and Ⓑ.

– Pull off the right side cover sideways and remove it toward the front.

13.15 Installing the right side cover



Main work

– Position the right side cover with holding lug ❶ on bushing ❷ and push backward.

✔ The right side cover engages under the tail part.

– Press the right side cover in the area Ⓐ into rubber bushing ❸ and press into rubber bushing Ⓑ in area ❹.

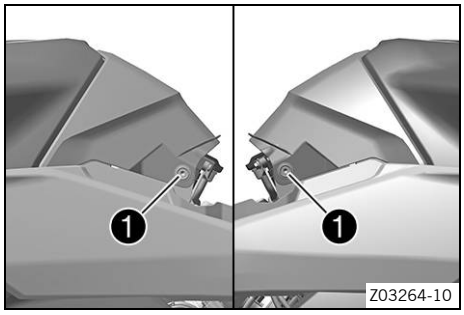
Finishing work

– Mount the seat. (📖 p. 98)

13.16 Removing the battery cover

Preparatory work

– Remove the seat. (📖 p. 98)

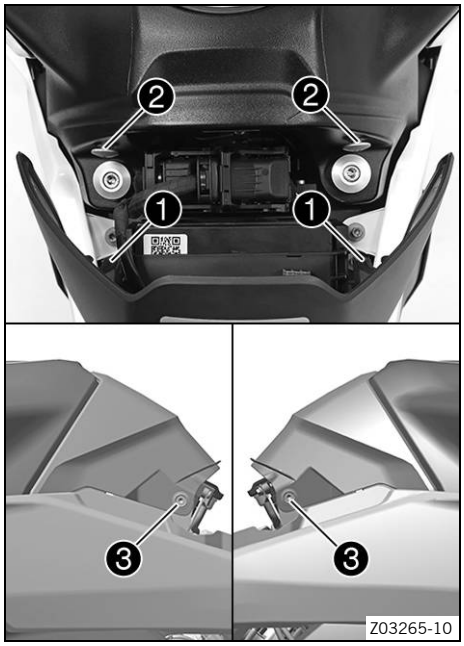


Main work

– Remove screws ❶ with the bushings.

– Remove the battery cover from above.

13.17 Installing the battery cover



Main work

– Position the battery cover with holding lugs ❶ on bushings ❷ and push downward.

✔ The battery cover engages on the left and right under the fuel tank spoiler.

– Mount screws ❸ with the bushings and tighten.

Guideline

Screw, seat fixing	M6	6 Nm (4.4 lbf ft)

Finishing work

– Mount the seat. (📖 p. 98)

13.18 Removing left fuel tank spoiler

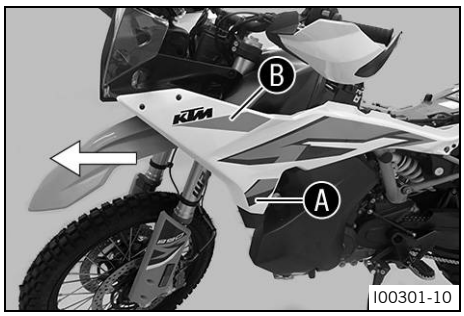
Preparatory work

– Remove the seat. (📖 p. 98)
– Remove the left side cover. (📖 p. 103)
– Remove the battery cover. (📖 p. 105)



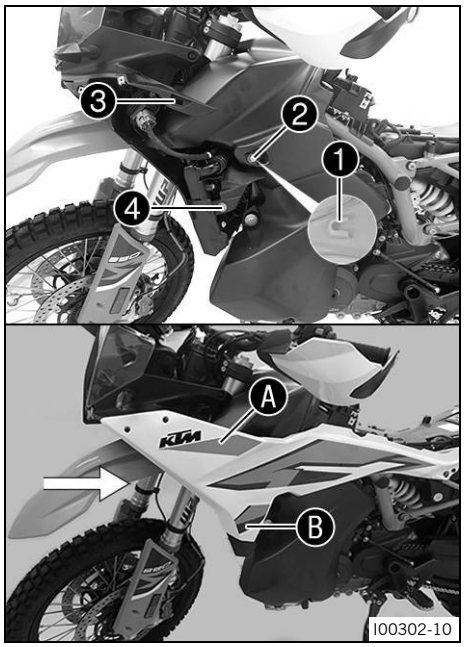
Main work

– Remove screw ❶.
– Remove screws ❷.



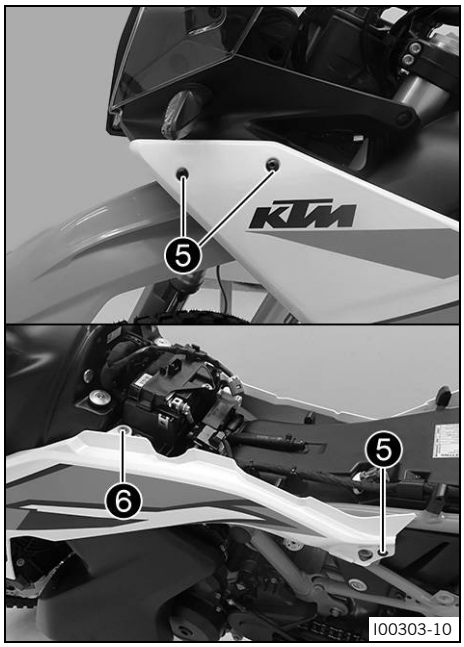
– Remove the left fuel tank spoiler from the rubber bushing in area Ⓐ.
– Pull the left fuel tank spoiler in area Ⓑ out of the bracket.
– Pull off the left fuel tank spoiler sideways and take off toward the front.

13.19 Installing the left fuel tank spoiler



Main work

– Position the left fuel tank spoiler with holding lug ❶ on bushing ❷ and push backward laterally.
– Press the left fuel tank spoiler into bracket ❸ in area Ⓐ.
– Press the left fuel tank spoiler into rubber bushing ❹ in area Ⓑ.



– Mount screws ❺, but do not tighten yet.

Guideline

Screw, trim	M5	3 Nm (2.2 lbf ft)

– Mount screw ❻, but do not tighten it yet.

Guideline

Screw, fuel tank spoiler	M6	5 Nm (3.7 lbf ft)

✓ The front edge of the left fuel tank spoiler is evenly aligned.

– Tighten all the screws of the left fuel tank spoiler.

Guideline

Screw, trim	M5	3 Nm (2.2 lbf ft)
Screw, fuel tank spoiler	M6	5 Nm (3.7 lbf ft)

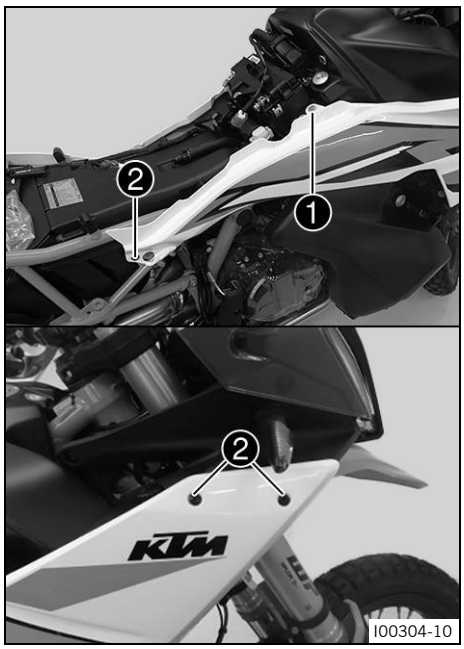
Finishing work

- Install the battery cover. (p. 106)
- Install the left side cover. (p. 104)
- Mount the seat. (p. 98)

13.20 Removing the right fuel tank spoiler

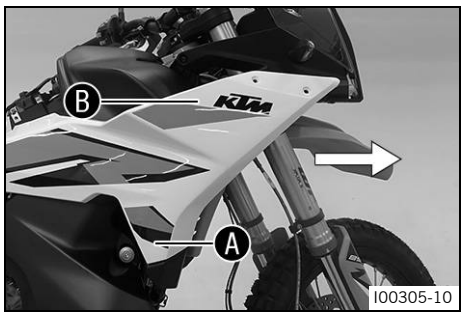
Preparatory work

- Remove the seat. (p. 98)
- Remove the right side cover. (p. 104)
- Remove the battery cover. (p. 105)



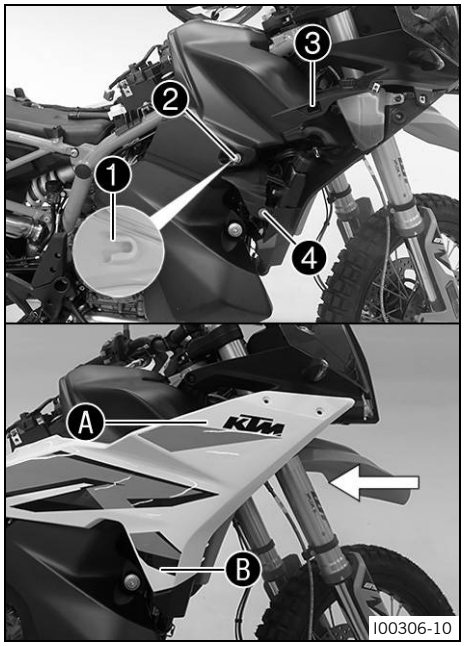
Main work

- Remove screw ❶.
- Remove ❷ screws.



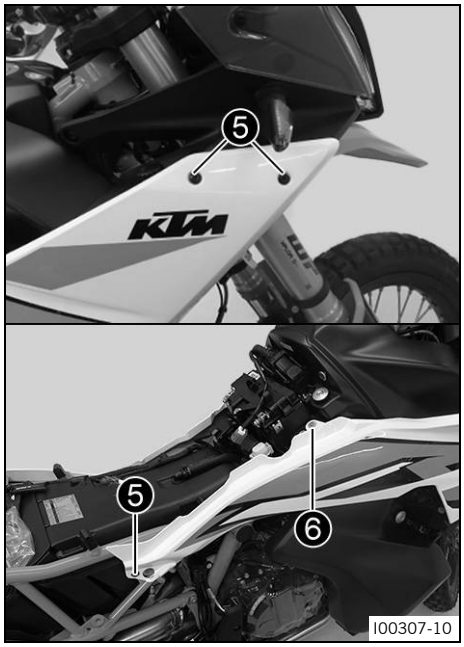
- Remove the fuel tank spoiler from the rubber bushing in area Ⓐ.
- Pull the right fuel tank spoiler in area Ⓑ out of the bracket.
- Pull off the right fuel tank spoiler sideways and take off toward the front.

13.21 Installing the right fuel tank spoiler



Main work

– Position the right fuel tank spoiler with holding lug ❶ on bushing ❷ and push backward laterally.
– Press the right fuel tank spoiler into bracket ❸ in area Ⓐ.
– Press the right fuel tank spoiler into rubber bushing ❹ in area Ⓑ.



– Mount screws ❺, but do not tighten yet.

Guideline

Screw, trim	M5	3 Nm (2.2 lbf ft)

– Mount screw ❻, but do not tighten it yet.

Guideline

Screw, fuel tank spoiler	M6	5 Nm (3.7 lbf ft)

✔ The front edge of the right fuel tank spoiler is evenly aligned.

– Tighten all the screws of the right fuel tank spoiler.

Guideline

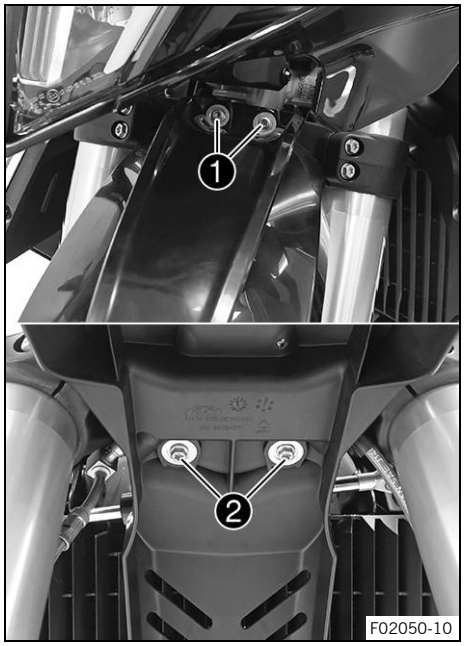
Screw, trim	M5	3 Nm (2.2 lbf ft)
Screw, fuel tank spoiler	M6	5 Nm (3.7 lbf ft)

Finishing work

– Install the battery cover. (📖 p. 106)
– Install the right side cover. (📖 p. 105)
– Mount the seat. (📖 p. 98)

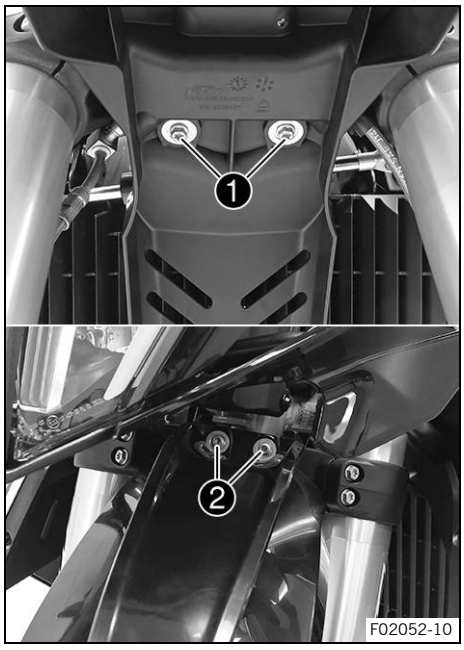
◀

13.22 Removing the front fender



– Remove screws ❶.
– Remove screws ❷.
– Take the fender off to the front.

13.23 Installing the front fender



– Position the front fender. Mount screws ❶, but do not tighten yet.

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)

– Mount screws ❷, but do not tighten yet.

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)

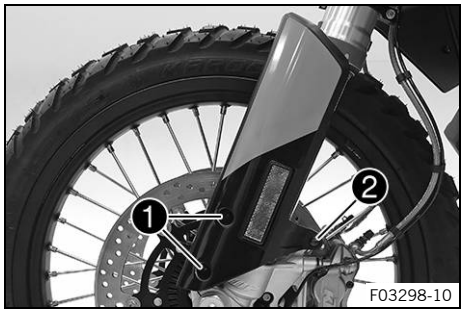
✔ The fender is evenly aligned to the front.

– Tighten all screws on the front fender.

Guideline

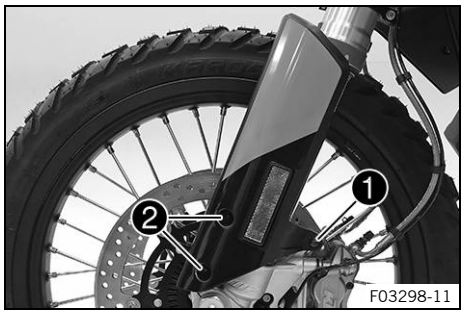
Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)

13.24 Removing fork protector



– Remove screws ❶.
– Remove screw ❷.
– Take off the fork protector at the front.
– Repeat these steps on the opposite side.

13.25 Installing the fork protector



– Position the fork protector. Mount screw ❶, but do not tighten yet.
Guideline

Screw, fork protector	M5x12	5 Nm (3.7 lbf ft)

– Mount screws ❷, but do not tighten yet.
Guideline

Screw, fork protector	M5x17	5 Nm (3.7 lbf ft)

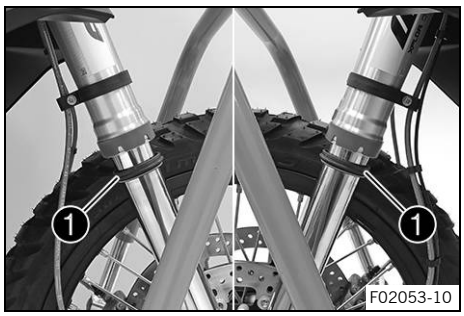
✔ The fork protector is evenly aligned to the front.
– Tighten all screws of the fork protector.
Guideline

Screw, fork protector	M5x12	5 Nm (3.7 lbf ft)
Screw, fork protector	M5x17	5 Nm (3.7 lbf ft)

– Repeat these steps on the opposite side.

13.26 Cleaning the dust boots of the fork legs

Preparatory work
– Raise motorcycle with rear lifting gear. (📖 p. 97)
– Remove the front fender. (📖 p. 110)
– Lift the motorcycle with the front lifting gear. (📖 p. 97)



Main work
(890 ADVENTURE R US)
– Push dust boots ❶ of both fork legs downward.

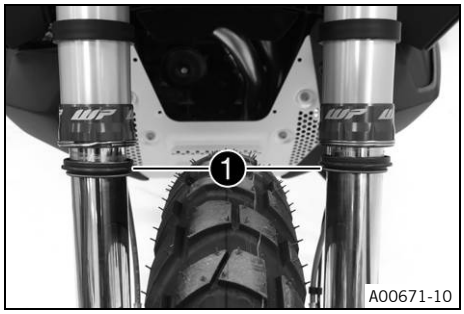
Info
The dust boots remove dust and coarse dirt particles from the inside fork tubes. Over time, dirt can accumulate behind the dust boots. If this dirt is not removed, the oil seals behind can start to leak.

Warning
Danger of accidents Oil or grease on the brake discs reduces the braking effect.
- Always keep the brake discs free of oil and grease.
- Clean the brake discs with brake cleaner when necessary.

– Clean and oil the dust boots and inside fork tubes of both fork legs.

Universal oil spray (p. 180)

– Press the dust boots back into the installation position.
– Remove the excess oil.



(890 ADVENTURE R RALLY US)

– Push dust boots ❶ of both fork legs downward.

Info
The dust boots remove dust and coarse dirt particles from the inside fork tubes. Over time, dirt can accumulate behind the dust boots. If this dirt is not removed, the oil seals behind can start to leak.

Warning
Danger of accidents Oil or grease on the brake discs reduces the braking effect.
- Always keep the brake discs free of oil and grease.
- Clean the brake discs with brake cleaner when necessary.

– Clean and oil the dust boots and inside fork tubes of both fork legs.

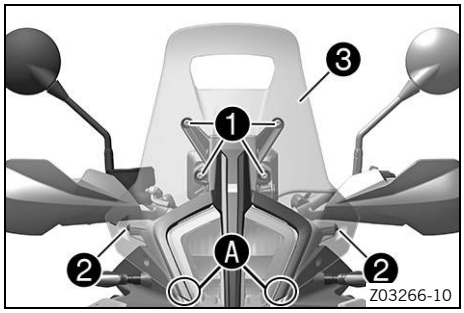
Universal oil spray (p. 180)

– Press the dust boots back into the installation position.
– Remove the excess oil.

Finishing work

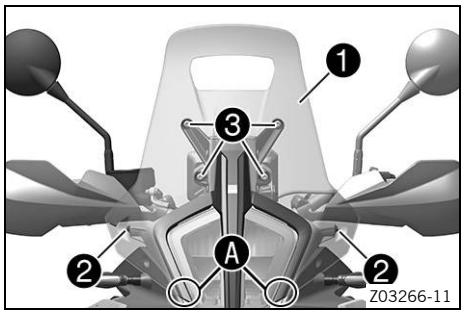
– Take the motorcycle off the front lifting gear. (p. 98)
– Install the front fender. (p. 110)
– Remove the rear of the motorcycle from the lifting gear. (p. 97)

13.27 Removing the windshield



– Remove screws ❶.
– Remove screws ❷ and detach windshield ❸ in area Ⓐ.

13.28 Installing the windshield



– Hook windshield ❶ into area Ⓐ.
– Mount and tighten screws ❷.

Guideline

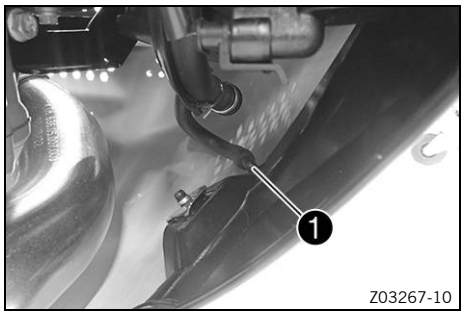
Remaining screws, chassis	M5	5 Nm (3.7 lbf ft)

– Mount and tighten screws ❸.

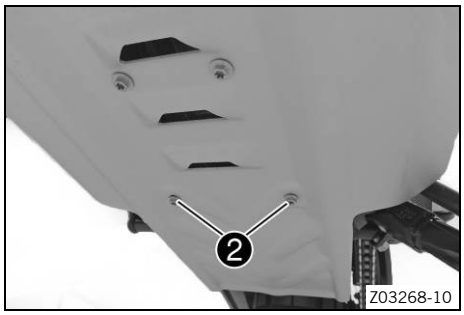
Guideline

Remaining screws, chassis	M5	5 Nm (3.7 lbf ft)

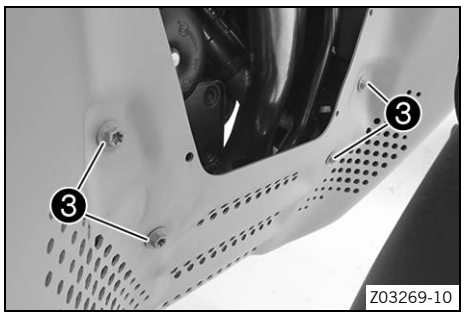
13.29 Removing the engine guard



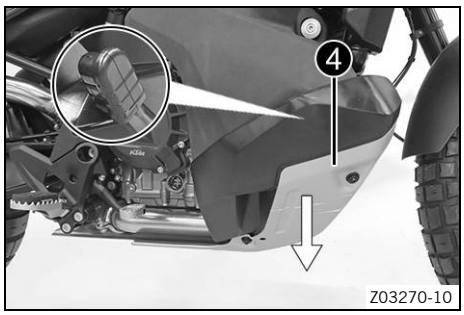
– Pull out hose ❶ from the angle piece.



– Remove screws ❷.



– Remove screws ❸.

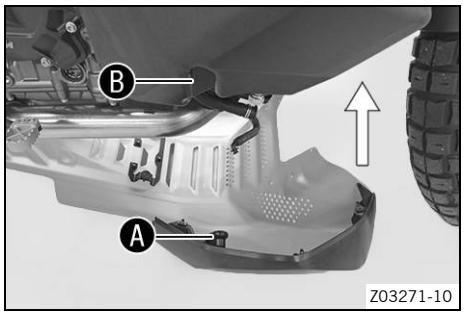


– Remove engine guard ❹.

Guideline

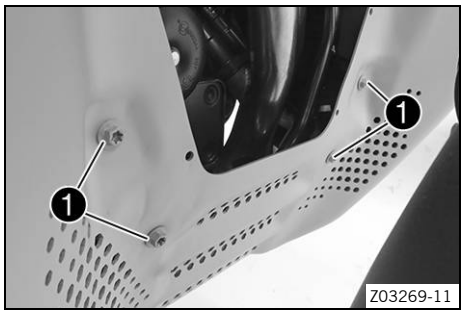
Pull the damping rubbers out of the cut-outs on both sides.

13.30 Installing the engine guard



– Position the engine guard.

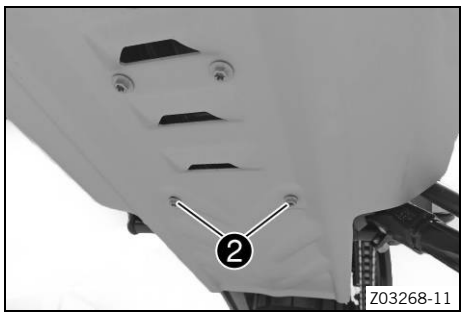
✔ Damping rubbers Ⓐ engage in cut-outs Ⓑ on both sides.



– Mount screws ❶, but do not tighten yet.

Guideline

Screw, engine guard	M6x10	10 Nm (7.4 lbf ft) **Loctite®243™**



– Mount screws ❷, but do not tighten yet.

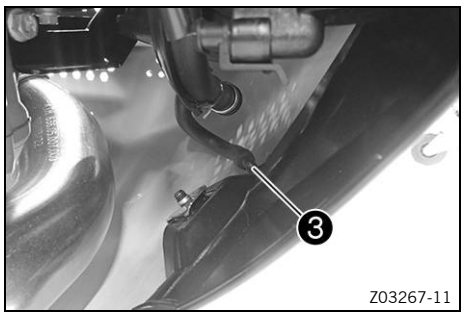
Guideline

Screw, engine guard	M6x8	8 Nm (5.9 lbf ft)

– Tighten all the screws of the engine guard.

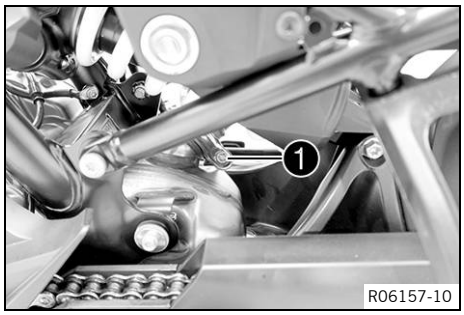
Guideline

Screw, engine guard	M6x8	8 Nm (5.9 lbf ft)
Screw, engine guard	M6x10	10 Nm (7.4 lbf ft) **Loctite®243™**



– Attach tube ❸ to the angle piece.

13.31 Removing the main silencer

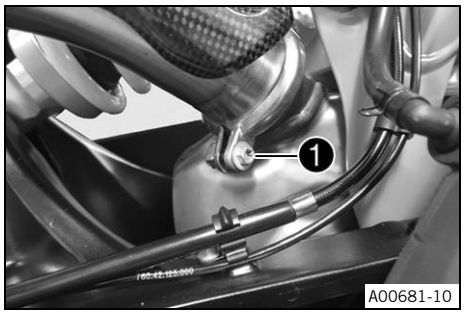


(890 ADVENTURE R US)

– Remove screw ❶.
– Remove the clamp.



– Remove screw ❷ with the washer.
– Take off the main silencer.



(890 ADVENTURE R RALLY US)

– Remove screw ❶.
– Remove the clamp.



– Remove screw ❷ with the washer.
– Take off the main silencer.

Info
Both the accessory main silencer as well as the original main silencer are included in the scope of supply.

13.32 Installing the main silencer



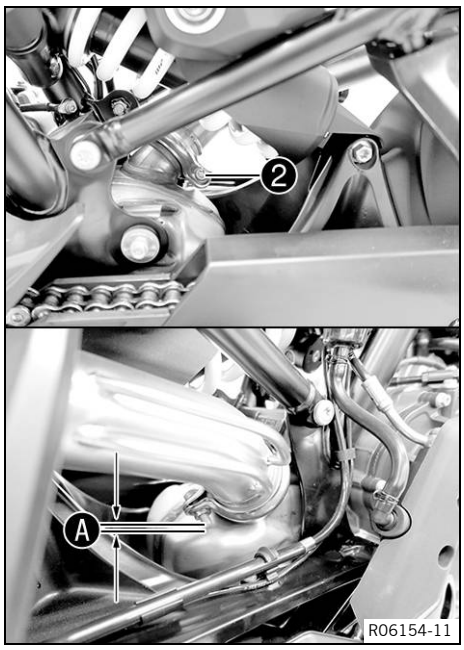
(890 ADVENTURE R US)

– Position the main silencer with the gasket.

– Mount screw ❶ with the washer, but do not tighten yet.

Guideline

Screw, main silencer holder	M8	25 Nm (18.4 lbf ft)



– Position the clamp.

Guideline

Distance Ⓐ	1 mm (0.04 in)

Info
The clamp must not touch the brake line when the rear wheel suspension compresses.

– Mount and tighten screw ❷.

Guideline

Screw, presilencer exhaust clamp	M6	8 Nm (5.9 lbf ft) Copper paste



– Tighten screw ❶.

Guideline

Screw, main silencer holder	M8	25 Nm (18.4 lbf ft)



(890 ADVENTURE R RALLY US)

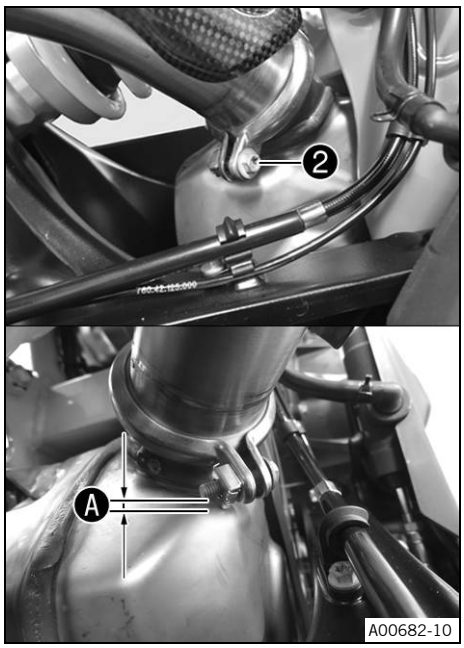
Info
Both the accessory main silencer as well as the original main silencer are included in the scope of supply.

– Position the main silencer with the gasket.

– Mount screw ❶ with the washer, but do not tighten yet.

Guideline

Screw, main silencer holder	M8	25 Nm (18.4 lbf ft)



– Position the clamp.

Guideline

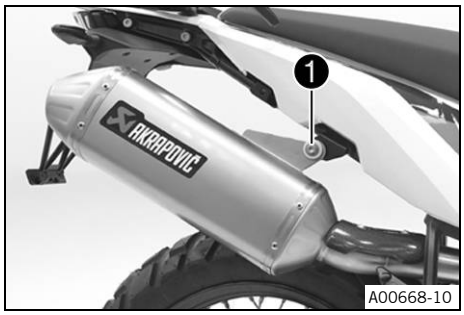
Distance A	1 mm (0.04 in)

Info
The clamp must not touch the brake line when the rear wheel suspension compresses.

– Mount and tighten screw 2.

Guideline

Screw, presilencer exhaust clamp	M6	8 Nm (5.9 lbf ft) Copper paste

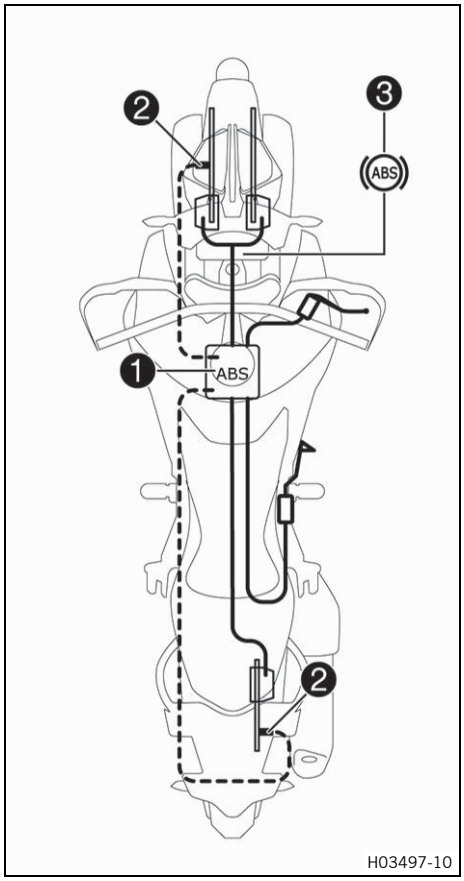


– Tighten screw 1.

Guideline

Screw, main silencer holder	M8	25 Nm (18.4 lbf ft)

14.1 Anti-lock braking system (ABS)



The ABS module ❶, which consists of a hydraulic unit, ABS control unit, and return pump, is installed under the fuel tank. One wheel speed sensor ❷ is located in each case on the front and the rear wheel.

Warning

Danger of accidents Changes to the vehicle impair the function of the ABS.

- Do not make any changes to the suspension travel.
- Only use spare parts on the brake system which have been approved and recommended by KTM.
- Only use tires/wheels approved by KTM with the corresponding speed index.
- Maintain the specified tire pressure.
- Ensure that service work and repairs are performed professionally. (Your authorized KTM workshop will be glad to help.)

The ABS is a safety system that prevents the wheels locking when driving straight ahead or when cornering (within the limits of physics).

Warning

Danger of accidents Driving aids can reduce the probability of a fall only within physical limits.

It is not always possible to compensate for certain riding situations, for example with luggage loaded with a high center of gravity, varying road surfaces, steep descents or full braking without disengaging the gear.

- Adapt your riding style to the road conditions and your driving ability.

Warning

Danger of accidents An incorrectly selected ABS mode makes control of the vehicle considerably more difficult.

The ABS modes are each only suitable for certain conditions.

- Always select an ABS mode that is compatible with the surface of the ground.

The ABS control is dependent on the riding mode. ABS has two operating modes: the **Road** and **Offroad** ABS modes.
In riding modes **Street** and **Rain**, the ABS controls both wheels.
In riding mode **Offroad**, there is no ABS control on the rear wheel.
ABS can be configured in riding mode **Rally** (optional).
In ABS mode **Road**, ABS controls both wheels.
In ABS mode **Offroad**, there is no ABS control on the rear wheel.

Info
In the **Offroad** ABS mode, the rear wheel may lock and there is a risk of falling.
The curve dependent control is only active in ABS mode **Road**.

The ABS operates with two independent brake circuits (front and rear brakes). When the ABS control unit detects a locking tendency in a wheel, ABS begins regulating the brake pressure. The control function causes a slight pulsing of the hand and foot brake levers.

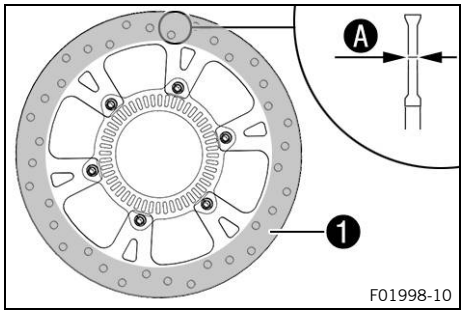
The ABS warning lamp ❸ must light up after the ignition is switched on and go out after starting off. If it does not go out after starting off or if it is lit while riding, this indicates a fault in the ABS. In this case, the ABS is no longer enabled and the wheels may lock during braking. The brake system itself stays functional; only ABS control is not available.

The ABS warning lamp may also light up if the rotating speeds of the front and rear wheels differ greatly under extreme riding conditions, for example when making "wheelies" or if the rear wheel spins. This causes the ABS to switch off.

To reactivate the ABS, stop the vehicle and switch off the ignition. The ABS is reactivated when the vehicle is switched on again. The ABS warning lamp goes out after starting off.

14.2 Checking brake discs

Warning
Danger of accidents Worn-out brake discs reduce the braking effect.
– Make sure that worn-out brake discs are replaced immediately. (Your authorized KTM workshop will be glad to help.)



– Check front and rear brake disc thickness at multiple points for the dimension Ⓐ.

Info
Wear will reduce the thickness of the brake disc at contact surface ❶ of the brake linings.

Brake discs - wear limit	
front	4.5 mm (0.177 in)
rear	4.5 mm (0.177 in)

» If the brake disc thickness is less than the specified value.
– Change the front brake discs.
– Change the rear brake disc.

– Check front and rear brake discs for damage, cracking, and deformation.
» If the brake disc exhibits damage, cracking, or deformation:
– Change the front brake discs.
– Change the rear brake disc.

14.3 Checking the front brake fluid level

Warning

Danger of accidents An insufficient brake fluid level will cause the brake system to fail.

If the brake fluid level drops below the specified marking or the specified value, the brake system is leaking or the brake linings are worn down.

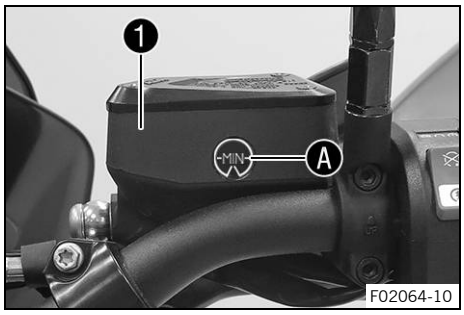
– Check the brake system and do not continue riding until the problem is eliminated. (Your authorized KTM workshop will be glad to help.)

Warning

Danger of accidents Brake fluid which is too old or of the wrong type impairs the function of the brake system.

– Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule. (Your authorized KTM workshop will be glad to help.)

– Make sure that only clean, approved brake fluid from a tightly sealed container is used. (Your authorized KTM workshop will be glad to help.)



– Move the brake fluid reservoir mounted on the handlebar to a horizontal position.

– Check the brake fluid level in brake fluid reservoir 1.

» If the brake fluid level has dropped below **MIN** marking A:

– Add front brake fluid. (p. 120)

14.4 Adding front brake fluid

Warning

Danger of accidents An insufficient brake fluid level will cause the brake system to fail.

If the brake fluid level drops below the specified marking or the specified value, the brake system is leaking or the brake linings are worn down.

– Check the brake system and do not continue riding until the problem is eliminated. (Your authorized KTM workshop will be glad to help.)

Warning

Skin irritation Brake fluid is a harmful substance.

– Keep brake fluid out of the reach of children.

– Wear suitable protective clothing and safety glasses.

– Do not allow brake fluid to come into contact with the skin, the eyes or clothing.

– Consult a doctor immediately if brake fluid has been swallowed.

– Rinse the affected area with plenty of water in the event of contact with the skin.

– Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.

– If brake fluid spills on to your clothing, change the clothing.

Warning

Danger of accidents Brake fluid which is too old or of the wrong type impairs the function of the brake system.

– Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule. (Your authorized KTM workshop will be glad to help.)
– Make sure that only clean, approved brake fluid from a tightly sealed container is used. (Your authorized KTM workshop will be glad to help.)

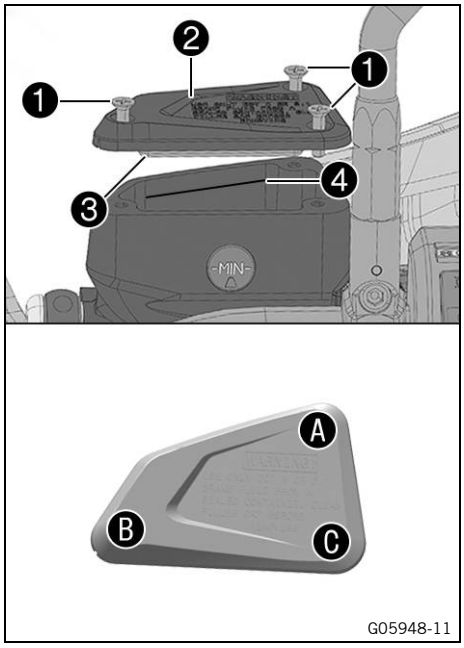
Note

Environmental hazard Hazardous substances cause environmental damage.

– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.

Info

Avoid contact between brake fluid and painted parts. Brake fluid corrodes paint.



Preparatory work

– Check that the brake linings of the front brake are secured. (p. 121)

Main work

– Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
– Remove screws ❶.
– Take off cover ❷ with membrane ❸.
– Add brake fluid up to the marking ❹.

Brake fluid DOT 4 / DOT 5.1 (p. 178)

– Position cover ❷ with membrane ❸.
– Mount screws ❶ and tighten in the order Ⓐ Ⓑ Ⓒ.

Guideline

Brake fluid reservoir cover, front	-	2 Nm (1.5 lbf ft)

Info

Use water to immediately clean up any brake fluid that has overflowed or spilled.

14.5 Checking that the brake linings of the front brake are secured

Warning

Danger of accidents Worn-out brake linings reduce the braking effect.

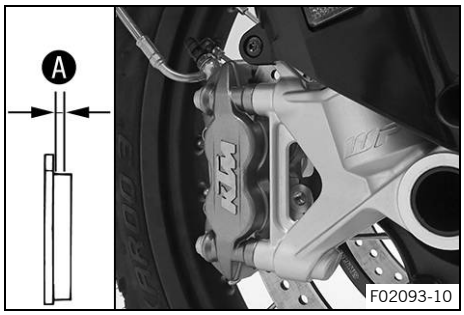
– Ensure that worn-out brake linings are replaced immediately. (Your authorized KTM workshop will be glad to help.)

Warning

Danger of accidents Damaged brake discs reduce the braking effect.

If the brake linings are not changed in time, the brake lining carriers grind against the brake disc. As a consequence, the braking effect is greatly reduced and the brake discs are destroyed.

– Check the brake linings regularly.



– Check all brake linings on both brake calipers to ensure they have the minimum thickness A.

Minimum thickness A	≥ 1 mm (≥ 0.04 in)

» If the minimum thickness is less than specified:
  – Change the brake linings of the front brake.
– Check all the brake linings on both the brake calipers for damage and cracking.
» If there is damage or cracking:
  – Change the brake linings of the front brake.
– Check that the brake linings are secured.
» If the brake linings are not secured correctly:
  – Secure brake linings, replace with new parts if necessary.

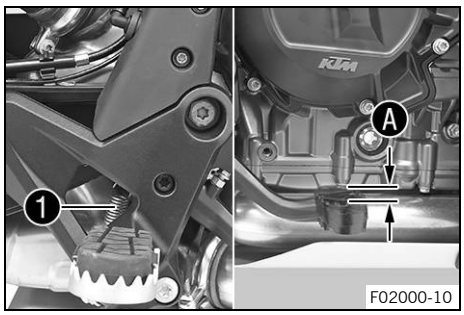
14.6 Checking the free travel of the foot brake lever

Warning

Danger of accidents The brake system will fail if it overheats or is adjusted incorrectly.

If there is no free travel on the foot brake lever, pressure builds up in the brake system on the rear brake.

– Set the free travel on the foot brake lever in accordance with the specification.
– Ensure that the adjustment steps are performed properly. (Your authorized KTM workshop will be glad to help.)



– Detach spring 1.
– Move the foot brake lever back and forth between the end stop and the contact to the foot brake cylinder piston and check free travel A.

Guideline

Free travel at foot brake lever	3 ... 5 mm (0.12 ... 0.2 in)

» If the free travel does not match the specification:
  – Adjust the basic position of the foot brake lever. (p. 70)
– Attach spring 1.

14.7 Checking the rear brake fluid level

Warning

Danger of accidents An insufficient brake fluid level will cause the brake system to fail.

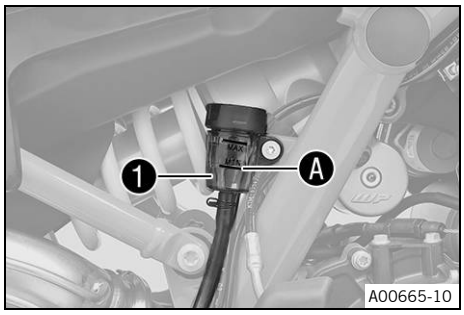
If the brake fluid level drops below the **MIN** marking, the brake system is leaking or the brake linings are worn down.

– Check the brake system and do not continue riding until the problem is eliminated. (Your authorized KTM workshop will be glad to help.)

Warning

Danger of accidents Brake fluid which is too old or of the wrong type impairs the function of the brake system.

– Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule. (Your authorized KTM workshop will be glad to help.)
– Make sure that only clean, approved brake fluid from a tightly sealed container is used. (Your authorized KTM workshop will be glad to help.)



– Stand the vehicle upright.
– Check brake fluid level in brake fluid reservoir 1.
  » If the fluid level reaches the **MIN** marking A:
    – Add rear brake fluid. (p. 123)

14.8 Adding rear brake fluid

Warning

Danger of accidents An insufficient brake fluid level will cause the brake system to fail.

If the brake fluid level drops below the **MIN** marking, the brake system is leaking or the brake linings are worn down.

– Check the brake system and do not continue riding until the problem is eliminated. (Your authorized KTM workshop will be glad to help.)

Warning

Skin irritation Brake fluid is a harmful substance.

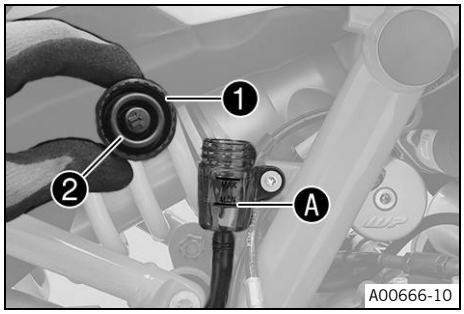
– Keep brake fluid out of the reach of children.
– Wear suitable protective clothing and safety glasses.
– Do not allow brake fluid to come into contact with the skin, the eyes or clothing.
– Consult a doctor immediately if brake fluid has been swallowed.
– Rinse the affected area with plenty of water in the event of contact with the skin.
– Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.
– If brake fluid spills on to your clothing, change the clothing.

Warning
Danger of accidents Brake fluid which is too old or of the wrong type impairs the function of the brake system.
– Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule. (Your authorized KTM workshop will be glad to help.)
– Make sure that only clean, approved brake fluid from a tightly sealed container is used. (Your authorized KTM workshop will be glad to help.)

Note
Environmental hazard Hazardous substances cause environmental damage.
– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.

Info
Avoid contact between brake fluid and painted parts. Brake fluid corrodes paint.

Preparatory work
– Check that the brake linings of the rear brake are secured. (p. 124)



Main work
– Stand the vehicle upright.
– Remove screw cover 1 with insert and membrane 2.
– Add brake fluid up to the **MAX** marking A.

Brake fluid DOT 4 / DOT 5.1 (p. 178)

– Mount and tighten screw cover 1 with the insert and membrane 2.

Guideline

Brake fluid reservoir cover, rear	-	1.5 Nm (1.11 lbf ft)

Info
Use water to immediately clean up any brake fluid that has overflowed or spilled.

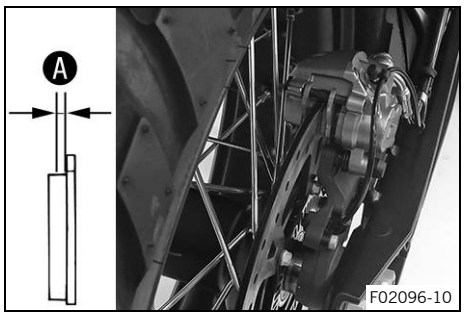
14.9 Checking that the brake linings of the rear brake are secured

Warning
Danger of accidents Worn-out brake linings reduce the braking effect.
– Ensure that worn-out brake linings are replaced immediately. (Your authorized KTM workshop will be glad to help.)

Warning
Danger of accidents Damaged brake discs reduce the braking effect.

If the brake linings are not changed in time, the brake lining carriers grind against the brake disc. As a consequence, the braking effect is greatly reduced and the brake discs are destroyed.

– Check the brake linings regularly.



– Check the brake linings for minimum thickness Ⓐ.

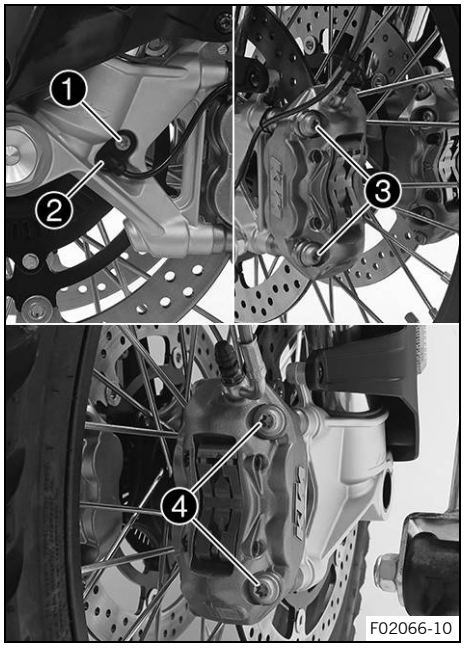
Minimum thickness Ⓐ	≥ 1 mm (≥ 0.04 in)

» If the minimum thickness is less than specified:
– Change the rear brake linings.
– Check the brake linings for damage and cracking.
» If there is damage or cracking:
– Change the rear brake linings.
– Check that the brake linings are secured.
» If the brake linings are not secured correctly:
– Secure brake linings, replace with new parts if necessary.

15.1 Removing the front wheel

Preparatory work

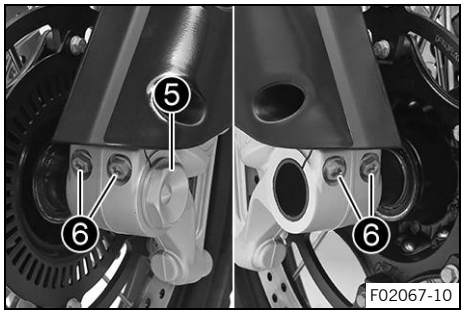
- Raise motorcycle with rear lifting gear. (p. 97)
- Remove the front fender. (p. 110)
- Lift the motorcycle with the front lifting gear. (p. 97)



Main work
(890 ADVENTURE R US)

- Remove screw ❶ and pull wheel speed sensor ❷ out of the hole.
- Remove screws ❸ and ❹.
- Press back the brake linings by slightly tilting the left and right brake caliper laterally on the brake disc. Pull the left and right brake caliper carefully back from the brake disc and hang to the side.

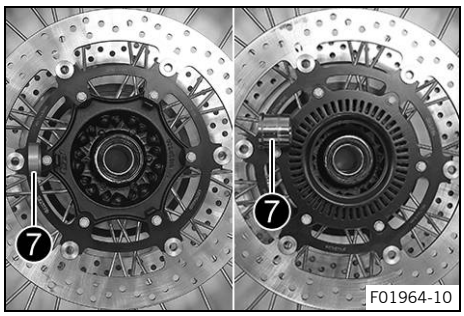
Info
Do not operate the hand brake lever if the brake calipers have been removed.

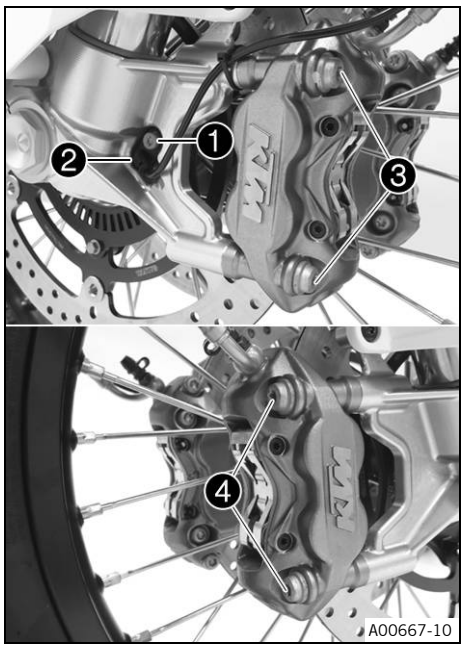


- Loosen screw ❺ by several rotations.
- Loosen screws ❻.
- Press on screw ❺ to push the wheel spindle out of the axle clamp.
- Remove screw ❺.

Warning
Danger of accidents Damaged brake discs reduce the braking effect.
- Always lay the wheel down in such a way that the brake discs are not damaged.

- Hold front wheel and remove wheel spindle. Take the front wheel out of the fork.
- Remove spacers ❼.

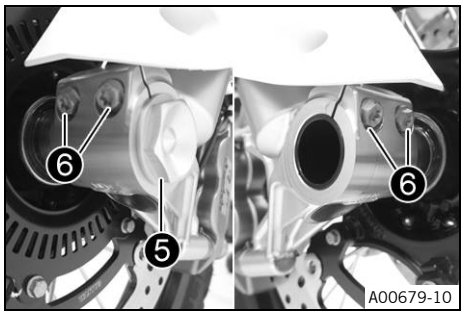




(890 ADVENTURE R RALLY US)

- Remove screw ❶ and pull wheel speed sensor ❷ out of the hole.
- Remove screws ❸ and ❹.
- Press back the brake linings by slightly tilting the left and right brake caliper laterally on the brake disc. Pull the left and right brake caliper carefully back from the brake disc and hang to the side.

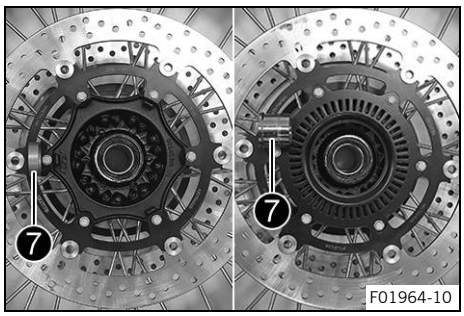
Info
Do not operate the hand brake lever if the brake calipers have been removed.



- Loosen screw ❺ by several rotations.
- Loosen screws ❻.
- Press on screw ❺ to push the wheel spindle out of the axle clamp.
- Remove screw ❺.

Warning
Danger of accidents Damaged brake discs reduce the braking effect.
- Always lay the wheel down in such a way that the brake discs are not damaged.

- Hold front wheel and remove wheel spindle. Take the front wheel out of the fork.



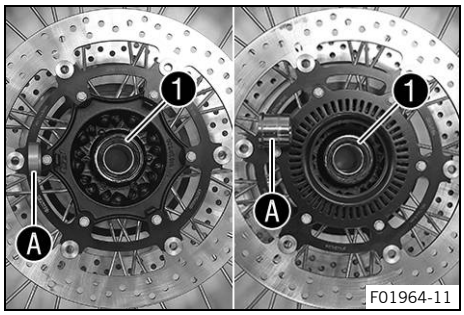
- Remove spacers ❼.

15.2 Installing the front wheel

Warning

Danger of accidents Oil or grease on the brake discs reduces the braking effect.

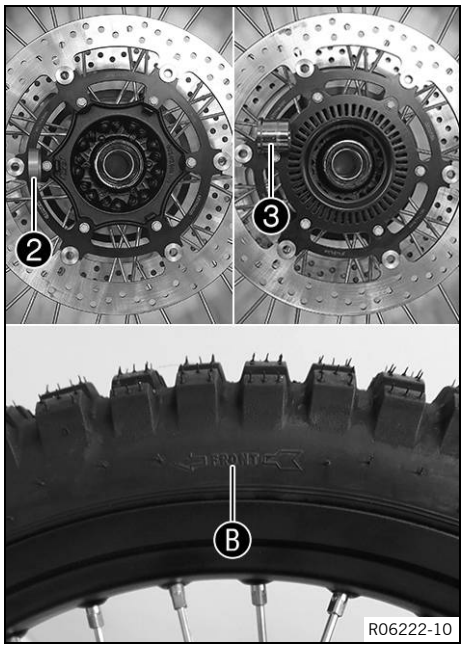
– Always keep the brake discs free of oil and grease.
– Clean the brake discs with brake cleaner when necessary.



(890 ADVENTURE R US)

– Check the wheel bearing for damage and wear.
  » If the wheel bearing is damaged or worn:
    – Change front wheel bearing.
– Clean and grease shaft seal rings ❶ and contact surfaces Ⓐ of the spacers.

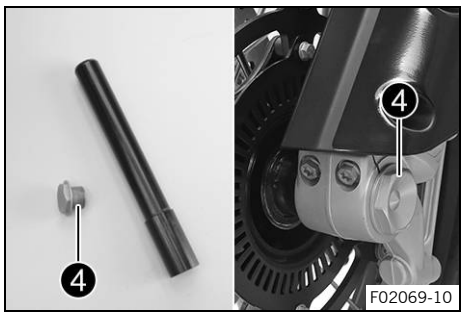
Long-life grease (p. 180)



– Insert narrow spacer ❷ on the right in the direction of travel.
– Insert wide spacer ❸ on the left in the direction of travel.

Info

Arrow Ⓑ indicates the direction of travel of the front wheel.
The wheel speed sensor wheel is on the left viewed in the direction of travel.



– Clean screw ❹ and the wheel spindle.
– Grease wheel spindle lightly.

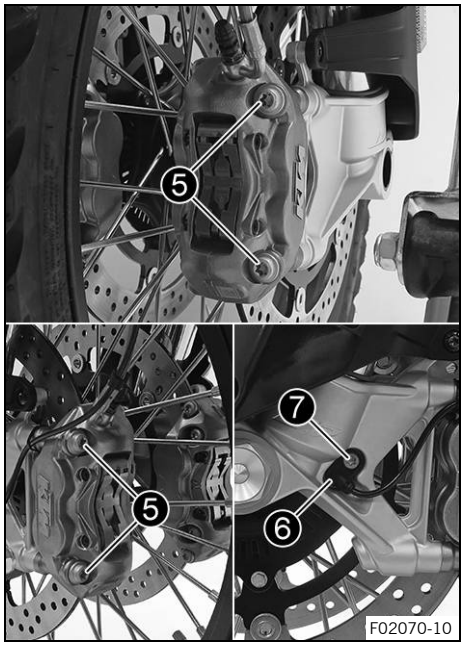
Long-life grease (p. 180)

– Jack up the front wheel into the fork, position it, and insert the wheel spindle.
– Mount and tighten screw ❹.

Guideline

Screw, front wheel spindle	M25x1.5	45 Nm (33.2 lbf ft) Thread greased

Tip
Temporarily tighten one of the axle clamp screws so that the axle does not rotate with it.
Loosen the axle clamp screw again before compression to allow the fork legs to align.



– Position both brake calipers.
  ✔ The brake linings are correctly positioned.
– Mount screws ❺ on both sides but do not tighten yet.

Guideline

Screw, front brake caliper	M10x1.25	45 Nm (33.2 lbf ft) **Loctite®243™**

– Operate the hand brake lever repeatedly until the brake linings are in contact with the brake disc and there is a pressure point. Secure the hand brake lever in the activated position.
  ✔ The brake calipers straighten.
– Tighten screws ❺ on both sides.

Guideline

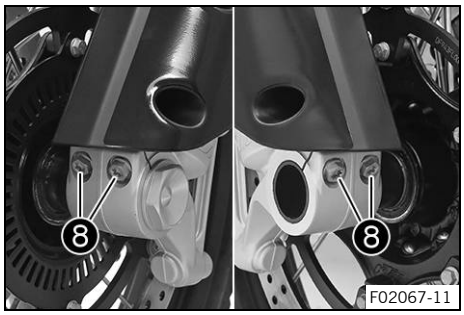
Screw, front brake caliper	M10x1.25	45 Nm (33.2 lbf ft) **Loctite®243™**

– Position wheel speed sensor ❻ in the hole.
– Mount and tighten screw ❼.

Guideline

Screw, front wheel speed sensor	M6	6 Nm (4.4 lbf ft)

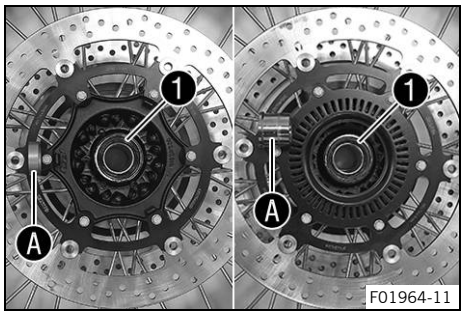
– Remove the locking piece of the hand brake lever.
– Take the motorcycle off the front lifting gear. (📖 p. 98)
– Remove the rear of the motorcycle from the lifting gear. (📖 p. 97)



– Operate the front brake and compress the fork a few times firmly.
  ✔ The fork legs straighten.
– Tighten screws ❽.

Guideline

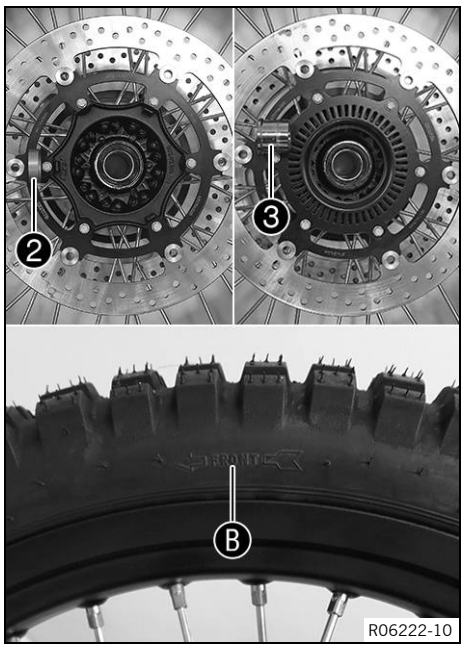
Screw, fork stub	M8	15 Nm (11.1 lbf ft)



(890 ADVENTURE R RALLY US)

– Check the wheel bearing for damage and wear.
  » If the wheel bearing is damaged or worn:
    – Change front wheel bearing. 🔧
– Clean and grease shaft seal rings ❶ and contact surfaces Ⓐ of the spacers.

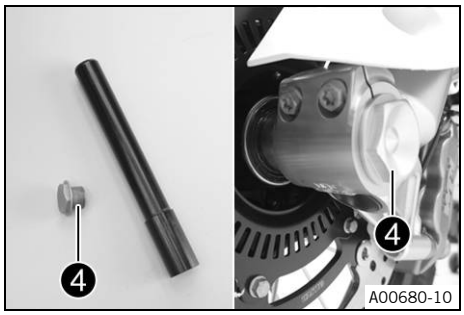
Long-life grease (📖 p. 180)



– Insert narrow spacer ❷ on the right in the direction of travel.
– Insert wide spacer ❸ on the left in the direction of travel.

Info

Arrow Ⓑ indicates the direction of travel of the front wheel.
The wheel speed sensor wheel is on the left viewed in the direction of travel.



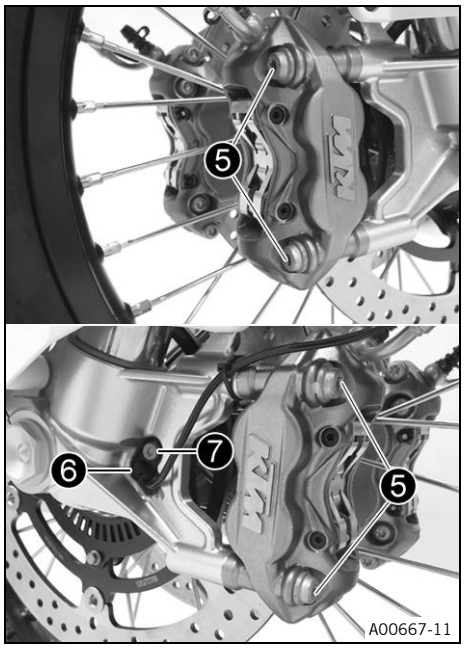
– Clean screw ❹ and the wheel spindle.
– Grease wheel spindle lightly.

Long-life grease (📖 p. 180)

– Jack up the front wheel into the fork, position it, and insert the wheel spindle.
– Mount and tighten screw ❹.

Guideline

Screw, front wheel spindle	M25x1.5	45 Nm (33.2 lbf ft) Thread greased



– Position both brake calipers.
  ✓ The brake linings are correctly positioned.
– Mount screws ❺ on both sides but do not tighten yet.

Guideline

Screw, front brake caliper	M10x1.25	45 Nm (33.2 lbf ft) **Loctite®243™**

– Operate the hand brake lever repeatedly until the brake linings are in contact with the brake disc and there is a pressure point. Secure the hand brake lever in the activated position.
  ✓ The brake calipers straighten.
– Tighten screws ❺ on both sides.

Guideline

Screw, front brake caliper	M10x1.25	45 Nm (33.2 lbf ft) **Loctite®243™**

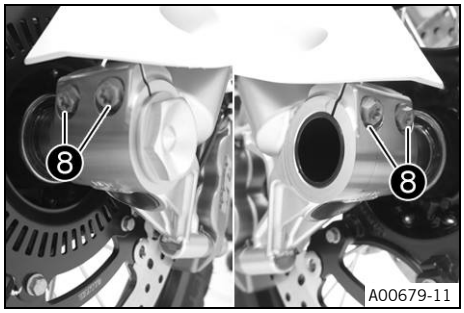
– Position wheel speed sensor ❻ in the hole.
– Mount and tighten screw ❼.

Guideline

Screw, front wheel speed sensor	M6	10 Nm (7.4 lbf ft)

– Remove the locking piece of the hand brake lever.

– Take the motorcycle off the front lifting gear. (📖 p. 98)
– Remove the rear of the motorcycle from the lifting gear. (📖 p. 97)



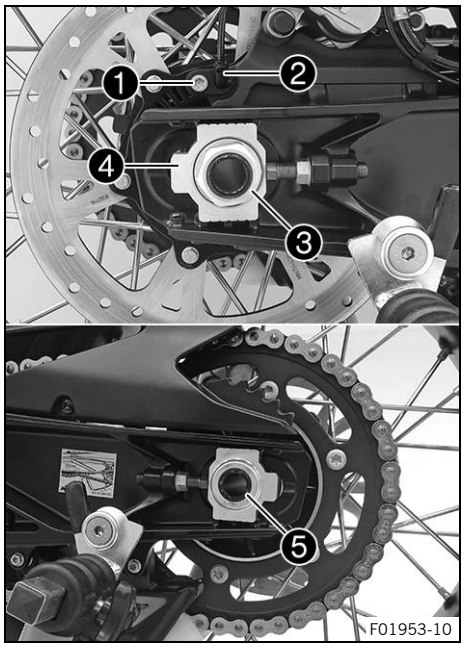
– Operate the front brake and compress the fork a few times firmly.
  ✔ The fork legs straighten.
– Tighten screws ❽.
  Guideline

Screw, fork stub	M8	15 Nm (11.1 lbf ft)

15.3 Removing the rear wheel

Preparatory work

– Raise motorcycle with rear lifting gear. (📖 p. 97)



Main work

– Manually press the brake caliper toward the brake disc to push back the brake piston.
– Remove screw ❶ and pull wheel speed sensor ❷ out of the hole.
– Remove nut ❸. Take off chain adjuster ❹.
– Pull out wheel spindle ❺ far enough to allow the rear wheel to be pushed forward.



– Push the rear wheel forward as far as possible. Take the chain off the rear sprocket and place it on chain sprocket guard ❻.

Info
Cover the components to protect them against damage.

– Hold the rear wheel and remove the wheel spindle.
– Pull the rear wheel back until the brake caliper bracket is suspended freely between the brake disc and rim.

Warning
Danger of accidents Damaged brake discs reduce the braking effect.
– Always lay the wheel down in such a way that the brake disc is not damaged.

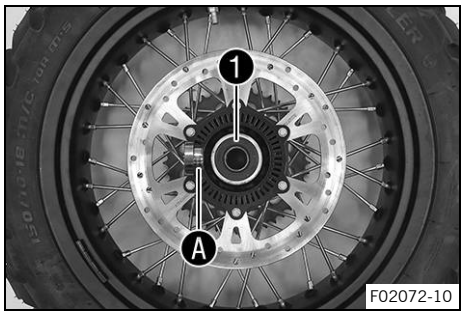
– Take the rear wheel out of the link fork.

Info
Do not operate the foot brake lever when the rear wheel is removed.

15.4 Installing the rear wheel

Warning
Danger of accidents Oil or grease on the brake discs reduces the braking effect.
– Always keep the brake discs free of oil and grease.
– Clean the brake discs with brake cleaner when necessary.

Warning
Danger of accidents There is no braking effect to start with at the rear brake after installing the rear wheel.
– Actuate the foot brake several times before going on a ride until you can feel a firm pressure point.



Main work
– Check the rear hub damping rubber pieces. (p. 133)
– Check the wheel bearing for damage and wear.
  » If the wheel bearing is damaged or worn:
    – Change the rear wheel bearing.
– Remove spacer.
– Clean and grease shaft seal ring 1 and contact surface A of the spacer.

Long-life grease (p. 180)

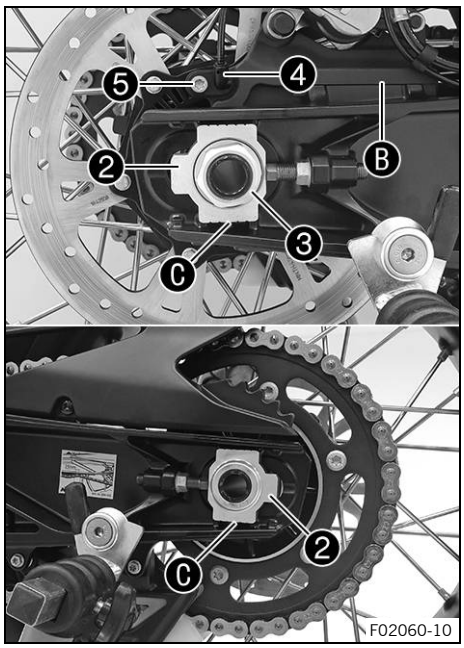
– Insert a spacer.
– Clean and grease the thread of the wheel spindle and nut.

Long-life grease (p. 180)

– Clean and grease the wheel spindle.

Long-life grease (p. 180)

– Clean the contact areas on the brake caliper bracket and link fork.



– Engage the thrust bearing of brake caliper bracket B and the link fork.
– Jack up the rear wheel into the link fork, position it, and insert the wheel spindle.
  ✔ The brake linings are correctly positioned.
– Place the chain on the sprocket.
– Position chain adjuster 2. Mount nut 3, but do not tighten it yet.

Info
Mount the left and right chain adjusters in the same position.

– Make sure that chain adjusters 2 are fitted correctly on the adjusting screws. Tighten nut 3.

Guideline

In order for the rear wheel to be correctly aligned, the markings on the left and right chain adjusters must be in the same position relative to reference markings C.

Nut, rear wheel spindle	M25x1.5	90 Nm (66.4 lbf ft) Thread and contact area of wheel spindle greased

– Position wheel speed sensor 4 in the hole.
– Mount and tighten screw 5.

Guideline

Screw, rear wheel speed sensor	M6	6 Nm (4.4 lbf ft)

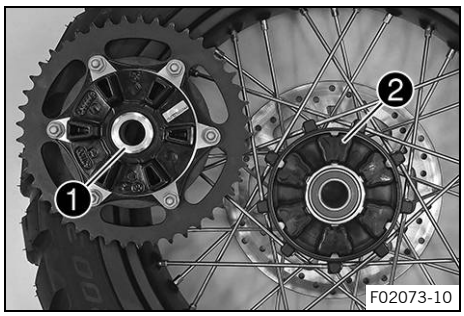
– Operate the foot brake lever repeatedly until the brake linings are in contact with the brake disc and there is a pressure point.

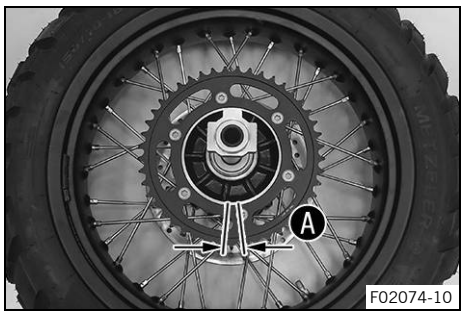
Finishing work
– Check the chain tension. (📖 p. 100)
– Remove the rear of the motorcycle from the lifting gear. (📖 p. 97)

15.5 Checking the rear hub damping rubber pieces

Info
The engine power is transmitted from the rear sprocket to the rear wheel via the 6 damping rubber pieces. They eventually wear out during operation. If the damping rubber pieces are not changed in time, the rear sprocket carrier and the rear hub will be damaged.

Preparatory work
– Raise motorcycle with rear lifting gear. (📖 p. 97)
– Remove the rear wheel. (📖 p. 131)





Main work

– Check bearing ❶.
  » If the bearing is damaged or worn:
    – Change the bearing of the rear sprocket carrier. 🔧
– Check damping rubber pieces ❷ of the rear hub for damage and wear.
  » If the damping rubber pieces of the rear hub are damaged or worn:
    – Change all the damping rubber pieces of the rear hub.
– Lay the rear wheel on a workbench with the rear sprocket facing upwards and insert the wheel spindle in the hub.
– To check play Ⓐ, hold the rear wheel tight and try to turn the rear sprocket with your hand.

Info
Measure the play on the outside of the rear sprocket.

Play of damping rubber pieces on rear wheel	≤ 5 mm (≤ 0.2 in)

  » If clearance Ⓐ is larger than the specified value:
    – Change all the damping rubber pieces of the rear hub. 🔧

Finishing work

– Install the rear wheel. 🔧 (📖 p. 132)
– Check the chain tension. (📖 p. 100)
– Remove the rear of the motorcycle from the lifting gear. (📖 p. 97)

15.6 Checking the tire condition

Warning
Danger of accidents If a tire bursts while riding, the vehicle becomes uncontrollable.
– Ensure that damaged or worn tires are replaced immediately. (Your authorized KTM workshop will be glad to help.)

Warning
Danger of crashing Different tire tread patterns on the front and rear wheel impair the handling characteristic.

Different tire tread patterns can make the vehicle significantly more difficult to control.

– Make sure that only tires with a similar tire tread pattern are fitted to the front and rear wheel.

Warning
Danger of accidents Non-approved or non-recommended tires and wheels impact the handling characteristic.
– Only use tires/wheels approved by KTM with the corresponding speed index.

Warning

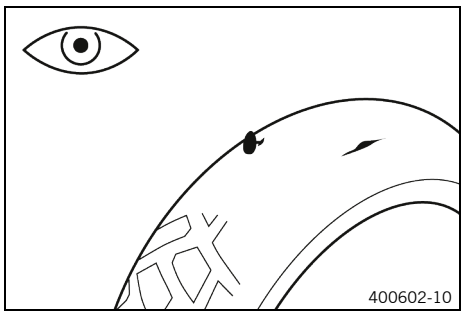
Danger of accidents New tires have reduced road grip.

The contact surface on new tires is not yet roughened.

– Run in new tires with moderate riding and only gradually increase the lean angle.
  Run-in distance 200 km (124 mi)

Info

Tire type, tire condition, and tire pressure influence the braking and handling characteristics of the vehicle.
Worn tires have a negative effect on handling characteristics, especially on wet surfaces.



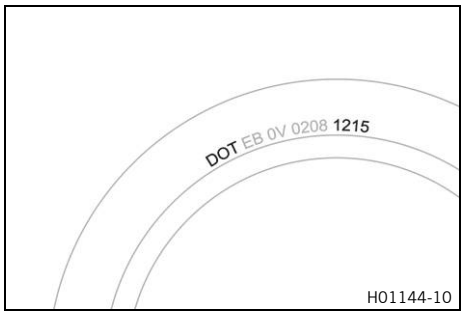
– Check the front and rear tires for cuts, embedded objects, and other damage.
  » If the tires have cuts, run-in objects, or other damage:
    – Change the tires.
– Check the tread depth.

Info

Adhere to the legally required minimum tread depth.

Minimum tread depth	≥ 2 mm (≥ 0.08 in)

  » If the tread depth is less than the minimum tread depth:
    – Change the tires.



– Check the tire age.

Info

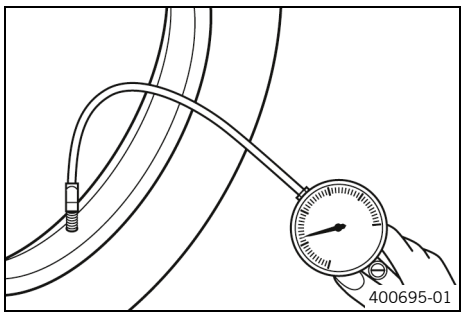
The tire date of manufacture is usually contained in the tire label and is indicated by the last four digits of the **DOT** number. The first two digits indicate the week of manufacture and the last two digits the year of manufacture.
KTM recommends that the tires be changed after 5 years at the latest, regardless of the actual state of wear.

  » If the tires are more than 5 years old:
    – Change the tires.

15.7 Checking tire pressure

Info

Low tire pressure leads to abnormal wear and overheating of the tire.
Correct tire pressure ensures optimal riding comfort and maximum tire service life.



– Remove protection cap.
– Check tire pressure when the tires are cold.

Tire pressure solo / with passenger	
front	2.4 bar (35 psi)
rear	2.4 bar (35 psi)

Offroad tire pressure	
front	1.8 bar (26 psi)
rear	1.8 bar (26 psi)

Tire pressure full payload	
front	2.6 bar (38 psi)
rear	2.9 bar (42 psi)

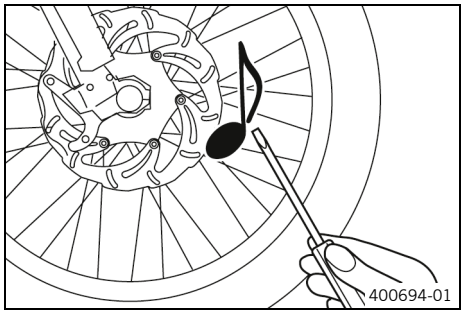
» If the tire pressure does not meet specifications:
  – Correct tire pressure.
– Mount the protection cap.

15.8 Checking spoke tension

Warning
Danger of accidents Incorrectly tensioned spokes impair the handling characteristic and result in secondary damage.

The spokes break due to being overloaded if they are too tightly tensioned. If the tension in the spokes is too low, then lateral and radial run-out will form in the wheel. Other spokes will become looser as a result.

– Check spoke tension regularly, and in particular on a new vehicle. (Your authorized KTM workshop will be glad to help.)



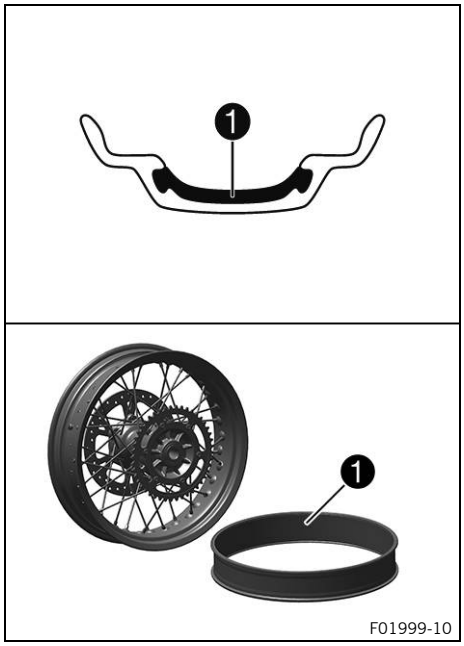
– Strike each spoke briefly using a screwdriver blade.

Info
The frequency of the sound depends on the spoke length and spoke diameter.
If spokes of the same length and diameter vibrate with a different tone, this is an indication that the spoke tensions differ.

You should hear a high note.

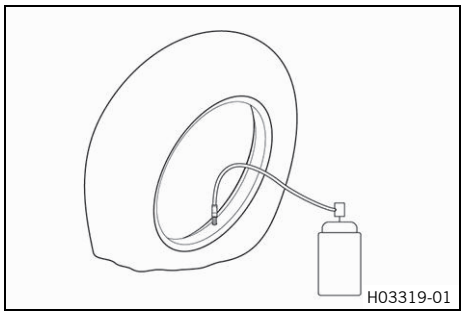
» If the spoke tension differs:
  – Correct the spoke tension.

15.9 Tubeless tire system



This vehicle uses a tubeless tire system in which a rim seal band ❶ is used instead of the conventional tube.
The advantage of the tubeless system is that there is no danger of a faulty tube. This greatly reduces the risk of a sudden loss in pressure.
The moments of inertia of these wheels are smaller than in conventional spoke wheels with a tube. This results in better handling and riding comfort.
The rigid rim design results in a spoke wheel that is almost entirely maintenance-free.
KTM recommends that the rim seal band be changed after 5 years at the latest, regardless of the actual state of wear.

15.10 Using tire repair spray



Warning

Danger of accidents Incorrect use of tire repair spray will result in the repaired tire losing pressure.

Tire repair spray cannot be used for all types of damage.

- Observe the instructions and specifications of the manufacturer of the tire repair spray.
- After repairing a tire with tire repair spray, ride slowly and carefully.
- Ride no further than to the nearest workshop and have the tire changed.

Tire repair spray should only be used in an emergency.
We recommend transporting the broken down vehicle to the nearest workshop instead of using tire repair spray.

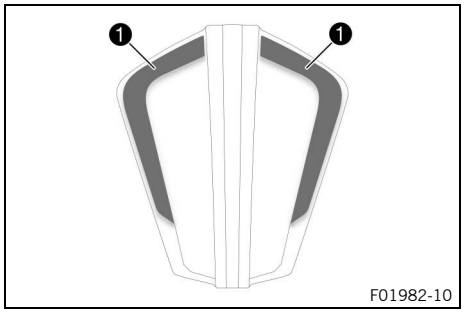
(Option: With TPMS)

Note

Material damage Tire repair spray damages the tire pressure sensor.

- Note that after using tire repair spray, the tire pressure sensor may need to be replaced.

16.1 Daytime running light (DRL)



Warning

Danger of accidents When visibility is poor, the daytime running light is not a substitute for the low beam.

Automatic switching between the daytime running light and low beam may only be partially available when visibility is significantly impaired due to fog, snow or rain.

- Ensure that the appropriate type of lighting is always selected.
- If necessary switch off the daytime running lights using the menu before going on a ride or when stopped so that the low beam is switched on permanently.
- Make sure that the daytime running light is deactivated with the diagnostics tool when the menu item is not available, but the low beam is required. (Your authorized KTM workshop will be glad to help.)
- Note the legal regulations regarding the daytime running light.

The daytime running light (DRL) is integrated in the main headlight.
The daytime running light (DRL) must only be switched on when visibility conditions are good.
The daytime running light (DRL) is activated in the combination instrument.
This is controlled by the ambient light sensor in the combination instrument. When visibility conditions are good, the low beam is switched off and the daytime running light is switched on.

Info

The position light 1 lights up with all types of lighting.

16.2 Removing the 12-V battery

Warning

Risk of injury Battery acid and battery gases cause serious chemical burns.

- Keep 12 V batteries out of the reach of children.
- Wear suitable protective clothing and safety glasses.
- Avoid contact with battery acid and battery gases.
- Keep sparks or open flames away from the 12 V battery.
- Only charge 12 V batteries in well-ventilated rooms.
- Rinse the affected area immediately with plenty of water in the event of contact with the skin.
- Rinse eyes with water for at least 15 minutes and consult a doctor immediately if battery acid and battery gases get into the eyes.

Caution

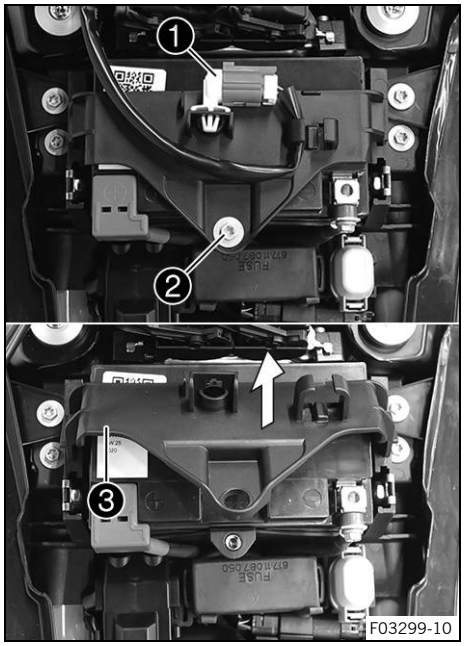
Danger of accidents Electronic components and safety devices will be damaged if the 12-V battery is discharged or missing.

If the 12-V battery is discharged or defective, malfunctions in the vehicle electronics can occur, especially when starting.

– Never operate the vehicle with a discharged 12-V battery or without a 12-V battery.

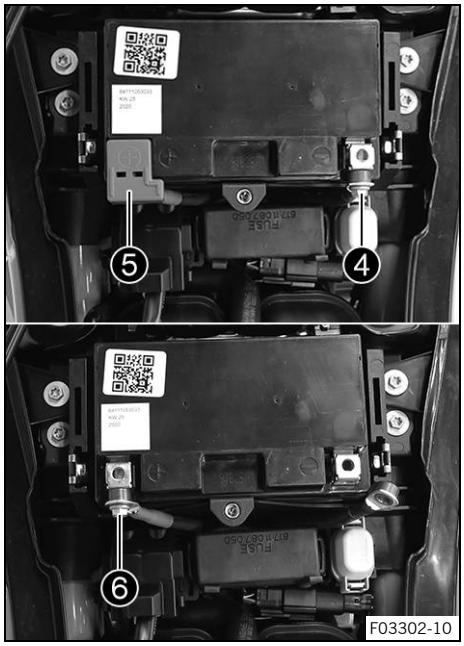
Preparatory work

– Remove the seat. (p. 98)
– Remove the battery cover. (p. 105)



Main work

– Pull the diagnostics connector ❶ out of the bracket and hang to the side.
– Remove screw ❷.
– Raise the battery mounting element ❸ at the rear and remove in upward direction.



– Disconnect negative cable ❹ from the 12-V battery.
– Remove positive terminal cover ❺.
– Disconnect positive cable ❻ from the 12-V battery.
– Pull the 12-V battery upwards and out of the battery compartment.

16.3 Installing the 12-V battery

Warning

Risk of injury Battery acid and battery gases cause serious chemical burns.

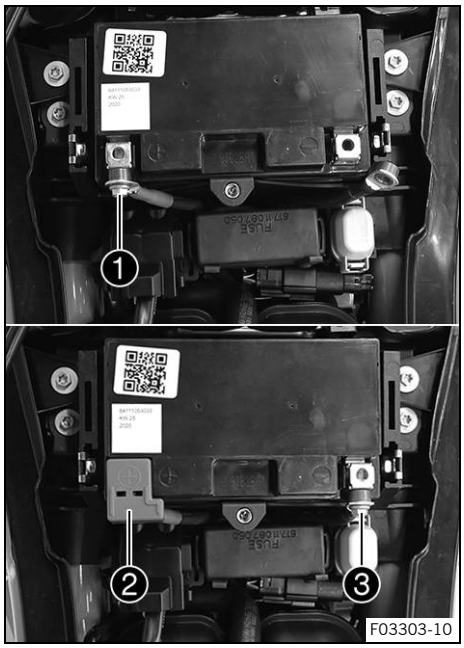
- Keep 12 V batteries out of the reach of children.
- Wear suitable protective clothing and safety glasses.
- Avoid contact with battery acid and battery gases.
- Keep sparks or open flames away from the 12 V battery.
- Only charge 12 V batteries in well-ventilated rooms.
- Rinse the affected area immediately with plenty of water in the event of contact with the skin.
- Rinse eyes with water for at least 15 minutes and consult a doctor immediately if battery acid and battery gases get into the eyes.

Caution

Danger of accidents Electronic components and safety devices will be damaged if the 12-V battery is discharged or missing.

If the 12-V battery is discharged or defective, malfunctions in the vehicle electronics can occur, especially when starting.

- Never operate the vehicle with a discharged 12-V battery or without a 12-V battery.



Main work

- Position the 12-V battery in the battery compartment.

12-V battery (HTZ12A-BS) (📖 p. 168)

✔ The battery terminals face opposite the direction of travel.

- Connect positive cable ❶ to the 12-V battery.

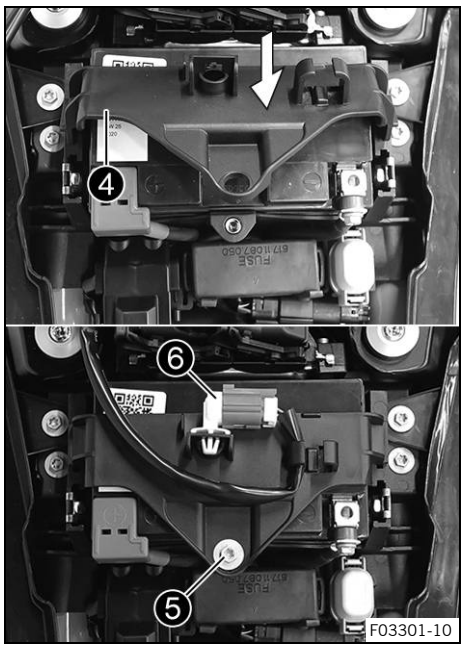
Guideline

Screw, battery terminal	M6	4.5 Nm (3.32 lbf ft)

- Mount positive terminal cover ❷.
- Connect negative cable ❸ to the 12 V battery.

Guideline

Screw, battery terminal	M6	4.5 Nm (3.32 lbf ft)



– Hang battery mounting bracket ❹ to the left and right in the holding lugs and push downward at the back.
– Mount and tighten screw ❺.

  Guideline

Screw, battery holding bracket	M6	4.5 Nm (3.32 lbf ft)

– Position the diagnostics connector ❻ in the holder.

Finishing work

– Install the battery cover. (📖 p. 106)
– Mount the seat. (📖 p. 98)
– Set time and date.

16.4 Charging the 12-V battery

Warning

Risk of injury Battery acid and battery gases cause serious chemical burns.

– Keep 12 V batteries out of the reach of children.
– Wear suitable protective clothing and safety glasses.
– Avoid contact with battery acid and battery gases.
– Keep sparks or open flames away from the 12 V battery.
– Only charge 12 V batteries in well-ventilated rooms.
– Rinse the affected area immediately with plenty of water in the event of contact with the skin.
– Rinse eyes with water for at least 15 minutes and consult a doctor immediately if battery acid and battery gases get into the eyes.

Note

Environmental hazard 12 V batteries contain environmentally hazardous materials.

– Do not dispose of 12 V batteries as household waste.
– Dispose of 12 V batteries at a collection point for used batteries.

Note

Environmental hazard Hazardous substances cause environmental damage.

– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.

Info

Even when there is no load on the 12-V battery, it discharges steadily each day.

The charging level and the method of charging are very important for the service life of the 12-V battery.

Rapid recharging with a high charging current shortens the service life of the battery.

If the charging current, charging voltage, or charging time is exceeded, electrolyte escapes through the safety valves. This reduces the capacity of the 12-V battery.

If the 12-V battery is depleted from starting the vehicle repeatedly, the battery must be charged immediately.

If the 12-V battery is left in a discharged state for an extended period, it will become deeply discharged and sulfating occurs, destroying the battery.

The 12-V battery is maintenance-free. The acid level does not have to be checked.


S06148-01

Preparatory work

– Remove the seat. (📖 p. 98)
– Remove the battery cover. (📖 p. 105)

Main work

– Connect a battery charger to the 12-V battery. Connect the battery charger to the mains connection.

EU battery charger **TecMATE Optimate PRO** (A61029974044)

Alternative 1

USA/CA battery charger **TecMATE Optimate PRO** (A61029974144)

Alternative 2

UK battery charger **TecMATE Optimate PRO** (A61029974244)

It is impossible to overcharge the 12-V battery using this battery charger.

Info

After charging, the battery charger can remain on the vehicle, ensuring that the battery voltage is maintained during the maintenance charging cycle.

– Switch off the battery charger after charging and disconnect from the 12-V battery.

Guideline

Recharge the 12-V battery regularly when the motorcycle is not being used	3 months

– Position the negative terminal cover.

Finishing work

– Install the battery cover. (📖 p. 106)
– Mount the seat. (📖 p. 98)
– Set time and date.

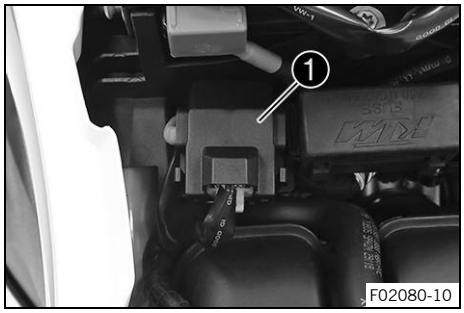
16.5 Changing the main fuse

Warning
Fire hazard Incorrect fuses overload the electrical system.
– Only use fuses with the required ampere value.
– Do not bypass or repair fuses.

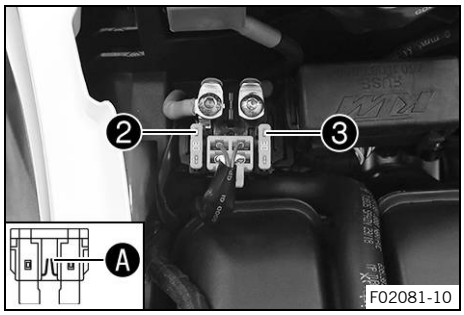
Info
The main fuse protects all electrical power consumers of the vehicle. The main fuse is under the seat.

Preparatory work
– Remove the seat. (p. 98)

Main work



– Remove protection cap ❶.



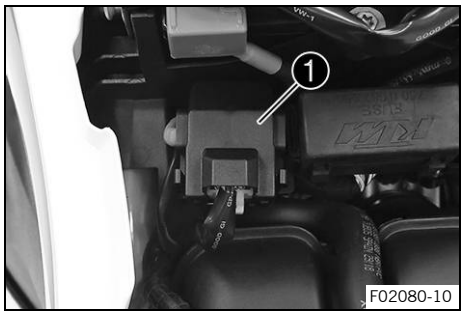
– Remove faulty main fuse ❷.

Info
A faulty fuse has a burned-out fuse wire Ⓐ.
A spare fuse ❸ is located in the starter relay.

– Insert a new main fuse.

Fuse (58011109130) (p. 168)

Tip
Insert a new spare fuse into the starter relay to have it available when needed.



– Mount protection cap ❶.

Finishing work
– Mount the seat. (p. 98)
– Set time and date.

16.6 Changing the ABS fuses

Warning

Fire hazard Incorrect fuses overload the electrical system.

– Only use fuses with the required ampere value.

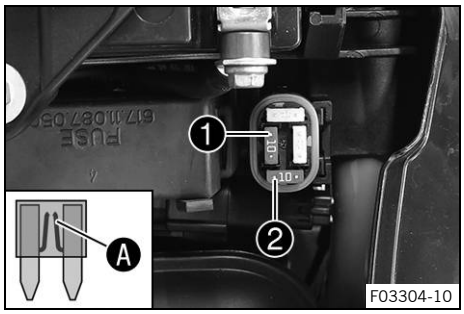
– Do not bypass or repair fuses.

Info

Two fuses for the ABS are located under the seat. These fuses protect the return pump and the hydraulic unit of the ABS. The third fuse, which protects the ABS control unit, is located in the fuse box.

Preparatory work

– Remove the seat. (📖 p. 98)



To change the fuse of the ABS hydraulic unit:

– Remove the protection cap and fuse ❶.

Info

A faulty fuse has a burned-out fuse wire Ⓐ.

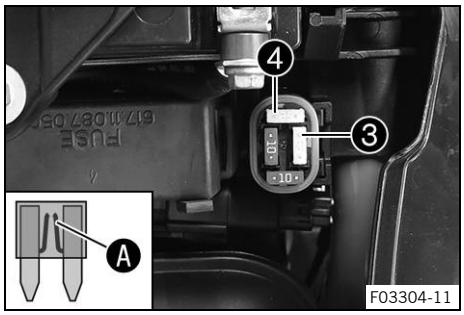
– Insert the spare fuse with the correct rating.

Fuse (75011088010) (📖 p. 168)

Tip

Insert spare fuse ❷ in the fuse box so that it is available if needed.

– Mount the protection cap.



To change the fuse of the ABS return pump:

– Remove the protection cap and fuse ❸.

Info

A faulty fuse has a burned-out fuse wire Ⓐ.

– Insert the spare fuse with the correct rating.

Fuse (75011088025) (📖 p. 168)

Tip

Insert spare fuse ❹ in the fuse box so that it is available if needed.

– Mount the protection cap.

Finishing work

– Mount the seat. (📖 p. 98)

16.7 Changing the fuses of individual electrical power consumers

Warning

Fire hazard Incorrect fuses overload the electrical system.

– Only use fuses with the required ampere value.
– Do not bypass or repair fuses.

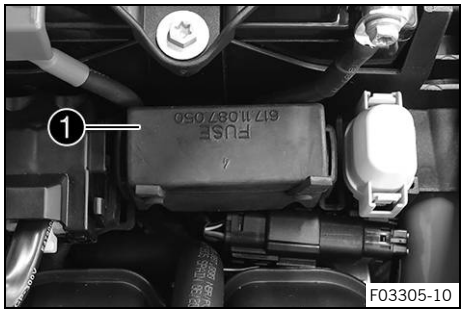
Info

The fuse box containing the fuses of individual electrical power consumers is located under the seat.

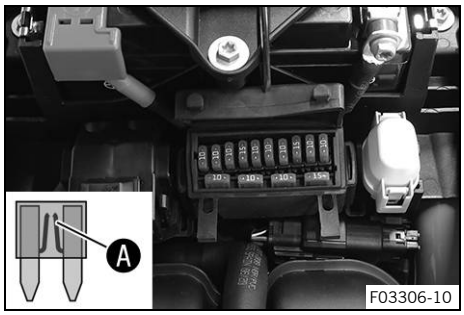
Preparatory work

– Remove the seat. (p. 98)

Main work



– Open fuse box cover ❶.



– Remove the faulty fuse.

Guideline

Fuse **1** - 10 A - ignition, alarm system (optional)
Fuse **2** - 10 A - ignition, engine control unit, electronic fuel injection, fuel vapor retention system, lambda sensor, immobilizer
Fuse **4** - 15 A - radiator fan
Fuse **5** - 10 A - horn, combination instrument, brake light
Fuse **6** - 10 A - high beam, low beam, position light, tail light, license plate lamp
Fuse **7** - 10 A - ACC1
Fuse **8** - 15 A - ACC2, HCU (optional)
Fuse **9** - 10 A - ABS control unit, diagnostics connector, 5D sensor, TPMS (function optional)
Fuse **10** - 10 A - light control unit
Fuse **SPARE** - 10 A – spare fuses
Fuse **SPARE** - 15 A – spare fuses

Info

A faulty fuse has a burned-out fuse wire Ⓐ.

– Insert the spare fuse with the correct rating.

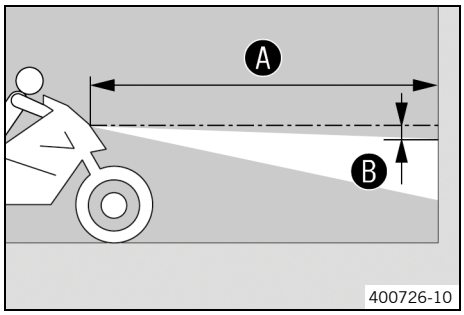
Fuse (75011088010) (p. 168)
Fuse (75011088015) (p. 168)

Tip
Put a spare fuse in the fuse box so that it is available if needed.

– Check the function of the electrical power consumers.
– Close the fuse box cover.

Finishing work
– Mount the seat. (p. 98)

16.8 Checking the headlight setting



– Park the vehicle on a horizontal surface in front of a light-colored wall and make a mark at the height of the center of the low beam headlight.
– Make another mark at a distance B under the first marking.

Guideline

Distance B	5 cm (2 in)

– Position the vehicle upright at distance A from the wall and switch on the low beam.

Guideline

Distance A	5 m (16 ft)

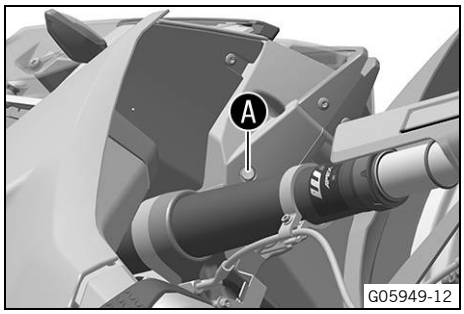
– The rider now mounts the motorcycle with luggage and passenger if applicable.
– Check the headlight setting.

The light-dark boundary must be exactly on the lower marking when the motorcycle is ready to be operated with the rider mounted along with any luggage and a passenger if applicable.

» If the boundary between light and dark does not meet specifications:
– Adjust headlight range. (p. 146)

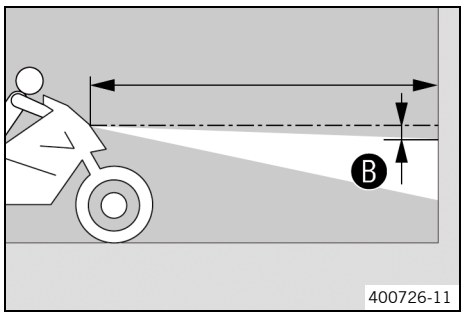
16.9 Adjusting the headlight range

Preparatory work
– Check the headlight setting. (p. 146)



Main work
– Turn adjusting screw A to adjust the headlight range.

Info
Turn clockwise to reduce the headlight range; turn counterclockwise to increase the headlight range.
If you have a payload, you may have to correct the headlight range.

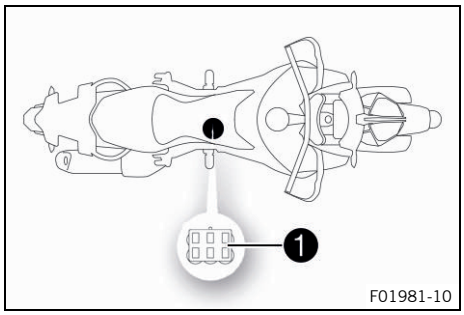


– Set the headlight to marking Ⓑ.

Guideline

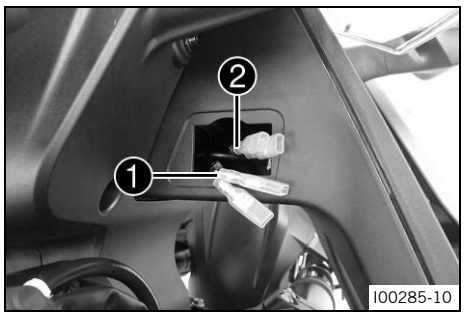
The light-dark boundary must lie exactly on lower marking Ⓑ when the motorcycle is ready to operate with the rider mounted along with any luggage and a passenger, if applicable.

16.10 Diagnostics connector



Diagnostics connector ❶ is located under the battery cover.

16.11 Front ACC1 and ACC2



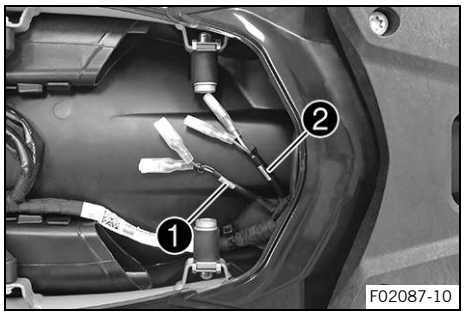
Installation location

– The front power supplies ACC1 ❶ and ACC2 ❷ are located in the right mask support.

Info

The front power supplies ACC1 and ACC2 can be accessed behind the cover of the right mask support.

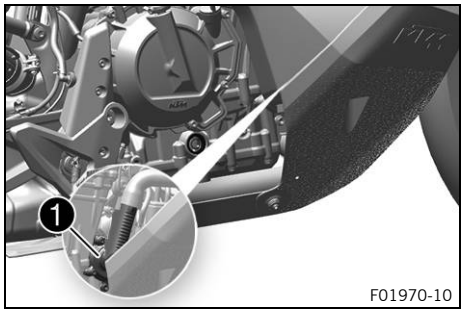
16.12 ACC1 and ACC2 rear



Installation location

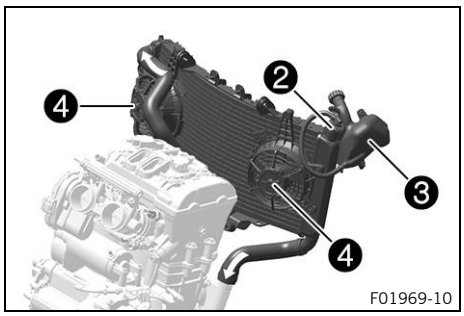
– Power supplies ACC1 ❶ and ACC2 ❷ rear are located under the seat.

17.1 Cooling system



Water pump ❶ in the engine ensures forced circulation of the coolant.
The pressure resulting from the warming of the cooling system is regulated by a valve in radiator cap ❷. Heat expansion causes excess coolant to flow into compensating tank ❸. When the temperature falls, this surplus coolant is sucked back into the cooling system. This ensures that operating the vehicle at the specified coolant temperature will not result in a risk of malfunctions.

115 °C (239 °F)



The coolant is cooled by the air stream and two radiator fans ❹, which are activated at high temperature.
The lower the speed, the less the cooling effect. Dirty cooling fins also reduce the cooling effect.

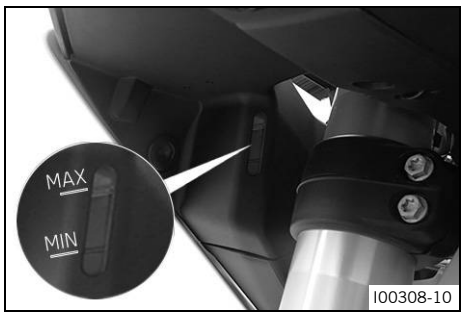
17.2 Checking the coolant level in the compensating tank

Warning
Danger of scalding During motorcycle operation, the coolant gets hot and is under pressure.
- Do not open the radiator, the radiator hoses or other cooling system components if the engine or the cooling system are at operating temperature.
- Allow the cooling system and the engine to cool down before you open the radiator, the radiator hoses or other components of the cooling system.
- In the event of scalding, rinse the area affected immediately with lukewarm water.

Warning
Danger of poisoning Coolant is harmful to health.
- Keep coolant out of the reach of children.
- Do not allow coolant to come into contact with the skin, the eyes and clothing.
- Consult a doctor immediately if coolant is swallowed.
- Rinse the affected area immediately with plenty of water in the event of contact with the skin.
- Rinse eyes thoroughly with water and consult a doctor immediately if coolant gets into the eyes.
- Change clothing if coolant spills onto your clothing.

Condition
The engine is cold.
The radiator is completely full.

- Park the motorcycle on a horizontal surface.



– Check the coolant level in the compensating tank.

The coolant level must be between **MIN** and **MAX**.

» If there is no coolant in the compensating tank:
  – Check the cooling system for leaks.

Info
Do not start up the motorcycle!

  – Fill/bleed the cooling system.

» If the coolant level in the compensating tank is not at the required level, but the tank is not empty:
  – Correct the coolant level in the compensating tank. (p. 149)

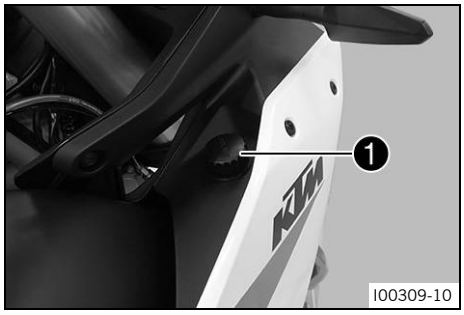
17.3 Correcting the coolant level in the compensating tank

Warning
Danger of scalding During motorcycle operation, the coolant gets hot and is under pressure.
– Do not open the radiator, the radiator hoses or other cooling system components if the engine or the cooling system are at operating temperature.
– Allow the cooling system and the engine to cool down before you open the radiator, the radiator hoses or other components of the cooling system.
– In the event of scalding, rinse the area affected immediately with lukewarm water.

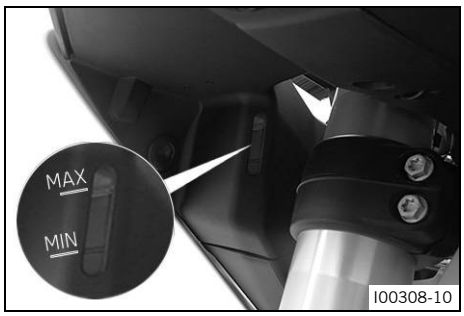
Warning
Danger of poisoning Coolant is harmful to health.
– Keep coolant out of the reach of children.
– Do not allow coolant to come into contact with the skin, the eyes and clothing.
– Consult a doctor immediately if coolant is swallowed.
– Rinse the affected area immediately with plenty of water in the event of contact with the skin.
– Rinse eyes thoroughly with water and consult a doctor immediately if coolant gets into the eyes.
– Change clothing if coolant spills onto your clothing.

Condition
The engine is cold.
The radiator is completely full.

Preparatory work
– Check the coolant level in the compensating tank. (p. 148)



Main work
– Remove cover 1 of the compensating tank.



– Add coolant until the coolant reaches the specified level.
  Guideline

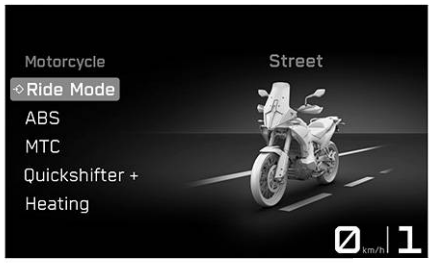
The coolant level must be between **MIN** and **MAX**.

Coolant (📖 p. 178)

– Mount cover ❶ of the compensating tank.
  Guideline

Compensating tank cover	-	1.1 Nm (0.81 lbf ft)

18.1 Ride Mode



I00212-01

Possible states

- **Street** – Homologated performance with balanced response; the motorcycle traction control allows normal slip on the rear wheel.
- **Rain** – Reduced homologated performance for better ridability; the motorcycle traction control allows less slip on the rear wheel.
- **Offroad** – Reduced homologated performance for better ridability; the motorcycle traction control allows increased slip on the rear wheel. The ABS on the rear wheel is deactivated.
- **Rally** (optional) – Setting with homologated performance and extremely direct response. The motorcycle traction control, the ABS on the rear wheel and the characteristics of the throttle response can be set individually.

Warning

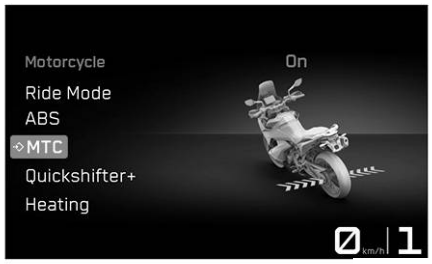
Danger of accidents An incorrectly selected riding mode makes control of the vehicle considerably more difficult.

The riding modes are each only suitable for certain conditions.

– Always select a riding mode that suits the surface on which you are riding, the weather and the riding situation.

Various vehicle tunings can be selected in the combination instrument in the **Ride Mode** submenu. **Street**, **Rain**, **Offroad** and **Rally** are available (optional).
The last selected riding mode appears in the display.
The riding mode can also be changed while riding with the throttle grip closed.

18.2 Motorcycle traction control (Cornering MTC)



I00214-01

The motorcycle traction control (MTC) lowers the engine torque in case of loss of traction in the rear wheel. Depending on the riding mode (📖 p. 151), different amounts of slip are allowed when traction control is activated.

Info

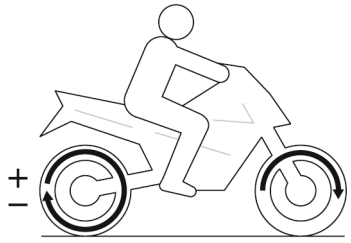
When motorcycle traction control is switched off, the rear wheel may spin during strong acceleration and on surfaces with low grip, resulting in a risk of falling.
After the ignition is switched on, motorcycle traction control is enabled again.

In the combination instrument, the motorcycle traction control can be switched on or off via the **MTC** submenu.

Info

When the motorcycle traction control is active, the TC indicator lamp flashes.
When motorcycle traction control is switched off, the TC indicator lamp lights up.

18.3 Slip adjustment (optional)



402790-01

The slip adjustment is a motorcycle traction control function.
The slip adjustment allows the motorcycle traction control to be tuned through nine levels to the desired characteristic map.
Level 1 allows the maximum slip on the rear wheel, and level 9 the minimum.
The slip adjustment can be set while riding with a closed menu using the **UP** or **DOWN** button.

Info
The slip adjustment is only available in drive mode **Rally** (optional).

18.4 Throttle Response (optional)



I00219-01

Possible states

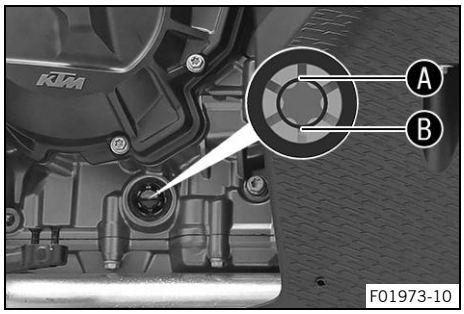
- Street – Balanced response.
- Rally – Extremely direct response
- Offroad – Very direct response.

In the combination instrument, the characteristics of the throttle response can be adjusted via the **Throttle response** submenu.
The **Throttle response** can also be set while riding with a closed throttle grip.

Info
Throttle response is only available in drive mode **Rally** (optional).

19.1 Checking the engine oil level

Info
The engine oil level must be checked at normal engine operating temperature.



– Stand motorcycle upright on a horizontal surface.
– Check the engine oil level.

Info
After switching off the engine, wait one minute before checking the level.

The engine oil must be between marking Ⓐ and marking Ⓑ of the oil level viewer.

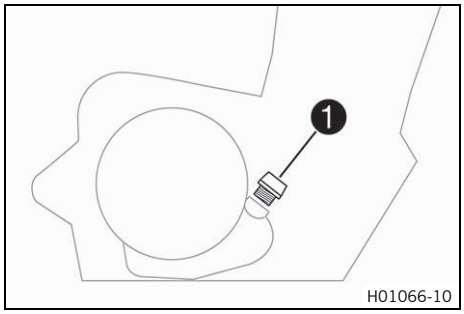
» If the engine oil level is below the marking Ⓑ:
  – Add engine oil. (📖 p. 155)
» If the engine oil level is above the marking Ⓐ:
  – Correct engine oil level.

19.2 Changing the engine oil and oil filter, cleaning the oil screens

Warning
Danger of scalding Engine and gear oil get hot when the motorcycle is operated.
– Wear suitable protective clothing and safety gloves.
– In the event of scalding, rinse the area affected immediately with lukewarm water.

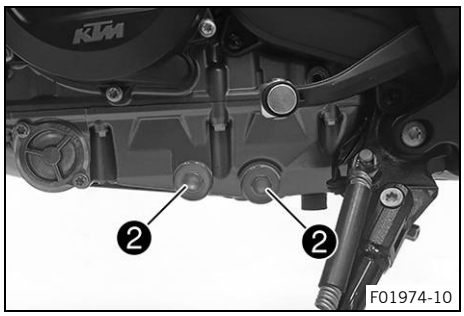
Note
Environmental hazard Hazardous substances cause environmental damage.
– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.

Info
Drain the engine oil while the engine is at operating temperature.

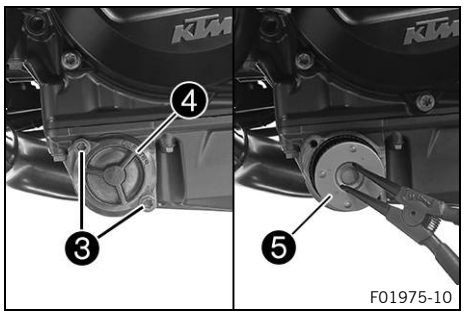


Preparatory work
– Remove the engine guard. (📖 p. 113)

Main work
– Rest the motorcycle on its side stand on a horizontal surface.
– Position an appropriate container under the engine.
– Remove filler plug ❶ with the O-ring.



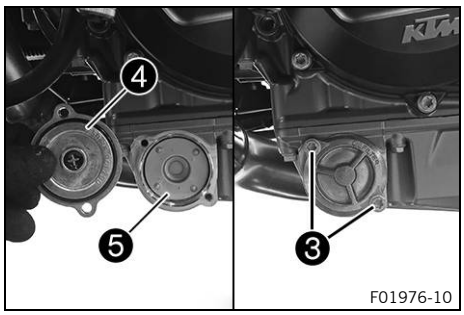
– Remove oil drain plugs ❷ along with the magnets, the O-rings, and the oil screens.



– Remove screws ❸. Take off oil filter cover ❹ with the O-ring.
– Pull oil filter ❺ out of the oil filter housing.

Lock ring plier (51012011000)

– Allow the engine oil to drain completely.
– Thoroughly clean the parts and the sealing surfaces.



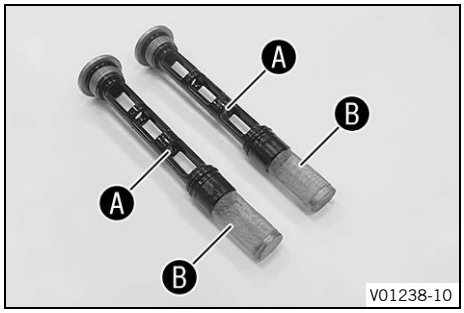
– Insert new oil filter ❺.

Info
Only insert the oil filter by hand.

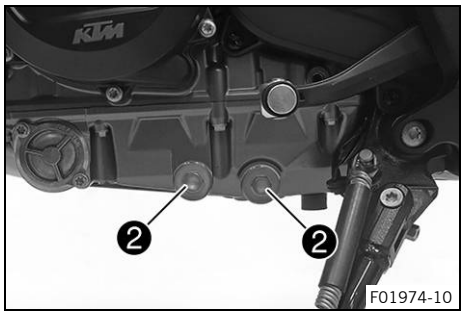
– Oil the new O-ring of the oil filter cover. Position oil filter cover ❹.
– Mount and tighten screws ❸.

Guideline

Screw, oil filter cover	M5	6 Nm (4.4 lbf ft)



– Thoroughly clean magnets Ⓐ and oil screens Ⓑ of the oil drain plugs.



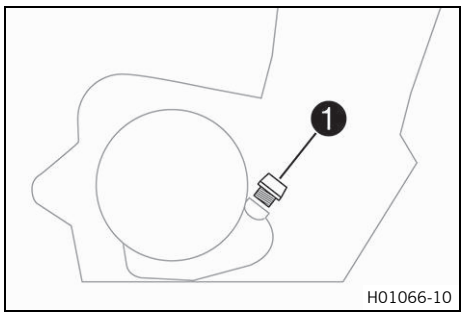
– Mount the oil drain plugs ❷ with magnets and new seal rings, and tighten.

Guideline

Plug, oil screen	M20x1.5	20 Nm (14.8 lbf ft)

– Fill up with engine oil at the clutch cover.

Engine oil	2.9 l (3.1 qt.)	Engine oil (SAE 10W/50) (📖 p. 178)



– Mount and tighten filler plug 1 with the O-ring.

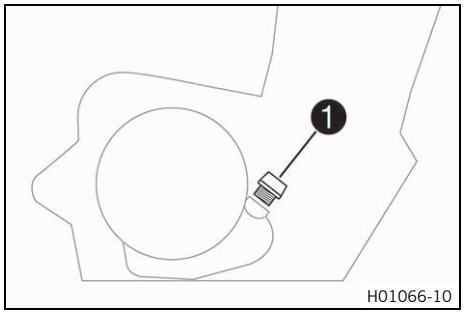
Danger
Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and death.
– Always make sure there is sufficient ventilation when running the engine.
– Use effective exhaust extraction when starting or running the engine in an enclosed space.

– Start the engine and check it for leaks.

Finishing work
– Check the engine oil level. (📖 p. 153)
– Install the engine guard. (📖 p. 114)

19.3 Adding engine oil

Info
Too little engine oil or poor-quality engine oil will result in premature wear of the engine.



Main work
– Remove filler plug 1 with the O-ring.
– Fill engine oil to the middle of the level viewer.

Engine oil (SAE 10W/50) (📖 p. 178)

Info
In order to achieve optimal engine oil performance, it is not advisable to mix different engine oils.
KTM recommends changing the engine oil where necessary.

– Mount and tighten filler plug 1 with the O-ring.

Danger
Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and death.
– Always make sure there is sufficient ventilation when running the engine.
– Use effective exhaust extraction when starting or running the engine in an enclosed space.

– Start the engine and check for leaks.

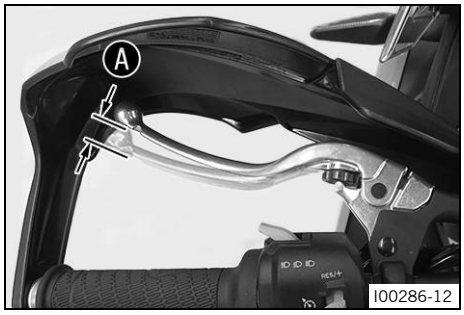
Finishing work
– Check the engine oil level. (📖 p. 153)

19.4 Checking the free travel of the clutch lever

Note

Clutch damage If there is no free travel by the clutch lever, the clutch will begin to slip.

– Check the free travel of the clutch lever each time before using the motorcycle.
– Adjust the free travel of the clutch lever when necessary in accordance with the specification.



– Check the clutch lever for smooth operation.
– Move the handlebar to the straight-ahead position.
– Pull the clutch lever until resistance is perceptible, and determine the free travel Ⓐ.

Free travel Ⓐ of clutch lever	5 mm (0.2 in)

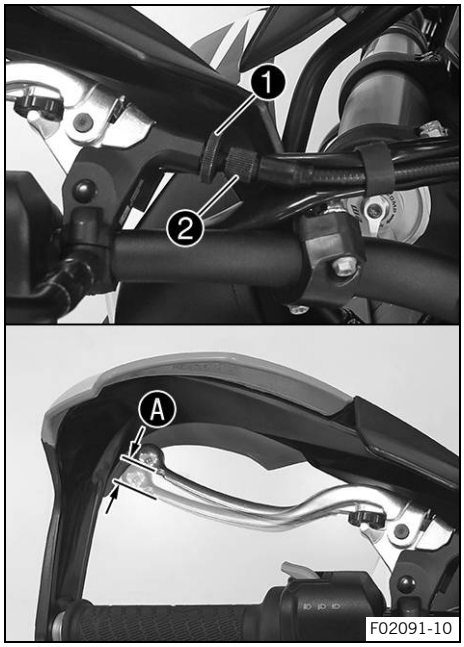
» If the free travel of the clutch lever does not meet specifications:
– Set the free travel of the clutch lever. (p. 156)

– Move the handlebar to and fro over the entire steering range.

The free travel of the clutch lever must not change.

» If the free travel of the clutch lever changes:
– Check the routing of the clutch cable.

19.5 Setting the free travel of the clutch lever



– Move the handlebar to the straight-ahead position.
– Loosen lock nut ❶.
– Adjust the free travel Ⓐ by turning adjusting screw ❷.
Guideline

Free travel Ⓐ of clutch lever	5 mm (0.2 in)

– Tighten lock nut ❶.

20.1 Cleaning the motorcycle

Note

Material damage Components become damaged or destroyed if a pressure cleaner is used incorrectly.

The high pressure forces water into the electrical components, connectors, throttle cables, and bearings, etc.

Pressure which is too high causes malfunctions and destroys components.

– Do not direct the water jet directly on to electrical components, connectors, throttle cables or bearings.
– Maintain a minimum distance between the nozzle of the pressure cleaner and the component.

Minimum clearance 60 cm (23.6 in)

Note

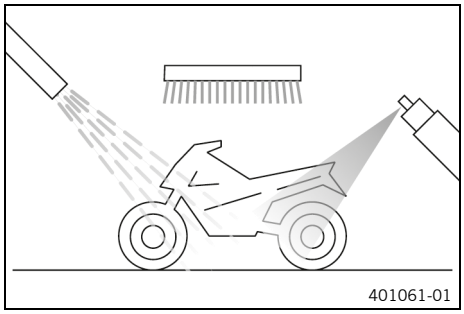
Environmental hazard Hazardous substances cause environmental damage.

– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.

Info

To maintain the value and appearance of the motorcycle over a long period, clean it regularly.

Avoid direct sunshine when cleaning the motorcycle.



– Close off exhaust system to keep water from entering.
– Remove loose dirt first with a soft jet of water.
– Spray the heavily soiled parts with a normal commercial motorcycle cleaner and clean using a brush.

Motorcycle cleaner (p. 180)

Info

Use warm water containing normal motorcycle cleaner and a soft sponge.

Never apply motorcycle cleaner to a dry vehicle; always rinse the vehicle with water first.

If the vehicle was operated in road salt, clean it with cold water. Warm water would enhance the corrosive effects of salt.

– After rinsing the motorcycle with a gentle spray of water, allow it to dry thoroughly.
– Remove the closure of the exhaust system.

Warning

Danger of accidents Moisture and dirt impair the brake system.

– Brake carefully several times to dry out and remove dirt from the brake linings and the brake discs.

– After cleaning, ride the vehicle a short distance until the engine warms up.

Info

The heat produced causes water at inaccessible locations in the engine and on the brake system to evaporate.

– After the motorcycle has cooled down, lubricate all moving parts and pivot points.
– Clean the chain. (📖 p. 99)
– Treat bare metal (except for brake discs and the exhaust system) with a corrosion inhibitor.

Preserving materials for paints, metal and rubber (📖 p. 180)

– Treat the painted parts with a mild paint polish.

Shine spray for paint, plastic and chromium (📖 p. 180)

Info
Do not polish parts that were matte when delivered as this would strongly impair the material quality.

– Treat the plastic parts and powder-coated parts with a mild cleaning and care product.

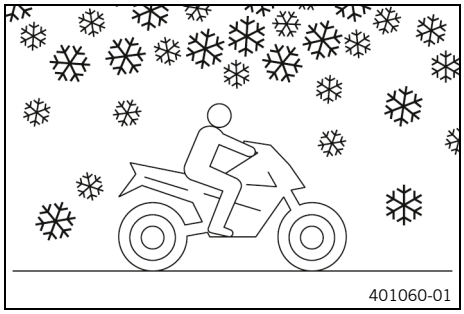
Special cleaner for glossy and matte paint finishes, metal and plastic surfaces (📖 p. 180)

– Oil the ignition and steering lock, tank lock, and seat lock.

Universal oil spray (📖 p. 180)

20.2 Checks and maintenance steps for winter operation

Info
If you use the motorcycle in winter, salt can be expected on the roads. You should therefore take precautions against aggressive road salt.
After riding on salted roads, thoroughly clean the vehicle with cold water and dry it well. Warm water enhances the corrosive effects of salt.


401060-01

– Clean the motorcycle. (📖 p. 157)
– Clean brake system.

Info
After **EVERY** trip on salted roads, thoroughly clean the brake calipers and brake linings, after they have cooled down and without removing them, with cold water and dry them carefully.
After riding on salted roads, thoroughly clean the motorcycle with cold water and dry it well.

– Treat engine, link fork, and all other bare or zinc-plated parts (except the brake discs) with a wax-based corrosion inhibitor.

Info
Corrosion inhibitor must not come in contact with the brake discs as this would greatly reduce the braking force.

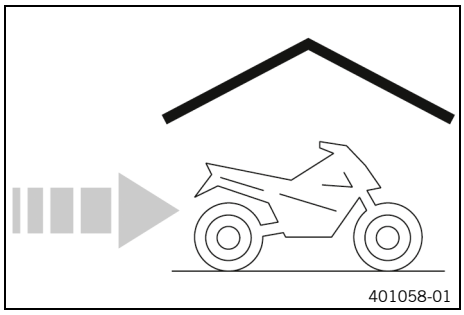
– Clean the chain. (📖 p. 99)

21.1 Storage

Info

If you plan to garage the motorcycle for a longer period, perform the following steps or have them performed.

Before storing the motorcycle, check all parts for function and wear. If service, repairs, or replacements are necessary, you should do this during the storage period (less workshop overload). In this way, you can avoid long workshop waiting times at the start of the new season.



– When refueling for the last time before taking the motorcycle out of service, add fuel additive.

Fuel additive (📖 p. 180)

– Refuel. (📖 p. 84)

Tip

Fill the fuel tank completely as specified, using fuel with the lowest possible ethanol content.

– Clean the motorcycle. (📖 p. 157)
– Change the engine oil and the oil filter, clean the oil screens. 🔧 (📖 p. 153)
– Check the coolant fill level and antifreeze. 🔧
– Check tire pressure. (📖 p. 135)
– Remove the 12-V battery. 🔧 (📖 p. 138)

Guideline

Storage temperature of the 12-V battery without direct sunlight	0 … 35 °C (32 … 95 °F)

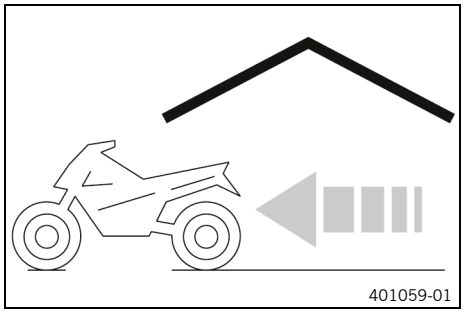
– Charge the 12-V battery. 🔧 (📖 p. 141)
– Store the vehicle in a dry location that is not subject to large fluctuations in temperature.
– Cover the motorcycle with a tarp or cover that is permeable to air.

Info

Do not use non-porous materials since they prevent humidity from escaping, thus causing corrosion.

Avoid running the engine for a short time only. Since the engine cannot warm up properly, the water vapor produced during combustion condenses and causes valves and the exhaust system to rust.

21.2 Preparing for use after storage



- Take the motorcycle off the front lifting gear. (📖 p. 98)
- Remove the rear of the motorcycle from the lifting gear. (📖 p. 97)
- Install the 12-V battery. 🔧 (📖 p. 140)
- Set the time and date.
- Perform checks and maintenance measures when preparing for use. (📖 p. 76)
- Take a test ride.

Faults	Possible cause	Action
The engine does not turn over when the start button is actuated	Operating error	– Carry out start procedure. (📖 p. 76)
	12-V battery discharged	– Charge the 12-V battery. 🔧 (📖 p. 141) – Check the open-circuit current. 🔧
	Fuse **1**, **2** or **3** blown	– Change the fuses of individual electrical power consumers. (📖 p. 145)
	Main fuse burned out	– Change the main fuse. (📖 p. 143)
	Combination switch cable damaged	– Check the combination switch cable for damage.
	No ground connection present on the starter motor	– Check the ground connection.
The engine only turns if the clutch lever is drawn	The vehicle is in gear	– Shift the transmission into neutral N.
	The vehicle is in gear and the side stand is folded out	– Shift the transmission into neutral N.
The engine turns but does not start	Operating error	– Carry out start procedure. (📖 p. 76)
	Lack of fuel	– Refuel. (📖 p. 84)
	Fuse **3** blown	– Change the fuses of individual electrical power consumers. (📖 p. 145)
	Quick release coupling not joined	– Join quick release coupling.
	Fuel taps on the fuel tank cover closed	– Open the fuel taps on the fuel tank cover.
	Malfunction in the electronic fuel injection	– Read out the fault memory using the KTM diagnostics tool. 🔧
	Throttle opened while starting	– When starting, **DO NOT** open the throttle. – Carry out start procedure. (📖 p. 76)
Engine has too little power	Air filter is very dirty	– Remove the air filter. 🔧 – Install the air filter. 🔧
	Fuel screen is very dirty	– Change the fuel screen.
	Fuel filter is very dirty	– Check the fuel pressure. 🔧
	Malfunction in the electronic fuel injection	– Read out the fault memory using the KTM diagnostics tool. 🔧
Engine overheats	Too little coolant in cooling system	– Check the cooling system for leaks. 🔧 – Check the coolant level in the compensating tank. (📖 p. 148)
	Radiator fins very dirty	– Clean radiator fins.
	Foam formation in cooling system	– Drain the coolant. 🔧 – Fill/bleed the cooling system. 🔧
	Buckled or damaged radiator hose	– Change the radiator hose. 🔧
	Thermostat defective	– Check the thermostat. 🔧
	Fuse **4** is blown	– Change the fuses of individual electrical power consumers. (📖 p. 145)
	Defect in radiator fan system	– Check the radiator fan system. 🔧
Malfunction indicator lamp lights up or flashes	Malfunction in the electronic fuel injection	– Read out the fault memory using the KTM diagnostics tool. 🔧
N The idling speed indicator lamp does not light up when the transmission is in neutral	Gear position sensor not programmed	– Read out the trouble code memory using the KTM diagnostics tool. 🔧

Faults	Possible cause	Action
The engine dies during the trip	Lack of fuel	– Refuel. (📖 p. 84)
	Fuse **1**, **2** or **3** blown	– Change the fuses of individual electrical power consumers. (📖 p. 145)
The ABS warning lamp lights up	ABS fuse blown	– Change the ABS fuses. (📖 p. 144)
	Wheel speeds of front and rear wheels differ greatly	– Stop, switch off the ignition, start again.
	Wheel speed sensor wheel bent or damaged	– Check the wheel speed sensor wheel for damage. 🔧
	Wheel speed sensor damaged	– Check the wheel speed sensor for damage. 🔧
	Malfunction in ABS	– Read out the ABS fault memory using the KTM diagnostics tool. 🔧
High oil consumption	Engine vent hose bent	– Route the vent hose without bends or change it if necessary.
	Engine oil level too high	– Check the engine oil level. (📖 p. 153)
	Engine oil too thin (low viscosity)	– Change the engine oil and the oil filter, clean the oil screens. 🔧 (📖 p. 153)
Headlight and position light are not functioning	Fuse **6** is blown	– Change the fuses of individual electrical power consumers. (📖 p. 145)
Turn signal, brake light, and horn are not functional	Fuse **5** is blown	– Change the fuses of individual electrical power consumers. (📖 p. 145)
Time is not displayed or not correctly displayed	Fuse **1** blown	– Change the fuses of individual electrical power consumers. (📖 p. 145)
12-V battery discharged	Ignition was not switched off when vehicle was parked	– Charge the 12-V battery. 🔧 (📖 p. 141)
	The 12-V battery is not being charged by the alternator	– Check the charging voltage. 🔧
The combination instrument shows nothing in the display	Fuse **1** or **2** blown	– Change the fuses of individual electrical power consumers. (📖 p. 145) – Set time and date.

23.1 engine

Design	2-cylinder 4-stroke in-line engine, water-cooled
Displacement	889 cm³ (54.25 cu in)
Stroke	68.8 mm (2.709 in)
Bore	90.7 mm (3.571 in)
Compression ratio	13.5:1
Control	DOHC, 4 valves per cylinder controlled via cam lever, chain drive
Valve diameter, intake	37 mm (1.46 in)
Valve diameter, exhaust	30 mm (1.18 in)
Valve play, cold	
Intake at: 20 °C (68 °F)	0.10 ... 0.15 mm (0.0039 ... 0.0059 in)
Exhaust at: 20 °C (68 °F)	0.15 ... 0.20 mm (0.0059 ... 0.0079 in)
Crankshaft bearing	Slide bearing
Conrod bearing	Slide bearing
Pistons	Forged light alloy
Piston rings	1 compression ring, 1 lower compression ring, 1 oil ring with spring expander
Engine lubrication	Pressure circulation lubrication with 2 trochoidal pumps
Primary transmission	39:75
Clutch	Slipper clutch in oil bath/mechanically operated
Transmission	6-gear transmission, claw shifted
Transmission ratio	
First gear	13:37
Second gear	17:34
Third gear	20:31
Fourth gear	22:28
Fifth gear	24:26
Sixth gear	23:22
Mixture preparation	Electronic fuel injection
Ignition	Contactless controlled fully electronic ignition with digital ignition adjustment
Alternator	14 V, 406 W
Spark plug	NGK LMAR9AI-10
Spark plug electrode gap	1.0 mm (0.039 in)
Cooling	Water cooling, permanent circulation of coolant by water pump
Idle speed	1,600 ± 50 rpm
Starting aid	Starter motor

23.2 Engine tightening torques

Screw plug, water pump drain hole	**EJOTALtracs®Plus** 60x14	8 Nm (5.9 lbf ft) **Loctite®243™**
Screw, bleeder flange	**EJOTALtracs®** M6x12	8 Nm (5.9 lbf ft) **Loctite®243™**
Hose clamp, intake flange	M4	2.5 Nm (1.84 lbf ft)
Nozzle, engine vent	M5	2 Nm (1.5 lbf ft)
Oil nozzle for piston cooling	M5	2 Nm (1.5 lbf ft)
Oil nozzle in cylinder head	M5	2 Nm (1.5 lbf ft)
Remaining screws, engine	M5	6 Nm (4.4 lbf ft)
Screw, cam lever axial lock	M5	6 Nm (4.4 lbf ft) **Loctite®243™**
Screw, crankshaft speed sensor	M5	6 Nm (4.4 lbf ft) **Loctite®243™**
Screw, gear position sensor	M5	5 Nm (3.7 lbf ft) **Loctite®243™**
Screw, oil filter cover	M5	6 Nm (4.4 lbf ft)
Screw, pressure plate	M5	3 Nm (2.2 lbf ft) **Loctite®243™**
Screw, shift drum retaining bracket	M5	6 Nm (4.4 lbf ft) **Loctite®243™**
Screw, shift shaft sensor	M5	6 Nm (4.4 lbf ft) **Loctite®243™**
Screw, thermostat case	M5	6 Nm (4.4 lbf ft) **Loctite®243™**
Securing screw, balancer shaft	M5	5 Nm (3.7 lbf ft) **Loctite®243™**
Swing angle sensor screw	M5	6 Nm (4.4 lbf ft) **Loctite®243™**
Nut, starter motor cable	M6	5 Nm (3.7 lbf ft)
Remaining screws, engine	M6	10 Nm (7.4 lbf ft)
Screw, alternator cover	M6x30	10 Nm (7.4 lbf ft)
Screw, alternator cover	M6x35	10 Nm (7.4 lbf ft)
Screw, camshaft bearing bridge	M6	10 Nm (7.4 lbf ft)
Screw, clutch cable retaining bracket	M6	10 Nm (7.4 lbf ft) **Loctite®243™**
Screw, clutch cover	M6	10 Nm (7.4 lbf ft)
Screw, clutch pressure plate	M6	8 Nm (5.9 lbf ft)
Screw, clutch release lever	M6	10 Nm (7.4 lbf ft) **Loctite®243™**
Screw, cylinder head	M6	10 Nm (7.4 lbf ft)
Screw, engine case	M6x30	12 Nm (8.9 lbf ft)
Screw, engine case	M6x60	12 Nm (8.9 lbf ft)
Screw, freewheel ring	M6	14 Nm (10.3 lbf ft) **Loctite®243™**
Screw, ignition coil	M6	8 Nm (5.9 lbf ft)

Screw, locking lever	M6	10 Nm (7.4 lbf ft) **Loctite®243™**
Screw, main shaft bearing support	M6	10 Nm (7.4 lbf ft) **Loctite®243™**
Screw, oil pan	M6x30	10 Nm (7.4 lbf ft)
Screw, oil pan	M6x35	10 Nm (7.4 lbf ft)
Screw, oil pump cover	M6	10 Nm (7.4 lbf ft) **Loctite®243™**
Screw, oil pump unit	M6	10 Nm (7.4 lbf ft)
Screw, oil/water heat exchanger	M6	10 Nm (7.4 lbf ft) **Loctite®243™**
Screw, shift drum locating	M6	10 Nm (7.4 lbf ft) **Loctite®243™**
Screw, shift lever	M6	14 Nm (10.3 lbf ft) **Loctite®243™**
Screw, shift shaft retaining bracket	M6	10 Nm (7.4 lbf ft) **Loctite®243™**
Screw, starter motor	M6	10 Nm (7.4 lbf ft)
Screw, stator	M6	10 Nm (7.4 lbf ft) **Loctite®243™**
Screw, stator	M6	10 Nm (7.4 lbf ft)
Screw, timing chain shaft	M6	10 Nm (7.4 lbf ft)
Screw, upper guide rail	M6	8 Nm (5.9 lbf ft) **Loctite®243™**
Screw, valve cover	M6	10 Nm (7.4 lbf ft)
Screw, water pump cover	M6	10 Nm (7.4 lbf ft) **Loctite®243™**
Screw, water pump wheel	M6	10 Nm (7.4 lbf ft) **Loctite®243™**
Nut, exhaust flange	M8	15 Nm (11.1 lbf ft) Copper paste
Oil nozzle for clutch lubrication	M8	5 Nm (3.7 lbf ft) **Loctite®243™**
Remaining screws for engine	M8	20 Nm (14.8 lbf ft)
Screw plug, locking screw	M8	15 Nm (11.1 lbf ft)
Screw with washer, engine case	M8x65	25 Nm (18.4 lbf ft)
Screw with washer, engine case	M8x90	25 Nm (18.4 lbf ft)
Screw, engine case	M8x45	25 Nm (18.4 lbf ft) Screw support greased
Screw, engine case	M8x55	25 Nm (18.4 lbf ft) Screw support greased
Screw, engine case	M8x65	25 Nm (18.4 lbf ft) Screw support greased
Screw, engine case	M8x90	25 Nm (18.4 lbf ft) Screw support greased
Screw, knock sensor	M8	20 Nm (14.8 lbf ft)
Screw, oil pump idler gear	M8	15 Nm (11.1 lbf ft) **Loctite®243™**

Screw, tensioning rail	M8	15 Nm (11.1 lbf ft) **Loctite®243™**
Stud, exhaust flange	M8	15 Nm (11.1 lbf ft) **Loctite®243™**
Screw, conrod bearing	M8x0.75	1st stage 5 Nm (3.7 lbf ft) 2nd stage 20 Nm (14.8 lbf ft) 3rd stage 90° Screw support and thread oiled
Spark plug	M10	11 Nm (8.1 lbf ft)
Oil pressure sensor	M10x1	10 Nm (7.4 lbf ft)
Screw plug, bearing support	M10x1	12 Nm (8.9 lbf ft) **Loctite®243™**
Screw plug, cam lever axis	M10x1	8 Nm (5.9 lbf ft)
Screw, unlocking of timing chain tensioner	M10x1	8 Nm (5.9 lbf ft)
Coolant temperature sensor	M10x1.25	10 Nm (7.4 lbf ft)
Screw, cylinder head	M10x1.25	Tightening sequence: Observe tightening sequence. 1st stage 5 Nm (3.7 lbf ft) 2nd stage 15 Nm (11.1 lbf ft) 3rd stage 90° 4th stage 90° Screw support greased/thread oiled
Screw plug, cylinder head oil drain	M12x1.5	15 Nm (11.1 lbf ft)
Screw, rotor	M12x1.5	90 Nm (66.4 lbf ft) Thread greased
Screw plug, water jacket	M16x1.5	20 Nm (14.8 lbf ft) **Loctite®243™**
Nut, inner clutch hub	M20x1.5	135 Nm (99.6 lbf ft)
Plug, oil screen	M20x1.5	20 Nm (14.8 lbf ft)
Screw plug, alternator cover	M24	8 Nm (5.9 lbf ft)
Plug, timing chain tensioner	M24x1.5	25 Nm (18.4 lbf ft)

23.3 Capacities

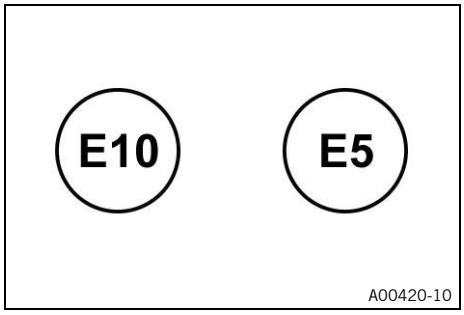
23.3.1 Engine oil

Engine oil	2.9 l (3.1 qt.)	Engine oil (SAE 10W/50) (📖 p. 178)

23.3.2 Coolant

Coolant	1.60 l (1.69 qt.)	Coolant (📖 p. 178)

23.3.3 Fuel



Please observe the labels on EU fuel pumps.

Total fuel tank capacity, approx.	19.5 l (5.15 US gal)	Super unleaded (ROZ 95) (📖 p. 179)

Fuel reserve, approx.	3 l (3 qt.)

23.4 Chassis

Frame	Lattice frame made of chrome molybdenum steel tubing, powder-coated
Fork (890 ADVENTURE R US)	**WP XPLOR OC**
Fork (890 ADVENTURE R RALLY US)	**WP XPLOR PRO**
Shock absorber (890 ADVENTURE R US)	**WP Suspension PDS**
Shock absorber (890 ADVENTURE R RALLY US)	**WP XPLOR PRO**
Suspension travel (890 ADVENTURE R US)	
front	240 mm (9.45 in)
rear	240 mm (9.45 in)
Suspension travel (890 ADVENTURE R RALLY US)	
front	270 mm (10.63 in)
rear	270 mm (10.63 in)
Brake system	
front	Double disc brake with radially mounted four-piston brake calipers, floating brake discs
rear	Single disc brake with dual-piston brake caliper, floating brake disc
Brake discs - diameter	
front	320 mm (12.6 in)
rear	260 mm (10.24 in)
Brake discs - wear limit	
front	4.5 mm (0.177 in)
rear	4.5 mm (0.177 in)
Tire pressure solo / with passenger	
front	2.4 bar (35 psi)
rear	2.4 bar (35 psi)
Offroad tire pressure	
front	1.8 bar (26 psi)
rear	1.8 bar (26 psi)
Tire pressure full payload	
front	2.6 bar (38 psi)

rear	2.9 bar (42 psi)
Secondary drive ratio	16:45 **Info** Modifications to the transmission ratio are not permitted and can lead to malfunctions.
Chain	5/8 x 1/4" (520) X-ring
Steering head angle (890 ADVENTURE R US)	63.7°
Steering head angle (890 ADVENTURE R RALLY US)	63.8°
Wheelbase (890 ADVENTURE R US)	1,528 mm (60.16 in)
Wheelbase (890 ADVENTURE R RALLY US)	1,535 mm (60.43 in)
Seat height, unloaded (890 ADVENTURE R US)	893 mm (35.16 in)
Seat height, unloaded (890 ADVENTURE R RALLY US)	945.5 mm (37.224 in)
Ground clearance, unloaded (890 ADVENTURE R US)	263 mm (10.35 in)
Ground clearance, unloaded (890 ADVENTURE R RALLY US)	303 mm (11.93 in)
Weight without fuel, approx.	200 kg (441 lb.)
Maximum permissible front axle load	175 kg (386 lb.)
Maximum permissible rear axle load	275 kg (606 lb.)
Maximum permissible total weight	450 kg (992 lb.)

23.5 Electrical system

12-V battery	HTZ12A-BS	Battery voltage: 12 V Nominal capacity: 10 Ah Maintenance-free
Fuse	75011088010	10 A
Fuse	75011088015	15 A
Fuse	75011088025	25 A
Fuse	58011109130	30 A

Low beam/high beam	LED
Daytime running light/position light	LED
Combination instrument lighting and indicator lamps	LED
Turn signal (890 ADVENTURE R US)	LED
Brake/tail light	LED
License plate lamp	LED

23.6 Tires

Front tire	Rear tire
90/90 - 21 54T M+S TT Mitas Enduro Trail +	**150/70 B 18 70T M+S TT** Mitas Enduro Trail +
The tires specified represent one of the possible series production tires. For alternative manufacturers, if any, contact an authorized dealer or qualified tire dealership. If local road approval regulations apply, these and the respective technical specifications must be observed. Additional information is available in the Service section under: KTM.COM	

23.7 Fork

23.7.1 890 ADVENTURE R US

Fork article number	A610C154W401000
Fork	**WP XPLOR OC**
Compression damping	
Comfort	20 clicks
Standard	15 clicks
Sport	10 clicks
Full payload	15 clicks
Rebound damping	
Comfort	18 clicks
Standard	15 clicks
Sport	10 clicks
Full payload	15 clicks
Spring preload – preload adjuster	
Comfort	**+0**
Standard	**+0**
Sport	**+0**
Full payload	**+3**
Spring length with preload spacer(s)	464 mm (18.27 in)
Spring rate	
Weight of rider: 65 ... 75 kg (143 ... 165 lb.)	6.2 N/mm (35.4 lb/in)
Weight of rider: 75 ... 85 kg (165 ... 187 lb.)	6.7 N/mm (38.3 lb/in)
Weight of rider: 85 ... 95 kg (187 ... 209 lb.)	7.2 N/mm (41.1 lb/in)
Fork length	912 mm (35.91 in)

Fork oil per fork leg	630 ± 5 ml (21.3 ± 0.17 fl. oz.)	Fork oil (SAE 4) (48601166S1) (p. 179)

23.7.2 890 ADVENTURE R RALLY US

Fork article number	A610C155X403200
Fork	**WP XPLOR PRO**
Compression damping	
Standard	12 clicks
Rebound damping	
Standard	18 clicks
Spring preload – preload adjuster	
Standard	0 clicks
Spring length with preload spacer(s)	488 mm (19.21 in)
Spring rate	
Weight of rider: 65 ... 75 kg (143 ... 165 lb.)	6.2 N/mm (35.4 lb/in)
Weight of rider: 75 ... 85 kg (165 ... 187 lb.)	6.4 N/mm (36.5 lb/in)
Weight of rider: 85 ... 95 kg (187 ... 209 lb.)	6.6 N/mm (37.7 lb/in)
Weight of rider: 95 ... 105 kg (209 ... 231 lb.)	6.8 N/mm (38.8 lb/in)
Fork length	942 mm (37.09 in)

Oil capacity, external mechanism	440 ml (14.88 fl. oz.)	Fork oil (SAE 4) (48601166S1) (📖 p. 179)
Oil capacity, cartridge	175 ml (5.92 fl. oz.)	Fork oil (SAE 4) (48601166S1) (📖 p. 179)

23.8 Shock absorber

23.8.1 890 ADVENTURE R US

Shock absorber article number	A610C454W305000
Shock absorber	**WP Suspension PDS**
Low-speed compression damping	
Comfort	20 clicks
Standard	15 clicks
Sport	10 clicks
Full payload	7 clicks
High-speed compression damping	
Comfort	2 turns
Standard	1.5 turns
Sport	1 turn
Full payload	0.5 turns
Rebound damping	
Comfort	23 clicks
Standard	15 clicks
Sport	12 clicks
Full payload	5 clicks
Spring preload – preload adjuster	
Comfort	4 turns
Standard	4 turns
Sport	4 turns
Full payload	10 turns
Fitted length	380 mm (14.96 in)
Spring length	201.3 mm (7.925 in)
Spring rate	
Weight of rider: 75 ... 85 kg (165 ... 187 lb.)	95 N/mm (542 lb/in)
Gas pressure	16 bar (232 psi)

Damper oil	Shock absorber fluid (SAE 2.5) (50180751S1) (📖 p. 179)

23.8.2 890 ADVENTURE R RALLY US

Shock absorber article number	A610C455X305200
Shock absorber	**WP XPLOR PRO**
Low-speed compression damping	
Comfort	15 clicks
Standard	12 clicks
Sport	10 clicks
Full payload	10 clicks

High-speed compression damping	
Comfort	42 clicks
Standard	40 clicks
Sport	38 clicks
Full payload	28 clicks
Rebound damping	
Comfort	15 clicks
Standard	15 clicks
Sport	15 clicks
Full payload	15 clicks
Spring preload	
Comfort	5 mm
Standard	11 mm
Sport	5 mm
Fitted length	390 mm (15.35 in)
Spring length	220 mm (8.66 in)
Spring rate	
Weight of rider: 65 ... 75 kg (143 ... 165 lb.)	89 N/mm (508 lb/in)
Weight of rider: 75 ... 85 kg (165 ... 187 lb.)	92 N/mm (525 lb/in)
Weight of rider: 85 ... 95 kg (187 ... 209 lb.)	95 N/mm (542 lb/in)
Weight of rider: 95 ... 105 kg (209 ... 231 lb.)	98 N/mm (560 lb/in)
Gas pressure	16 bar (232 psi)

Damper oil	Shock absorber fluid (SAE 2.5) (50180751S1) (📖 p. 179)

23.9 Chassis tightening torques

Brake fluid reservoir cover, front	-	2 Nm (1.5 lbf ft)
Brake fluid reservoir cover, rear	-	1.5 Nm (1.11 lbf ft)
Compensating tank cover	-	1.1 Nm (0.81 lbf ft)
Nut, valve	ISO 10V2	12 Nm (8.9 lbf ft) **Loctite®2701™**
Remaining screws, chassis	**EJOTPT®** K45x12	1 Nm (0.7 lbf ft)
Remaining screws, chassis	**EJOTPT®** K50x12	1 Nm (0.7 lbf ft)
Remaining screws, chassis	**EJOTPT®** K50x14	1 Nm (0.7 lbf ft)
Remaining screws, chassis	**EJOTPT®** K50x16	2 Nm (1.5 lbf ft)
Remaining screws, chassis	**EJOTPT®** K50x18	2 Nm (1.5 lbf ft)
Screw, inside cover on radiator	**EJOT PT®** K50x18	4.5 Nm (3.32 lbf ft)
Screw, tail light	**EJOT DELTA PT®** 45x12-Z	1.5 Nm (1.11 lbf ft)
Socket for electrical accessories	-	4 Nm (3 lbf ft)
Throttle valve body hose clamp	-	2.8 Nm (2.07 lbf ft)
Remaining nuts, chassis	M4	3 Nm (2.2 lbf ft)
Remaining screws, chassis	M4	3 Nm (2.2 lbf ft)
Screw, fixed grip, left	M4	3 Nm (2.2 lbf ft)
Remaining nuts, chassis	M5	5 Nm (3.7 lbf ft)
Remaining screws, chassis	M5	5 Nm (3.7 lbf ft)

Screw for throttle grip	M5	3.5 Nm (2.58 lbf ft)
Screw, air filter box	M5	3 Nm (2.2 lbf ft)
Screw, brake fluid reservoir for rear brake	M5	5 Nm (3.7 lbf ft) **Loctite®243™**
Screw, brake line holder on link fork	M5	1 Nm (0.7 lbf ft)
Screw, combination instrument	M5	1 Nm (0.7 lbf ft)
Screw, combination switch, left	M5	2 Nm (1.5 lbf ft)
Screw, combination switch, right	M5	5 Nm (3.7 lbf ft)
Screw, engine sprocket cover	M5	5 Nm (3.7 lbf ft) **Loctite®243™**
Screw, foot brake lever stub	M5	10 Nm (7.4 lbf ft) **Loctite®243™**
Screw, fork protector	M5x12	5 Nm (3.7 lbf ft)
Screw, fork protector	M5x17	5 Nm (3.7 lbf ft)
Screw, fuel level sensor	M5	3 Nm (2.2 lbf ft)
Screw, fuel tank insert	M5	3 Nm (2.2 lbf ft)
Screw, headlight mask	M5	3.5 Nm (2.58 lbf ft)
Screw, headlight mask intermediate part	M5	3.5 Nm (2.58 lbf ft)
Screw, heat guard	M5	5 Nm (3.7 lbf ft) **Loctite®243™**
Screw, instrument support on mask support, front	M5	5 Nm (3.7 lbf ft)
Screw, instrument support on mask support, rear	M5	5 Nm (3.7 lbf ft)
Screw, license plate holder	M5	5 Nm (3.7 lbf ft) **Loctite®243™**
Screw, lower rear panel	M5	3 Nm (2.2 lbf ft)
Screw, mask support	M5	5 Nm (3.7 lbf ft)
Screw, mask support cover	M5	3.5 Nm (2.58 lbf ft)
Screw, side stand sensor	M5	2 Nm (1.5 lbf ft) **Loctite®243™**
Screw, splash protector (890 ADVENTURE R US)	M5	2.8 Nm (2.07 lbf ft)
Screw, trim	M5	3 Nm (2.2 lbf ft)
Spoke nipple	M5	6 Nm (4.4 lbf ft)
Brake cylinder screw on the rear brake system	M6	10 Nm (7.4 lbf ft) **Loctite®243™**
Hand guard fitting	M6	6 Nm (4.4 lbf ft)
Nut, foot brake lever adjustment	M6	6 Nm (4.4 lbf ft)
Nut, hand brake lever	M6	Attach torque to nut. 10 Nm (7.4 lbf ft)
Nut, push rod, foot brake lever	M6	6 Nm (4.4 lbf ft)
Nut, shift rod	M6	6 Nm (4.4 lbf ft)
Nut, shift rod	M6LH	6 Nm (4.4 lbf ft)
Remaining nuts, chassis	M6	10 Nm (7.4 lbf ft)
Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)

Screw activated carbon filter on retaining bracket	M6	8 Nm (5.9 lbf ft)
Screw cap, fuel tank cover	M6	8 Nm (5.9 lbf ft)
Screw, 6-D sensor	M6	5 Nm (3.7 lbf ft)
Screw, ABS module	M6	8 Nm (5.9 lbf ft)
Screw, battery cover attachment	M6	5 Nm (3.7 lbf ft)
Screw, battery holding bracket	M6	4.5 Nm (3.32 lbf ft)
Screw, battery terminal	M6	4.5 Nm (3.32 lbf ft)
Screw, brace for mask support center part	M6	3 Nm (2.2 lbf ft) **Loctite®243™**
Screw, brake assembly	M6	5 Nm (3.7 lbf ft)
Screw, cable on starter motor	M6	5 Nm (3.7 lbf ft)
Screw, cable on starter relay	M6	4.5 Nm (3.32 lbf ft)
Screw, clutch assembly	M6	5 Nm (3.7 lbf ft)
Screw, cross member in rear	M6x13	10 Nm (7.4 lbf ft) **Loctite®243™**
Screw, cross member in rear	M6x12	6 Nm (4.4 lbf ft) **Loctite®243™**
Screw, engine guard	M6x8	8 Nm (5.9 lbf ft)
Screw, engine guard	M6x10	10 Nm (7.4 lbf ft) **Loctite®243™**
Screw, engine guard retaining bracket	M6	10 Nm (7.4 lbf ft) **Loctite®243™**
Screw, exhaust clamp on main silencer	M6	8 Nm (5.9 lbf ft)
Screw, footrest bracket, rear	M6	9 Nm (6.6 lbf ft) **Loctite®243™**
Screw, front brake disc	M6	14 Nm (10.3 lbf ft) **Loctite®243™**
Screw, front wheel speed sensor	M6	6 Nm (4.4 lbf ft)
Screw, fuel pump	M6	6 Nm (4.4 lbf ft)
Screw, fuel tank clamp	M6	3 Nm (2.2 lbf ft)
Screw, fuel tank cover	M6x12	8 Nm (5.9 lbf ft)
Screw, fuel tank cover	M6x22	8 Nm (5.9 lbf ft)
Screw, fuel tank spoiler attachment	M6	4 Nm (3 lbf ft)
Screw, fuel tap	M6	6 Nm (4.4 lbf ft)
Screw, ground wire on frame	M6	6 Nm (4.4 lbf ft)
Screw, ground wire on starter motor	M6	10 Nm (7.4 lbf ft)
Screw, ignition lock (tamper-proof screw)	M6	Tighten until the head tears off. **Loctite®243™**
Screw, magnetic holder on side stand	M6	2 Nm (1.5 lbf ft) **Loctite®243™**
Screw, mask support on frame	M6	10 Nm (7.4 lbf ft) **Loctite®243™**
Screw, mask support on steering head	M6	10 Nm (7.4 lbf ft) **Loctite®243™**

Screw, presilencer exhaust clamp	M6	8 Nm (5.9 lbf ft) Copper paste
Screw, push rod ball joint on the rear brake cylinder	M6	6 Nm (4.4 lbf ft) **Loctite®243™**
Screw, radiator bracket, bottom	M6	5 Nm (3.7 lbf ft)
Screw, rear brake disc	M6	14 Nm (10.3 lbf ft) **Loctite®243™**
Screw, rear wheel speed sensor	M6	6 Nm (4.4 lbf ft)
Screw, seat fixing	M6	6 Nm (4.4 lbf ft)
Screw, seat lock	M6	10 Nm (7.4 lbf ft) **Loctite®243™**
Screw, shift rod	M6	10 Nm (7.4 lbf ft) **Loctite®243™**
Screw, shift shaft deflector on shift shaft	M6	10 Nm (7.4 lbf ft) **Loctite®243™**
Screw, voltage regulator	M6	6 Nm (4.4 lbf ft)
Foot brake lever, fitting	M8	25 Nm (18.4 lbf ft) **Loctite®2701™**
Hand guard screw	M8	25 Nm (18.4 lbf ft)
Nut, rear sprocket screw	M8	35 Nm (25.8 lbf ft) **Loctite®2701™**
Pin, rear brake caliper	M8	22 Nm (16.2 lbf ft) **Loctite®243™**
Remaining nuts, chassis	M8	25 Nm (18.4 lbf ft)
Remaining screws, chassis	M8	25 Nm (18.4 lbf ft)
Screw, bottom triple clamp	M8	12 Nm (8.9 lbf ft)
Screw, engine fixing arm linkage bracket	M8	25 Nm (18.4 lbf ft) **Loctite®243™**
Screw, engine guard frame	M8	25 Nm (18.4 lbf ft) **Loctite®243™**
Screw, foot brake lever return spring pin	M8	12 Nm (8.9 lbf ft) **Loctite®2701™**
Screw, fork stub	M8	15 Nm (11.1 lbf ft)
Screw, front brake caliper	M8	25 Nm (18.4 lbf ft)
Screw, grab handle	M8	25 Nm (18.4 lbf ft) **Loctite®243™**
Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)
Screw, main silencer fastening	M8	15 Nm (11.1 lbf ft)
Screw, main silencer holder	M8	25 Nm (18.4 lbf ft)
Screw, presilencer on frame	M8	15 Nm (11.1 lbf ft) **Loctite®243™**
Screw, rear footrest bracket	M8	25 Nm (18.4 lbf ft) **Loctite®243™**
Screw, seat bracket	M8	25 Nm (18.4 lbf ft) **Loctite®243™**
Screw, shift lever	M8	25 Nm (18.4 lbf ft) **Loctite®2701™**
Screw, spring holder plate on side stand bracket	M8	15 Nm (11.1 lbf ft) **Loctite®2701™**

Screw, steering damper on holder	M8	8 Nm (5.9 lbf ft) **Loctite®243™**
Screw, steering damper on triple clamp	M8	8 Nm (5.9 lbf ft) **Loctite®243™**
Screw, steering stem	M8	20 Nm (14.8 lbf ft) **Loctite®243™**
Screw, subframe	M8	25 Nm (18.4 lbf ft) **Loctite®243™**
Screw, top triple clamp	M8	15 Nm (11.1 lbf ft)
Securing bolt for brake linings	M8	10 Nm (7.4 lbf ft)
Remaining nuts, chassis	M10	45 Nm (33.2 lbf ft)
Remaining screws, chassis	M10	45 Nm (33.2 lbf ft)
Screw, engine bracket	M10	45 Nm (33.2 lbf ft) **Loctite®243™**
Screw, front footrest bracket	M10x30	45 Nm (33.2 lbf ft) **Loctite®243™**
Screw, front footrest bracket	M10x40	45 Nm (33.2 lbf ft) **Loctite®243™**
Screw, front footrest bracket	M10x65	45 Nm (33.2 lbf ft) **Loctite®243™**
Screw, handlebar support	M10	45 Nm (33.2 lbf ft) **Loctite®243™**
Screw, side stand	M10	40 Nm (29.5 lbf ft) **Loctite®243™**
Screw, subframe	M10	50 Nm (36.9 lbf ft) **Loctite®243™**
Banjo bolt, brake line	M10x1	25 Nm (18.4 lbf ft)
Nut, turn signal	M10x1.25	4 Nm (3 lbf ft)
Screw, front brake caliper	M10x1.25	45 Nm (33.2 lbf ft) **Loctite®243™**
Screw, bottom shock absorber	M12	80 Nm (59 lbf ft) **Loctite®2701™**
Screw, swingarm pivot	M12	100 Nm (73.8 lbf ft)
Screw, top shock absorber	M12	80 Nm (59 lbf ft) **Loctite®2701™**
Lambda sensor	M18x1.5	50 Nm (36.9 lbf ft)
Bushing, shock absorber support	M20LHx1.5	10 Nm (7.4 lbf ft) Thread and fitting greased
Screw, steering head	M20x1.5	18 Nm (13.3 lbf ft)
Nut, rear wheel spindle	M25x1.5	90 Nm (66.4 lbf ft) Thread and contact area of wheel spindle greased
Screw, front wheel spindle	M25x1.5	45 Nm (33.2 lbf ft) Thread greased

24 DECLARATIONS OF CONFORMITY

24.1 Declarations of conformity

Info
The functional and equipment scope is model-dependent and may not include all wireless systems and application areas referred to.

252M1100
FCC ID: Z64-2564N
IC: 4511-2564N

Immo641
FCC ID: 2AKP9IMMO641
IC: 22273-IMMO641

Tyre Pressure Monitoring System - Receiver "MC34MA4"
FCC ID: MRXMC34MA4
IC: 2546A-MC34MA4

Tyre Pressure Monitoring System - Sensor "BC5A4"
FCC ID: MRXBC5A4
IC: 2546A-BC5A4

Declaration regarding modifications
Alterations and modifications not expressly approved by the relevant authority may result in the user being prohibited from operating the equipment.

Declaration regarding interference
This device fulfills Part 15 of the FCC regulations as well as the license-free RSS standards of the Canadian Government Department **Industry Canada**.
Operation is subject to the following two conditions:

1 This device must not cause interference.
2 This device must be able to absorb any interference, including interference that potentially causes undesirable operation of the device.

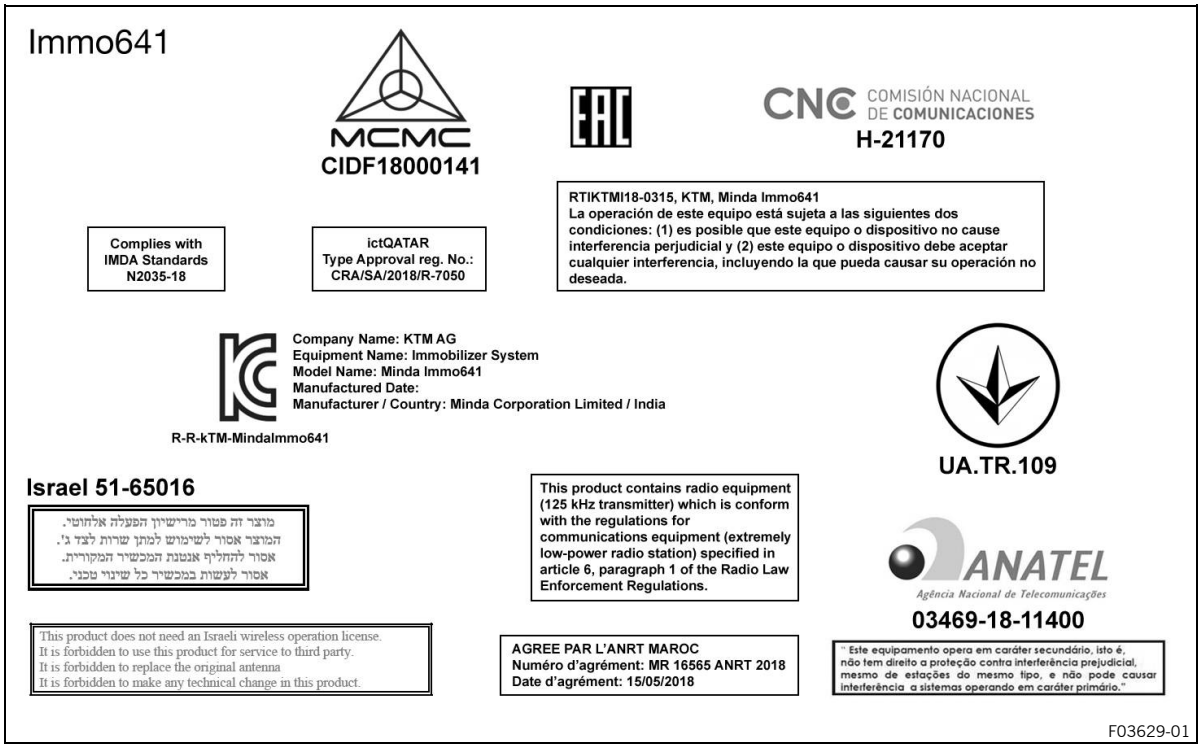
Note on radio transmissions
This device corresponds to the FCC limit values for radiation exposure, which have been determined for a non-controlled environment, and fulfills the FCC guidelines for the load from radio frequencies.
The transmitter must not be set up near to other antennas or transmitters or operated in conjunction with other antennas or transmitters.

Note on digital devices of Class B according to the FCC regulations
This device has been tested and fulfills the limit values for digital devices of Class B according to the FCC regulations, Part 15.
These limit values are designed so as to provide sufficient protection from harmful interference in residential areas.
Devices of this type generate and use high frequencies and can also emit these. Therefore, if they are not installed and operated in accordance with the instructions, they may cause harmful interference to radio reception. However, there is no guarantee that interference will not occur in certain cases of application.
Should this device cause harmful interference to radio or television reception, (check this by switching the device on and off), you can potentially eliminate this interference as follows:

– Re-align the receiving antenna.
– Increase the separation between device and radio receiver.
– Connect the device and the radio receiver to separate electric circuits.
– Consult your dealer or a radio/TV technician.

CAN ICES-3 (B) / NMB-3 (B)
This digital device of Class B fulfills the regulations in accordance with the Canadian Interference-Causing Equipment Standard ICES-003 / NMB-003.

24.2 Country-specific declarations of conformity



Brake fluid DOT 4 / DOT 5.1

Standard/classification

– DOT

Guideline

– Use only brake fluid that complies with the specified standard (see specifications on the container) and that exhibits the corresponding properties.

Recommended supplier

Castrol

– **REACT PERFORMANCE DOT 4**

MOTOREX®

– **Brake Fluid DOT 5.1**

Coolant

Guideline

– Only use high-grade, silicate-free coolant with corrosion inhibitor additive for aluminum motors. Low grade and unsuitable antifreeze causes corrosion, deposits and frothing.

– Do not use pure water as only coolant is able to meet the requirements needed in terms of corrosion protection and lubrication properties.

– Only use coolant that complies with the requirements stated (see specifications on the container) and that has the relevant properties.

Antifreeze protection to at least	−25 °C (−13 °F)

The mixture ratio must be adjusted to the necessary antifreeze protection. Use distilled water if the coolant needs to be diluted.

The use of premixed coolant is recommended.

Observe the coolant manufacturer specifications for antifreeze protection, dilution and miscibility (compatibility) with other coolants.

Recommended supplier

MOTOREX®

– **COOLANT M3.0**

Engine oil (SAE 10W/50)

Standard/classification

– JASO T903 MA2 (📖 p. 181)

– SAE (📖 p. 181) (SAE 10W/50)

Guideline

– Use only engine oils that comply with the specified standards (see specifications on the container) and that possess the corresponding properties.

Fully synthetic engine oil

Recommended supplier

MOTOREX®

– **Power Synt 4T**

Fork oil (SAE 4) (48601166S1)

Standard/classification

– SAE (📖 p. 181) (SAE 4)

Guideline

– Use only oils that comply with the specified standards (see specifications on the container) and that exhibit the corresponding properties.

Shock absorber fluid (SAE 2.5) (50180751S1)

Standard/classification

– SAE (📖 p. 181) (SAE 2.5)

Guideline

– Use only oils that comply with the specified standards (see specifications on the container) and that exhibit the corresponding properties.

Super unleaded (ROZ 95)

Standard/classification

– DIN EN 228 (ROZ 95)

Guideline

– Only use super unleaded fuel that matches or is equivalent to the specified standard.
– Fuel with an ethanol content of up to 10% (E10 fuel) is safe to use.

Info

Do **not** use fuel containing methanol (e.g., M15, M85, M100) or more than 10% ethanol (e.g., E15, E25, E85, E100).

Chain cleaner

Recommended supplier
MOTOREX®
– **Chain Clean**

Fuel additive

Recommended supplier
MOTOREX®
– **Fuel Stabilizer**

Long-life grease

Recommended supplier
MOTOREX®
– **Bike Grease 2000**

Motorcycle cleaner

Recommended supplier
MOTOREX®
– **Moto Clean**

Preserving materials for paints, metal and rubber

Recommended supplier
MOTOREX®
– **Moto Protect**

Shine spray for paint, plastic and chromium

Recommended supplier
MOTOREX®
– **Moto Shine**

Special cleaner for glossy and matte paint finishes, metal and plastic surfaces

Recommended supplier
MOTOREX®
– **Quick Cleaner**

Street chain spray

Guideline

Recommended supplier
MOTOREX®
– **Chainlube Road Strong**

Universal oil spray

Recommended supplier
MOTOREX®
– **Joker 440 Synthetic**

JASO T903 MA2

Different technical development directions required a separate specification for motorcycles – the **JASO T903 MA2** standard.
Earlier, engine oils from the automobile industry were used for motorcycles because there was no separate motorcycle specification.
Whereas long service intervals are demanded for automobile engines, the focus for motorcycle engines is on high performance at high engine speeds.
In most motorcycle engines, the transmission and clutch are lubricated with the same oil.
The **JASO T903 MA2** standard meets these special requirements.

SAE

The SAE viscosity classes were defined by the Society of Automotive Engineers and are used for classifying oils according to their viscosity. The viscosity describes only one property of oil and says nothing about quality.

ABS	Anti-lock braking system	Safety system that prevents locking of the wheels when driving straight ahead without the influence of lateral forces
DRL	Daytime Running Light	Light, which enhances the visibility of the vehicle during the day but is not focused, and in contrast to low beam does not illuminate the road surface
ETTC	Engine traction torque control	Auxiliary function of the engine control, which prevents rear wheel locking with excessive engine braking effect, by lightly opening the throttle valve
-	KTMconnect	System for wireless communication with suitable cellphones and communication systems for telephony and audio
MTC	Motorcycle Traction Control	Auxiliary function of the motor control that reduces engine torque with spinning rear wheel
OBD	On-board diagnosis	Vehicle system, which monitors the specified parameters of the vehicle electronics
-	QUICKSHIFTER+	Engine tuning function for shifting up and down without clutch actuation

Art. no.	Article number
ca.	circa
cf.	compare
e.g.	for example
etc.	et cetera
i.a.	inter alia
no.	number
poss.	possibly

30 LIST OF SYMBOLS

30.1 Red symbols

Red symbols indicate an error condition that requires immediate intervention.

	The oil pressure warning lamp lights up red – The oil pressure is too low. Stop immediately, taking care not to endanger yourself or other road users in the process, and switch off the engine.

30.2 Yellow and orange symbols

Yellow and orange symbols indicate an error condition that requires prompt intervention. Active driving aids are also represented by yellow or orange symbols.

	The malfunction indicator lamp lights up yellow – The OBD has detected a malfunction in the vehicle electronics. Come safely to a halt, and contact an authorized KTM workshop.
	ABS warning lamp lights up yellow – Status or error messages relating to ABS.
	The ABS rear warning lamp lights up yellow – ABS is deactivated on the rear wheel.
	TC indicator lamp lights up/flashes yellow – **MTC** (📖 p. 151) is not enabled or is currently intervening. The TC indicator lamp also lights up if a malfunction is detected. Contact an authorized KTM workshop. The TC indicator lamp flashes, if **MTC** or **MSR** (optional) actively engage.
	The cruise control system indicator lamp (optional) lights up yellow – The cruise control system function is switched on, but cruise control is not activated.
	The general warning lamp lights up yellow – A note/warning note on operating safety has been detected. This is also shown in the display.
	Hazard warning flasher indicator lamps – The hazard warning flasher is switched on.

30.3 Green and blue symbols

Green and blue symbols reflect information.

	The turn signal indicator lamp flashes green simultaneously with the turn signal – The turn signal is switched on.
	The idle indicator lamp lights up green – The transmission is in neutral.
	The cruise control system indicator lamp (optional) lights up green – The cruise control system function is switched on and cruise control is activated.
	The high beam indicator lamp lights up blue – The high beam is switched on.

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Photo: Mitterbauer/KISKA/KTM