

OWNER'S MANUAL 2006

950 SUPER ENDURO R

ART. NR. 3.211.172 EN



KTM

We would like to congratulate you on your purchase of a KTM motorcycle. You are now the owner of a state-of-the-art sport motorcycle that guarantees to bring you lots of fun and enjoyment, provided that you clean and maintain it appropriately. Please insert the serial numbers of your motorcycle in the boxes below:

Frame number

Engine number

Key number

Stamp of dealer

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CONSUMER INFORMATION FOR AUSTRALIA ONLY Tampering with noise control system prohibited Owners are warned that the law may prohibit:

- (a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and
- (b) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.



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

INTENDED PURPOSE

The KTM 950 Super Enduro R is designed to resist the usual wear and tear of onor off-road service, providing maximum performance in competitive racing or private use.

OWNER'S MANUAL

Carefully read the entire Owner's Manual before you start riding your motorcycle, even if this will take a little time. It contains useful tips and information on the best way to handle the motorcycle and how to protect yourself from injuries. The Manual also contains important information on service and maintenance. In your own interest, pay particular attention to the information marked as follows:



WARNING

- Ignoring these instructions, can endanger your body and your life.



CAUTION

- Ignoring these instructions could cause damage to parts of your motorcycle or that the motor-cycle is not road-safe anymore.

The Owner's Manual corresponded to the latest information available for this model series at the time it was printed. Minor deviations resulting from enhancements to the motorcycle design cannot be entirely precluded. The Owner's Manual is an integral part of the motorcycle and must be handed over to the new owner when the motorcycle is sold.

SERVICE

Observance of the service, maintenance and operating instructions for the engine and chassis specified in the Owner's Manual is a prerequisite for faultless operation and the avoidance of premature wear. Please observe the prescribed breaking-in periods, inspection intervals and service intervals. Strict observance will significantly prolong the service life of your motorcycle.

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

WARRANTY

The service work specified in the „Lubrication and Maintenance Schedule“ must be performed by an authorized KTM workshop. This is the only place that has the qualified technicians and the special tools required for the 950 Super Enduro R. Be sure to have the workshop verify all service work carried out in the service manual to avoid losing your right to claim under the warranty. The warranty or guarantee shall become void for damage and consequential damage caused by manipulations or conversions to the motorcycle.

AUTOMOTIVE FLUIDS

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

SPARE PARTS, ACCESSORIES

For your own safety, only use spare parts and accessories approved by KTM. KTM shall not assume any liability for other products or consequential damage resulting from the use of such products.

ENVIRONMENT

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

Enjoy driving your motorcycle !

KTM SPORTMOTORCYCLE AG
5230 MATTIGHOFEN, AUSTRIA

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Chassis number, Type label

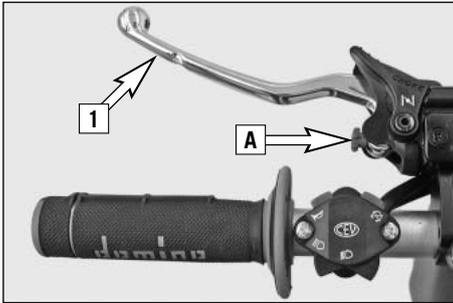
The chassis number is stamped on the right side of the steering head tube. Enter this number in the field on page no 1.

The type label is located next to the chassis number.



Engine number, engine type

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



Clutch lever

The clutch lever [1] is fitted on the left hand side of the handle bar. The adjusting screw [A] is used to change the original position of the clutch lever (see maintenance work on chassis and engine).

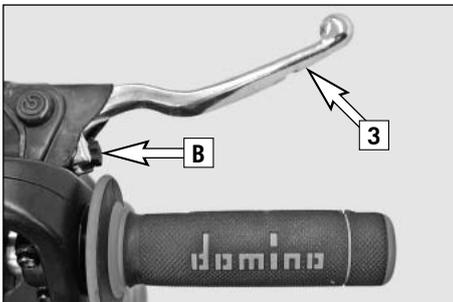
The clutch is hydraulically actuated and adjusts itself automatically.



Choke lever

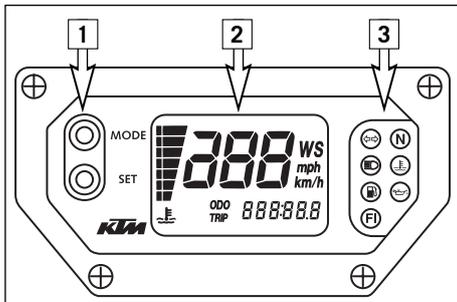
If the choke lever [2] is pulled backwards, a bore in the carburetors will be opened in the carburetor through which the engine may draw in additional fuel. This produces a „rich“ fuel/air mixture necessary for cold start. The fuel quantity and thus the engine speed are determined by the choke lever position.

At temperatures over 5°C (41°F) it will suffice to pull the choke lever half way out. At temperatures below 5°C (41°F) the choke lever should be pulled all the way out. The hole is closed again by pushing the choke lever all the way back in.



Hand brake lever

The hand brake lever [3] is mounted on the right side of the handlebar. The adjusting screw [B] can be used to change the basic position of the hand brake lever (see Maintenance).



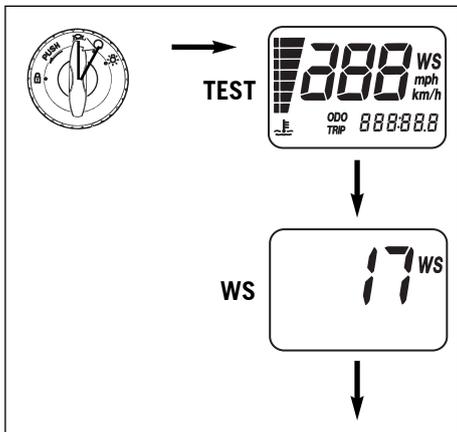
Multi-functional digital speedometer

The universal instrument is divided into 3 parts.

Use the MODE and SET [1] button to change the display and the basic settings in the display.

Display [2] shows all of the information that may be of interest to you. 5 display modes can be selected with the MODE button.

The indicator lamps [3] provide additional information on the motorcycle's running condition.



Display

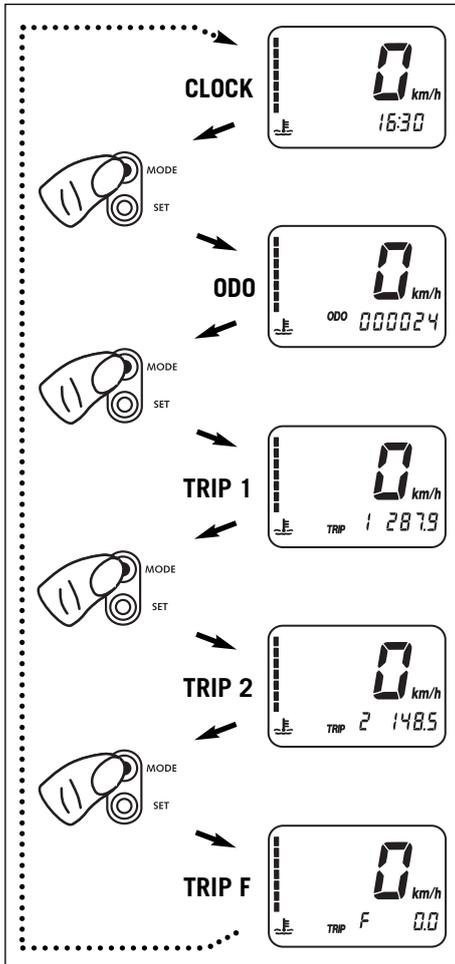
TEST

When you switch on the ignition, all of the display elements will light up for 1 second for the function test.

WS (wheel size)

The display will change and show the diameter of the front wheel in inches for 1 second (WS = wheel size).

Then the CLOCK mode will be displayed, or the mode that was active when the ignition was switched off.



CLOCK

You will recognize the CLOCK display by the blinking dots between the hours and minutes. It displays the speed, temperature of the cooling liquid and the clock. To switch to the next display mode, press the MODE button.

ODO

The speed, temperature of the cooling liquid and the total kilometers or miles traveled are shown in the ODO mode. To switch to the next display mode, press the MODE button.

TRIP 1

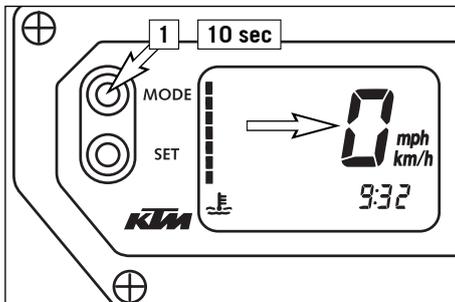
The TRIP 1 mode shows the speed, the temperature of the cooling liquid and the trip odometer 1. To switch to the next display mode, press the MODE button.

TRIP 2

The TRIP 2 mode shows the speed, the temperature of the cooling liquid and the trip odometer 2. To switch to the next display mode, press the MODE button.

TRIP F

The TRIP F mode (fuel) displays the speed, the temperature of the cooling liquid and the distance traveled since reaching the low-fuel mark (the low-fuel indicator lamp lights up). To return to the CLOCK mode, press the MODE button.



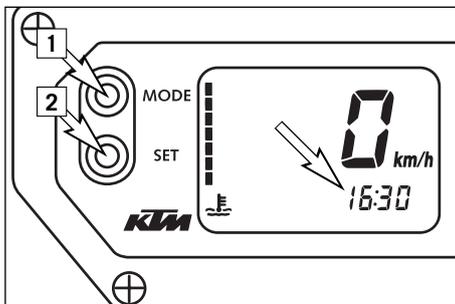
Setting options in the display

KILOMETERS OR MILES.

You can have the speed and distance shown in kilometers or miles in the display. The display can be adapted to the respective country on long-distance trips.

To switch from kilometers to miles, switch on the ignition and press the MODE [1] button for approx. 10 seconds. The **km/h** display will switch to **mph**. The speed and the stored distances will be converted and displayed in miles.

To return to kilometers, proceed as described above.



SET CLOCK

Switch on the ignition and change to the CLOCK mode.

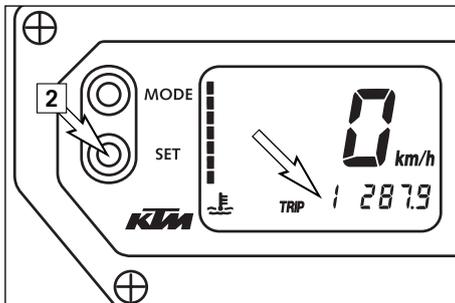
Simultaneously press MODE [1] and SET [2]. The numbers on the clock will start to blink.

Use the MODE button to set the hours and the SET button to set the minutes.

The press the MODE and SET buttons simultaneously.

NOTE:

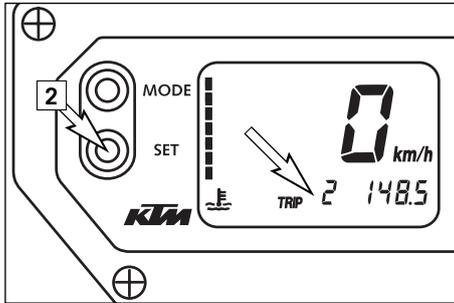
0:00 will be displayed if the clock is not supplied with electricity. This can be caused by a defective fuse or a fault in the board electric system (see Troubleshooting).



TRIP 1

The trip meter 1 runs continuously and counts up to 999.9. It can be used to measure the length of a certain route on a trip or the distance between two refueling stops.

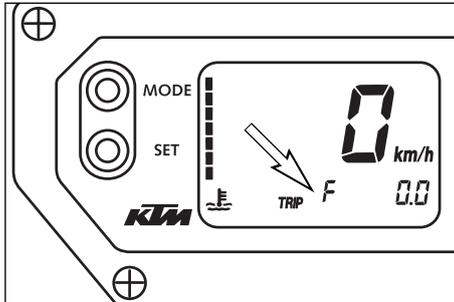
To return the trip meter 1 to zero, switch on the ignition, change to the TRIP 1 mode and press the SET button [2].



RESETTING TRIP 2

The trip meter 2 runs continuously and counts up to 999.9. It can be used similarly to TRIP 1 or together with a switch available as an accessory (see below) for trips according to a roadbook.

To return the trip meter 2 to zero, switch on the ignition, change to the TRIP 2 mode and press the SET button [2].



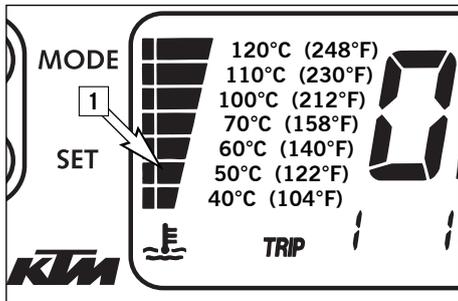
TRIP F

When the fuel level reaches the reserve mark, the display will automatically switch to TRIP F and begin to count (no matter which display mode was active before). At the same time, the fuel warning lamp will light up. You will still have enough reserve fuel for at least 30 kilometers.

After refueling, it will take approx. 8 minutes for the fuel warning lamp to switch off and for TRIP F to automatically reset to 0 and return to the previous display mode.

NOTE:

Press the SET key for 2 seconds to immediately turn off the fuel warning lamp.



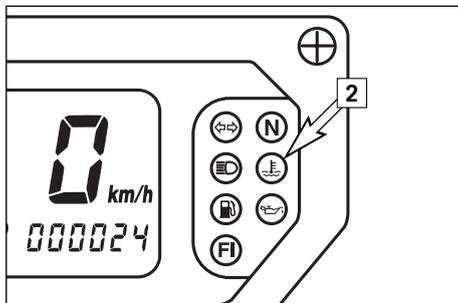
Cooling liquid temperature display

The temperature display [1] is shown in 7 bars. The more bars that light up, the hotter the cooling liquid. When the lowest bar lights up, the cooling liquid has reached a temperature of approx. 40°C (104°F). When the upper bar lights up 120°C (248°F), all of the bars will start to blink and the red warning lamp [2] will light up.

! CAUTION

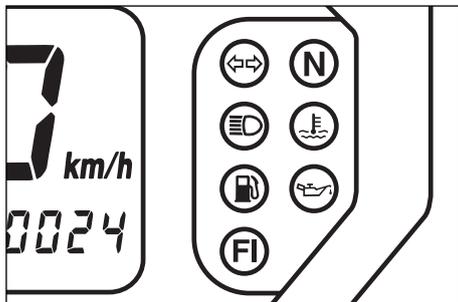
Possible causes for an increase in temperature, causing the red warning light for the cooling liquid temperature to light up:

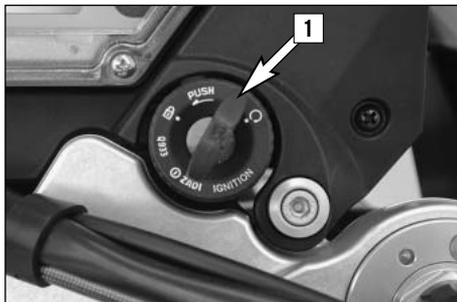
- Driving too slowly and driving with a heavy load at high air temperatures
- Not enough cooling liquid in the system
- The ventilator on the left radiator is not running
- Improper use of the clutch when driving slowly



Indicator lamps

-  The green indicator lamp will blink in the blinker rhythm when the blinker is switched on.
NOTE:
The indicator lamp will blink faster when a blinker is broken.
-  The blue indicator lamp will light up when the gearbox is in an idling position.
-  The blue indicator lamp will light up when the high beams are switched on.
-  The red warning light will light up when the cooling liquid has reached a temperature of approx. 120°C (248°F).
-  The orange warning light will light up when the fuel level reaches the reserve mark. At the same time the display will automatically change to TRIP F (see TRIP F).
-  The red warning lamp lights up when the ignition is switched on but the engine is not running. When the engine is started, the warning lamp will go out as soon as the oil pressure is high enough.
-  **FI** This indicator lamp has no function.





Ignition lock

The ignition lock [1] has 3 switching positions.



Ignition off, (engine can't be started)

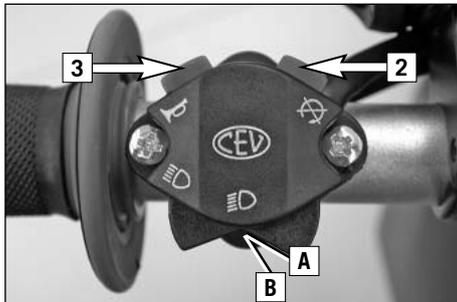


Ignition on, light on, (engine can be started)



Ignition off, handlebar blocked

To switch the ignition to position  turn the ignition key to position  and firmly press it into the lock. Turn the handlebar to the left, then turn the ignition key to the left. The ignition key can be withdrawn in position  and .



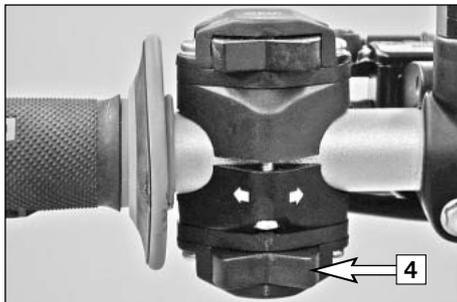
Combination switch

The light switch has 2 switch positions.

[A] = Low beam light

[B] = High beam light

The red short circuit button [2] serves to switch off the engine. Leave the switch pressed, until the engine stops. With the button [3] the horn will sound.



Flasher switch

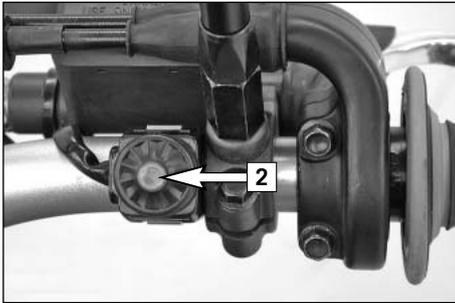
The flasher switch [4] is mounted on the left side of the handlebar.



Flasher left



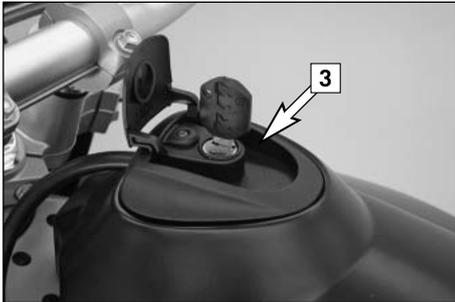
Flasher right



Starter tip switch

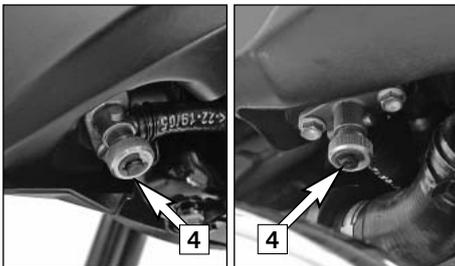


Use the starter tip switch [2] to operate the electric starter.



Filler cap

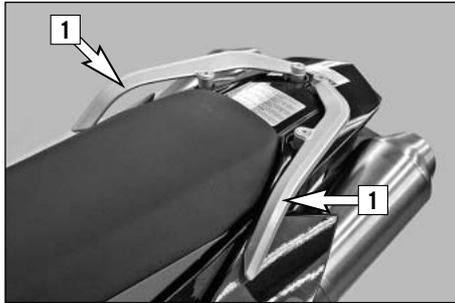
The filler cap [3] can be locked and is provided with a fuel evaporation control system. To open the cap insert the ignition key, turn it 90° counterclockwise, then lift off the filler cap. To close the tank insert the filler cap, turn the ignition key 90° clockwise and take out the key.



Fuel taps

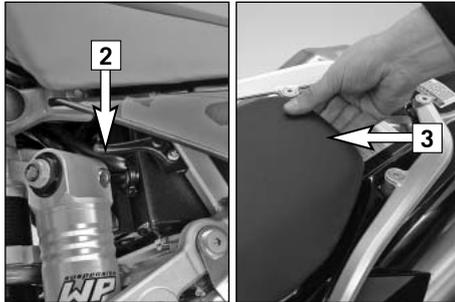
2 fuel taps [4] are mounted on the fuel tank that must be open when the motorcycle is running. The level in the fuel tanks is equalized by means of a connecting hose. The fuel pump stops running when the engine is switched off and fuel cannot flow to the carburetors so the fuel taps do not need to be closed when the motorcycle is switched off.

Opening the fuel tap: Turn the knob all the way to the left.
 Closing the fuel tap: Turn the knob all the way to the right.



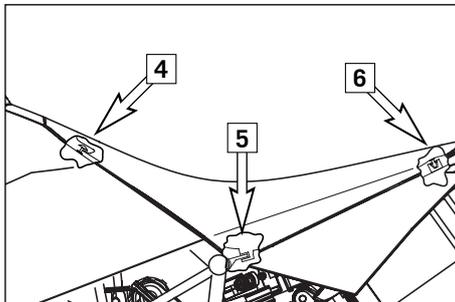
Grips

The grips [1] are used to maneuver the motorcycle. If carrying a passenger, the passenger can hold on to the grip during the ride.



Removal of seat

Actuate the lever [2] while lifting the back of the seat [3].

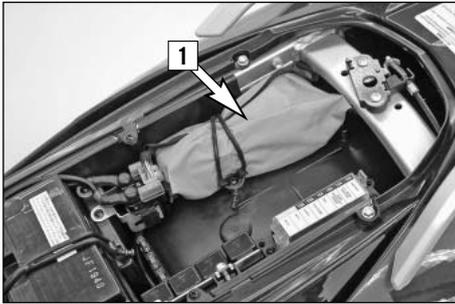


To mount the seat, attach the seat to the oval head screw [4], lower the seat in the back while sliding it towards the front. Both noses [5] should fit into the frame. Insert the catch bolts [6] in the lock housing and push the seat down in the back until you hear the catch bolts snap into place.

Check whether the seat is correctly mounted.

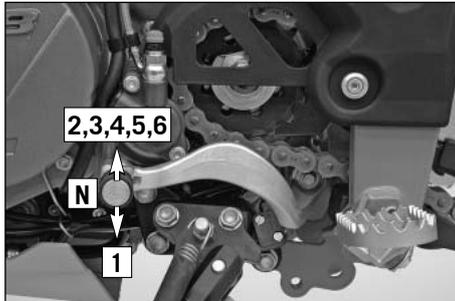
WARNING

If not correctly mounted, the seat can slip while you are driving and cause you to lose control of your motorcycle.



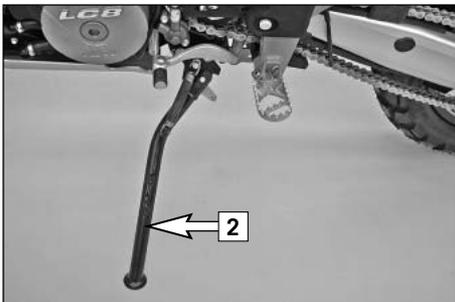
Tool set

The tool set [1] is located in the storage compartment under the seat.



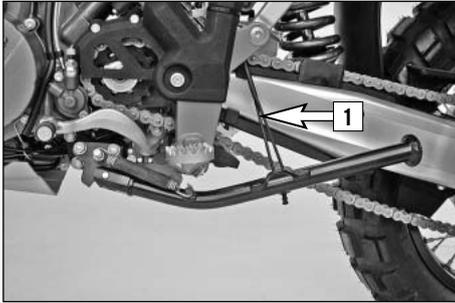
Shift lever

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



Side stand

Fold the side stand [2] forward to the stop with your foot and put the weight of the motorcycle on the stand. Make sure it is standing securely on a firm surface. The side stand is linked to the safety start system; follow the driving instructions.



For off-road riding, you can use the rubber band [1] to additionally secure the center stand in its folded-up position

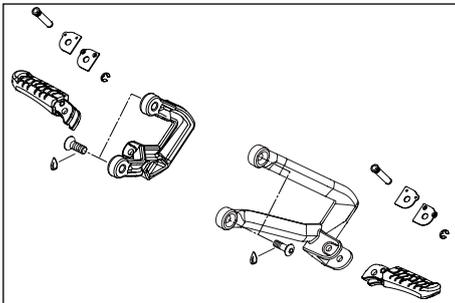
NOTE:

A center stand is available from your authorized KTM workshop as an accessory.



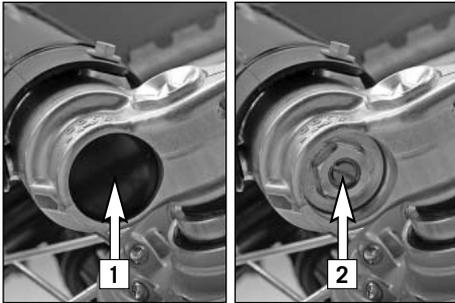
Foot brake pedal

The foot brake pedal [2] is located in front of the right footrest. Its basic position can be adjusted to your seat position.



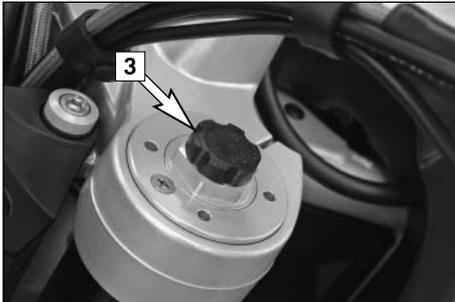
NOTE:

A passenger footrest system is available from your authorized KTM workshop as an accessory. The motorcycle is already approved for two seats.



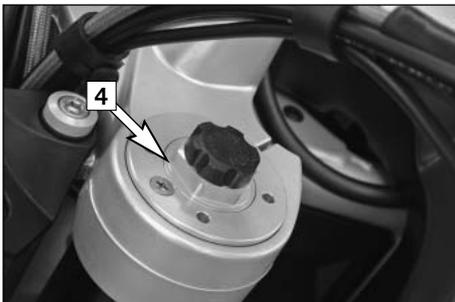
Compression damping of fork

The fork's damping action during compression travel (compression damping) can be adjusted. This allows you adjust the damping behavior to match your driving style and the payload. The adjusting screws [2] are located under the cap [1] on the lower end of the fork legs. More information is provided in the chapter "Adjusting the fork and shock absorber."



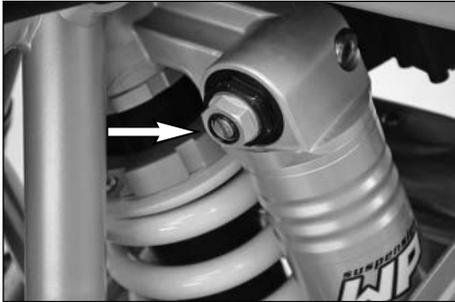
Rebound damping of fork

The fork's damping action during rebound travel (rebound damping) can also be adjusted. This allows you adjust the damping behavior to match your driving style and the payload. The adjusting screws [3] are located on the upper end of the fork legs. More information is provided in the chapter "Adjusting the fork and shock absorber."



Spring preload of the fork

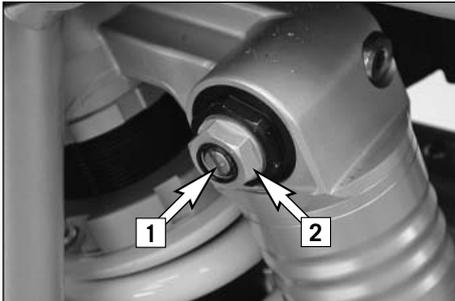
The fork's preload can be adjusted by means of the adjusting screws [4]. More information is provided in the chapter "Adjusting the fork and shock absorber."



Damping action during compression of shock absorber

The shock absorber's damping action during compression travel (compression damping) can be adjusted. This allows you adjust the shock absorber's damping behavior to match your driving style and the payload.

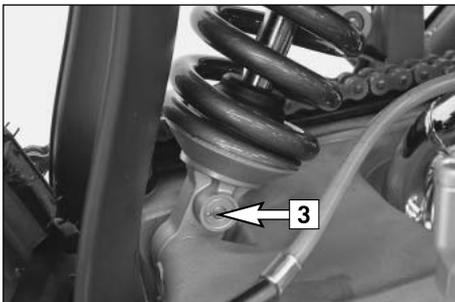
The damping rate can be adjusted in the low and high-speed range (Dual Compression Control). The designation low and high-speed refers to the movement of the shock absorber and not to the motorcycle's driving speed.



The adjusting screw [1] for the low-speed range can be adjusted with a screwdriver.

The adjusting screw [2] for the high-speed range can be adjusted with a 17 mm socket wrench.

More information is provided in the chapter "Adjusting the fork and shock absorber."



Rebound damping of shock absorber

The shock absorber's damping action during rebound travel (rebound damping) can also be adjusted. This allows you adjust the damping behavior to match your driving style and the payload.

The adjusting screw [3] is located on the bottom of the shock absorber.

More information is provided in the chapter "Adjusting the fork and shock absorber."

Instructions for initial operation

- Make sure the work for the „pre-delivery inspection“ was performed by your authorized KTM workshop. The DELIVERY CERTIFICATE and SERVICE MANUAL will be handed over when you pick up your vehicle.
- Read these operating instructions carefully before your first ride.
- Enter the chassis, engine and key numbers on page 1.
- Familiarize yourself with the operating elements.
- Adjust the hand brake lever and foot brake lever to your most comfortable position.
- This motorcycle is equipped with 2 catalytic converters. Leaded fuel will destroy the catalytic converters. Please use unleaded fuel only.
- Get used to handling the motorcycle on an empty parking lot, before starting on a longer drive. Also try to drive as slowly as possible and in standing position, to improve your feeling for the vehicle.
- Do not drive along off-road tracks which go beyond your ability and experience.
- Hold the handlebars with both hands and leave your feet on the foot rests while driving.
- Remove your foot from the foot brake lever when you are not braking. If the foot brake lever is not released the brake pads rub continuously and the braking system is overheated.
- Do not make any alterations to the motorcycle and always use ORIGINAL KTM

SPARE PARTS. Spare parts from other manufacturers can impair the safety of the motorcycle.

- New wheels have a smooth surface, which means that they must be run in to achieve full grip. For this purpose, ride the motorcycle carefully at moderate speed during the first 200 kilometers (125 miles) with new tires, tilting the vehicle at different angles so that all sections are properly roughened. Tires will not display their full grip characteristics until they are properly run in.
- Motorcycles are sensitive to changes in the weight distribution. Read the section on "Accessories and payload" when carrying luggage.
- Pay attention to running-in procedure.

Running in the LC8 engine

Even finely machined surfaces of engine parts have rougher surfaces than parts that slide on each other for a long time. Therefore, every engine must be run in. For this reason, do not demand maximum performance from the engine for the first 1000 kilometers (620 miles). The vehicle must be run in at low, changing performance level for the first 1000 km (620 miles). Do not exceed the maximum speeds listed in the table during this time.

| GEAR | MAXIMUM SPEED |
|------|--------------------|
| 1st | 50 km/h (30 mph) |
| 2nd | 70 km/h (40 mph) |
| 3rd | 95 km/h (60 mph) |
| 4th | 115 km/h (70 mph) |
| 5th | 135 km/h (85 mph) |
| 6th | 160 km/h (100 mph) |

WARNING

- **Wear suitable clothing when driving a motorcycle. Clever KTM drivers always wear a helmet, boots, gloves and a jacket, regardless of whether driving all day or just for a short trip. The protective clothing should be brightly colored so that other vehicle can see you as early as possible. Your passenger will also need suitable protective clothing.**
- **Do not drive after having consumed alcohol.**
- **Drive at a moderate speed for the first few kilometers of each trip to allow the tires to reach the necessary operating temperature. Maximum road grip is assured when the tires are warm.**
- **The front and rear wheel are allowed to be fitted only with tires that have the same profile type.**

⚠ WARNING

- New tires have a smooth surface, which means that they must be run in to achieve full grip. For this purpose, ride the motorcycle carefully at moderate speed during the first 200 kilometers with new tires, tilting the vehicle at different angles so that all sections are properly roughened. Tires will not display their full grip characteristics until they are properly run in.
- The factory mounted tires are approved for a maximum speed of 160 kph (100 mph). Under no circumstances should this speed be exceeded.
- Wheels with a different rim diameter or other rim width may not be mounted otherwise the vehicle handling will no longer be safe.
- Observe the traffic regulations, drive defensively and trying to look ahead as far as possible so that any hazards can be recognized as early as possible.
- The faster you drive, the more sensitive your motorcycle will be to crosswind and changing road conditions. Your motorcycle can easily go out of control at high speeds.
- Choose your driving speed according to the conditions and your driving skills.
- Drive carefully on unknown roads or on unfamiliar trails.
- Renew the visor on your helmet on time so as to ensure optimum vision in any situation. When light shines directly on

scratched visor, the operator will be blinded.

- A passenger may only ride on the motorcycle if passenger footrests are mounted. A passenger footrest system is available from your authorized KTM workshop as an accessory. The motorcycle is already approved for two seats.
- Never leave your motorcycle without supervision if the engine is running.

Accessories and payload

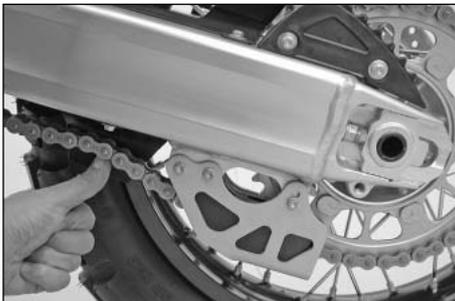
Accessory parts and baggage can significantly decrease a motorcycle's driving stability. Please observe the following warnings.

⚠ WARNING

- Never drive faster than 130 kph (80 mph) if you have mounted accessory parts on your motorcycle. Accessory parts can significantly impair the motorcycle's handling, especially in the maximum speed range.
- Fasten the baggage close to the center of the motorcycle and distribute the weight evenly on the front and rear wheels and on the left and right.
- Baggage must be securely and adequately fastened; loose baggage will significantly impair driving safety.
- A high payload will change the motorcycle's handling and considerably increase

the braking distance; adapt your driving speed accordingly.

- Never exceed the maximum permissible laden weight and the axle weights. The maximum permissible laden weight is made up of the following components:
 - Motorcycle ready for operation and tank full
 - Luggage
 - Driver and passenger with protective clothing and helmet



Check the following before each start

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

The following checks should be performed:

1 FUEL

Check the fuel quantity in the tanks.

2 CHAIN

Check the tension and condition of the chain.

A loose chain can fall off the sprockets and a worn-out chain can tear. In both cases this can damage other motorcycle components and cause the motorcycle to go out of control. A chain that is too tight or not greased will cause unnecessary wear to the chain and sprockets.



3 TIRES

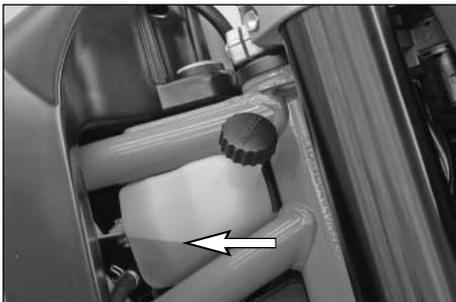
Check for damaged tires. Tires showing cuts or dents must be replaced. The tread depth must comply with the legal regulations. Also check the air pressure. Insufficient tread and incorrect air pressure deteriorate the driving performance.



4 BRAKES

Check correct functioning of the braking system. Check for sufficient brake fluid in the reservoir. The reservoirs have been designed in such a way that brake fluid does not need to be refilled even when the brake pads are worn. If the level of brake fluid falls below the minimum value, this indicates a leak in the braking system or completely worn out brake pads. Arrange for the braking system to be checked by a KTM specialist, as complete failure of the braking system can be avoided.

Also check the state of the brake hose and the thickness of the brake linings. Check free travel at hand brake lever and foot brake lever.



5 CABLES

Check the throttle cable for correct adjustment and smooth operation.

6 COOLING FLUID

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

7 ELECTRICAL SYSTEM

Start the engine and check the headlight, tail lamp, brake light, turn signals, indicator lamps, horn and emergency-off switch for proper functioning.



8 CHECK OIL LEVEL

Insufficient oil results in premature wear and consequently to engine damage.

9 BAGGAGE, PAYLOAD

Never exceed the maximum total weight (400 kg, 883 lbs) and the motorcycle's wheel loads. The maximum total weight is comprised of:

- the motorcycle in a running condition and refueled (200 kg, 442 lbs)
- the baggage and accessories
- the driver and passenger with protective gear and helmet

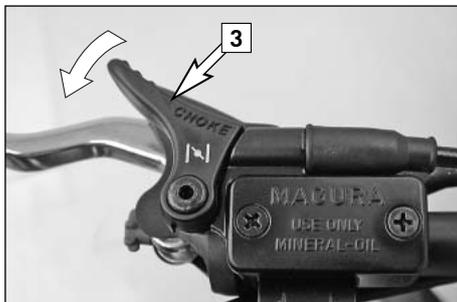
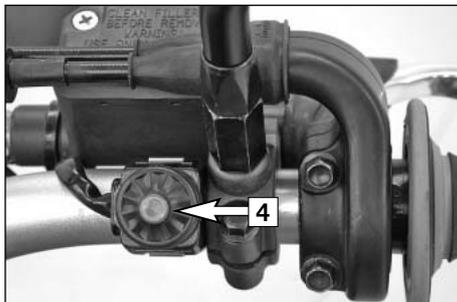
Adjust the tire inflation pressure as well as the preload and damping properties of the fork and shock absorber to the total weight.

Make sure your luggage is correctly fastened before you drive off.



10 REAR MIRROR

Sit on the motorcycle and check the adjustment of the rear mirror.



Starting when the engine is cold

- 1 Switch on ignition (turn ignition key [1] into position \odot).
NOTE:
Usually the operating noise of the fuel pump can briefly be heard after the ignition is switched on.
- 2 Switch transmission to idle (green indicator lamp **N** [2] lights up).
- 3 Operate cold starting device (choke) [3].
Only pull the choke lever half way out at outer temperatures over 5°C (41°F). Pull the choke lever all the way out at outer temperatures below 5°C.
- 4 Do not accelerate; operate starter button [4].
- 5 The oil pressure warning lamp [5] should go out as soon as the engine is running.
- 6 Take the motorcycle off of the side stand.
- 7 Push the choke lever back in after a short time (max. 1 km, 0,6 mile).

⚠ WARNING

- Do not start the engine and allow it to idle in a closed room. Exhaust fumes are poisonous and can cause loss of consciousness and death. Always provide adequate ventilation while the engine is running.
- Never operate the motorcycle with a run-down battery or without the battery. This can damage the electronic components or safety equipment in either case and the motorcycle will no longer be roadworthy.

! CAUTION

- If the oil pressure warning lamp does not go out as soon as the engine is running, immediately switch off the engine. If the engine is not switched off, engine damage will occur within a short period of time. Check the engine oil level or contact a ktm workshop.
- Maximum period for continuous starting: 5 seconds. Wait at least 5 seconds before trying again.
- Don't ride your motorcycle with full load and don't rev engine when cold. Because the piston is warming up faster than the water cooled cylinder, it can cause engine damage. Always let the engine warm up before and refrain from driving with full load until the engine is warm.
- Release the choke lever after a maximum of 1 kilometer (0,6 mile) otherwise the catalytic converters will be destroyed.

IF THE ENGINE DOES NOT CRANK WHEN YOU ACTUATE THE STARTER TIP SWITCH:

- If the transmission is switched to idle
- Check if the ignition is on
- The headlight is on (the light is switched off when actuating the starter button)
 - If this is not the case, the battery is discharged
 - If the lights are on, proceed as described in the „Trouble-shooting“ section or contact a KTM dealer.

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

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

NOTE:

This motorcycle is equipped with a safety starting system. The engine can only be started if the transmission is in neutral or the clutch lever is pulled. If the side stand is folded down, the engine can only be started if the transmission is in neutral or the clutch lever is pulled. The engine will stall if a gear is engaged and the clutch lever is released with the side stand folded down.

Starting when the engine is warm or hot

- 1 Switch on ignition (turn ignition key into position .
- 2 Switch transmission to idle (green indicator lamp **N** lights up).
- 3 Do not accelerate; operate starter button.
- 4 The oil pressure warning lamp should go out as soon as the engine is running.
- 5 Take the motorcycle off of the side stand.

Starting off

Pull the clutch lever and engage 1st gear. Slowly release the clutch lever while you open the throttle.

Shifting/Riding

You are now in first gear, referred to as the drive or uphill gear. Depending on the conditions (traffic, road gradient, etc.), you can shift to a higher gear. Close the throttle while pulling the clutch lever, engage the next gear, release the clutch lever and carefully open the throttle. If you turned on the choke, make sure you turn it off again as soon as engine is warm.

Only accelerate to the extent that road and weather conditions allow. Be especially careful when you accelerate in curves. Abrupt opening of the throttle can cause the motor-

cycle to go out of control and also increases fuel consumption.

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

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

WARNING

- **Avoid abrupt load changes while riding around bends and on wet or slippery ground. Otherwise you might easily lose control over your motorcycle.**
- **While riding your motorcycle, never switch the ignition lock to positions  and .**
- **Do not try to change the settings of the multi-functional digital speedometer while driving. Your attention will be distracted from the traffic and may cause you to lose control of your motorcycle.**
- **When driving off-road, always have a friend on a second motorcycle to keep you company, so that you can help each other should difficulties arise.**

⚠ WARNING

- The passenger must hold on to the driver or the grab handle during the ride and keep his feet on the passenger footrests.
- Regularly make sure that the baggage and cases are tightly fastened.
- After falling with the motorcycle, check all functions thoroughly before starting up operations again.
- A bent handlebar must always be replaced. Never try to straighten the handlebar because this will cause it to lose its stability.

! CAUTION

- High rpm rates when the engine is cold have an adverse effect on the life of your engine. We recommend you run the engine in a moderate rpm range for a few miles giving it a chance to warm up. After that no further precautions in this respect need be taken. The engine has reached operating temperature as soon as the 4th bar on the temperature indicator lights up.
- If the red oil pressure warning lamp lights up while driving, the oil pressure is too low to adequately lubricate the engine. Stop immediately and switch off the engine. If you continue to drive, engine damage will occur within a short period of time. Check the engine oil level or contact an authorized KTM workshop.
- Never have the throttle wide open when changing down to a lower gear. The engine will overspeed, damaging the valves. In

addition, the rear wheel blocks so that the motorcycle can easily get out of control.

- Never use your motorcycle without an air filter. Otherwise dust and dirt may enter the engine and cause increased wear.
- Stop immediately if a perceptible power loss occurs while driving due to a defective ignition caused by a cylinder misfiring or breaking down. If the unburned fuel/air mixture reaches the catalytic converter, it will ignite and the resulting heat will destroy the catalytic converter and the adjoining components.
- The red coolant warning lamp lights up when the coolant temperature has reached 120°C (248°F).

Possible causes for the increase in temperature:

- low driving velocity and high load situation in high air temperatures
- level of coolant in the system is insufficient
- fan at radiator is not running
- improper use of the clutch while driving at low velocities

Let the engine cool down. Meanwhile, check whether any cooling liquid is leaking out of the motorcycle. Check the cooling liquid level in the radiator (not only in the compensating tank). **CAUTION SCALDING HAZARD!** Do not drive on, until there is sufficient liquid in the cooling system.

- In the event that, while riding on your motorcycle, you notice any unusual operation-related noise, stop immediately,

turn the engine off, and contact an authorized KTM dealer.

Braking

Close throttle and apply the hand and foot brakes at the same time. Carefully apply the brakes on sandy, wet or slippery surfaces. Always brake with feeling, blocking wheels can cause you to skid or fall. Also change down to lower gears depending on your speed. Always finish braking before you enter a curve.

When driving downhill, use the braking effect of the engine. Change down one or two gears but do not overspeed the engine. In this way, you will not need to brake so much and the brakes will not overheat.

⚠ WARNING

- In the rain, or after the motorcycle has been washed, braking action may be delayed due to wet brake discs. First, the brakes must be braked dry.
- On salt-sprayed or dirty roads brake action may be delayed as well. First, the brakes must be braked clean.
- Remember that the stopping distance will be longer if you are carrying a passenger or baggage.
- When you brake, the brake discs, brake pads, brake caliper and brake fluid heat up. The hotter these parts get, the weaker the braking effect. In extreme cases, the entire braking system can fail.
- If the resistance in the hand brake lever or foot brake pedal feels “spongy” (too much play), this is an indication that something is wrong with the brake system. Don’t ride your motorcycle anymore without first having the brake system looked over by a KTM dealer.

**Stopping and parking**

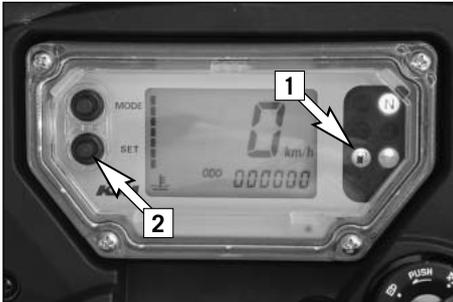
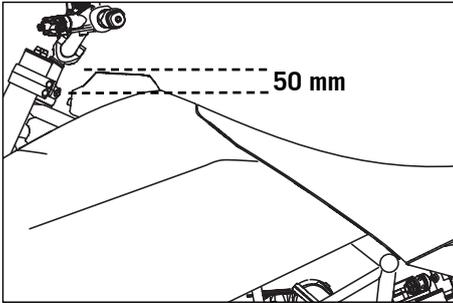
Apply the brakes fully and put the engine into neutral. To stop the engine, switch off the ignition. Fold the side stand forward to the stop with your foot, put the weight of the motorcycle on the stand and park the bike on a firm surface. Lock the motorcycle.

⚠ WARNING

- Always park your motorbike on a solid and horizontal surface.
- Never leave your motorcycle without supervision as long as the engine is running.
- Motorcycle engines produce a great amount of heat while running. The engine radiators, exhaust, exhaust system, brake discs, and shock absorbers can become very hot. Do not touch any of these parts after operating the motorcycle, and take care to park it where pedestrians are not likely to touch it and get burned
- Never park your motorcycle in places where there exist fire hazards due to dry grass or other easily flammable materials.

! CAUTION

- Always take out the ignition key when parking your motorcycle so that it cannot be used by unauthorized persons.
- The side stand is dimensioned for the weight of the motorcycle only. Sitting on the motorcycle will increase the weight on the side stand. The side stand or engine case can be damaged and the motorcycle can tip over.



Fuel, refueling

The LC8 engine requires unleaded fuel with at least RON 95 (USA = Premium PON 91, see technical specifications engine).

If using lower octane fuel, it is easy to change over to the pre-programmed ignition curve for 80 - 94 octane (RON) (see activating the ignition curve for low-octane fuel).

After refueling, it will take approx. 8 minutes for the fuel warning lamp to switch off and for TRIP F to automatically reset to 0 and return to the previous display mode.

! CAUTION

- Use unleaded fuel with at least RON 95 (USA = Premium RON 91). If using lower octane fuel, the ignition curve must be changed, otherwise engine damage will occur.
- This motorcycle is equipped with a catalytic converter that will be destroyed if you use leaded fuel. Always use unleaded fuel.

Fuel expands when its temperature rises. Therefore do not fill the tank to the top (see fig.). When you close the filler cap, make sure it is correctly positioned.

NOTE:

After refueling, it will take approx. 8 minutes for the fuel warning lamp [1] to switch off and for TRIP F to automatically reset to 0 and return to the previous display mode. Press the SET key [2] for 2 seconds to immediately turn off the fuel warning lamp.

⚠ WARNING

Gasoline is highly flammable and poisonous. Extreme caution should be used when handling gasoline. Do not refuel the motorcycle near open flames or burning cigarettes. Always switch off the engine before refuelling. Be careful not to spill gasoline on the engine or exhaust pipe while the engine is hot. Wipe up spills promptly. If gasoline is swallowed or splashed in the eyes, seek a doctor's advice immediately.

| 950 SUPER ENDURO R 2006 A CLEAN MOTORCYCLE CAN BE CHECKED MORE QUICKLY WHICH SAVES MONEY! IF MOTORCYCLE IS USED FOR COMPETITION 7500 KM SERVICE SHOULD BE CARRIED OUT AFTER EVERY RACE! Service intervalls should never be exceeded by more than 500 km (300 miles). Maintenance work performed by an authorized KTM workshop is not a substitute for care and maintenance by the driver! | | 1st Service after 1000 km | Service every 7500 km or once a year | Service every 15000 km or every 2 years |
|--|---|---------------------------|--------------------------------------|---|
| ENGINE | Change engine oil and oil filter | ● | ● | ● |
| | Clean oil screens of engine and oil tank | ● | ● | ● |
| | Clean magnetic drain plugs of engine and oil tank | ● | ● | ● |
| | Check oil lines for damage and kink-less arrangement | ● | ● | ● |
| | Renew spark plugs | | | ● |
| | Check and adjust valve clearance | ● | | ● |
| | Check engine fastening bolts for tight fit | ● | ● | ● |
| | Check all engine bolts accessible from the outside for tight fit | ● | ● | ● |
| | Check clutch linings | | | ● |
| | Check clutch pressure booster system | | | ● |
| Clean the oil jet for the clutch lubrication | ● | | ● | |
| CARBURETOR | Check carburetor connection boots for cracks and leaks | ● | | ● |
| | Check synchronisation of carburetors using special tool, if necessary adjust | ● | | ● |
| | Check idle setting (1400 rpm) | ● | | ● |
| | Check breeder hoses and fuel lines for damage and kink-free arrangement | ● | | ● |
| ADD ON PARTS | Check cooling system for leaks and antifreeze protection | ● | ● | ● |
| | Check radiator fan for proper operation | ● | ● | ● |
| | Check the exhaust system for leaks and correct suspension and the clamps for a tight fit | ● | ● | ● |
| | Check actuating cables for damage, smooth operation, and kink-less arrangement,adjust and lubricate | ● | ● | ● |

| 950 SUPER ENDURO R 2006 A CLEAN MOTORCYCLE CAN BE CHECKED MORE QUICKLY WHICH SAVES MONEY! IF MOTORCYCLE IS USED FOR COMPETITION 7500 KM SERVICE SHOULD BE CARRIED OUT AFTER EVERY RACE! Service intervalls should never be exceeded by more than 500 km (300 miles). Maintenance work performed by an authorized KTM workshop is not a substitute for care and maintenance by the driver! | | 1st Service after 1000 km | Service every 7500 km or once a year | Service every 15000 km or every 2 years |
|--|--|---------------------------|--------------------------------------|---|
| ADD ON PARTS | Check the oil level in the hydraulic clutch reservoir | | ● | ● |
| | Check air filter, renew if necessary, clean air filter box | | ● | ● |
| | Check cables for damage and kink-less arrangement | ● | ● | ● |
| | Check headlamp adjustment | ● | ● | ● |
| | Check electrical system for function (low/high beams, stop light, turn indicators, headlamp, flasher, tell-tale lamps, speedometer illumination, horn, side-stand switch, clutch switch, emergency-off switch) | ● | ● | ● |
| | Make sure all bolts and nuts are tight | ● | ● | ● |
| BRAKES | Check brake fluid level, lining thickness, and brake discs | ● | ● | ● |
| | Change brake fluid | | | ● |
| | Check brake lines for damage and leaks | ● | ● | ● |
| | Check/adjust smooth operation, free travel of handbrake/footbrake levers | ● | ● | ● |
| | Check bolts of brake system for tight fit | ● | ● | ● |
| CHASSIS | Check shock absorber and fork for leaks and proper operation | ● | ● | ● |
| | Clean fork dust sleeves | | ● | ● |
| | Bleed fork legs | ● | ● | ● |
| | Check swinging-fork pivot | ● | ● | ● |
| | Check/adjust steering-head bearing | ● | ● | ● |
| | Check all chassis bolts for tight fit (fork plates, fork leg, axle nuts/bolts, swinging-fork pivot, reversing lever, shock absorber) | ● | ● | ● |

| 950 SUPER ENDURO R 2006 A CLEAN MOTORCYCLE CAN BE CHECKED MORE QUICKLY WHICH SAVES MONEY! IF MOTORCYCLE IS USED FOR COMPETITION 7500 KM SERVICE SHOULD BE CARRIED OUT AFTER EVERY RACE! Service intervalls should never be exceeded by more than 500 km (300 miles). Maintenance work performed by an authorized KTM workshop is not a substitute for care and maintenance by the driver! | | 1st Service after 1000 km | Service every 7500 km or once a year | Service every 15000 km or every 2 years |
|--|--|------------------------------|--|---|
| WHEELS | Check spoke tension and rim joint | ● | ● | ● |
| | Check tire condition and inflation pressure | ● | ● | ● |
| | Check chain, sprockets and chain guides for wear, force fit and tension | ● | ● | ● |
| | Check bolts on pinion and chain sprocket for locking devices and a tight fit | ● | ● | ● |
| | Lubricate chain | ● | ● | ● |
| | Check wheel bearings and jerk damper for play | ● | ● | ● |

| 950 SUPER ENDURO R 2006 ADDITIONAL SERVICE WORK THAT MUST BE PERFORMED UNDER A SEPARATE ORDER | | at least once a year | Service every 15000 km or every 2 years |
|--|--|-------------------------|---|
| Perform complete fork maintenance | | | ● |
| Perform complete shock absorber maintenance | | | ● |
| Clean and lubricate steering-head bearing and sealing elements | | ● | |
| Clean and adjust the carburetors | | ● | |
| Treat the electrical contacts and switches with contact spray | | ● | |
| Treat battery connections with contact grease | | ● | |
| Change coolant fluid | | | ● |

| 950 SUPER ENDURO R 2006 VITAL CHECKS AND CARE PROCEDURES TO CONDUCTED BY THE OWNER OR THE MECHANIC | before each start | after every cleaning | every 1 000 km | after off road use |
|---|------------------------------|-------------------------------------|---------------------------|-------------------------------|
| Check oil level | ● | | | |
| Check brake fluid level | ● | | | |
| Check brake pads for wear | ● | | | |
| Check lighting system for proper operation | ● | | | |
| Check horn for proper operation | ● | | | |
| Lubricate and adjust actuating cables and nipples | | ● | | |
| Bleed fork legs in regular intervals | | | ● | ● |
| Clean chain | | | ● | ● |
| Lubricate chain | | ● | ● | ● |
| Check the chain tension; grease the chain if necessary | ● | | | |
| Check tire pressure and wear | ● | | | |
| Check coolant level | ● | | | |
| Check fuel lines for leaks | ● | | | |
| Check all control elements for smooth running | ● | | | |
| Check brake performance | ● | ● | | |
| Treat exposed metal components (except for the braking and exhaust systems) with wax-based anti-corrosion agents | | ● | | |
| Treat ignition/steering lock and light switch with contact spray | | ● | | |
| Check spoke tension (sound test) | | | | ● |
| Check the rims for damage and deformation | | | | ● |
| Check exhaust system for leaks and correct fit | | | | ● |
| Check air filter, renew if necessary, clean air filter box | | | | ● |
| Check shock absorber and fork for leaks and proper operation | | | | ● |
| Clean fork dust sleeves | | | | ● |

! CAUTION

- If using a power washer, do not point the water jet at the electric components, plugs, cables, bearings, carburetor, etc. The high pressure will cause water to penetrate into the components and can cause them to malfunction or lead to premature wear.
- Use special KTM screws with the correct thread length to fasten the spoiler to the tank. Mounting other screws or longer screws could puncture the tank and cause fuel to leak out.
- If you disconnect socket connectors with self-locking nuts, replace them before remounting. If no new self-locking nuts are available, apply Loctite 243 to the thread of the old nuts. If the thread is damaged, replace the screws and nuts.
- Do not use toothed disks or split washers for the engine fastening bolts since they will work their way into the frame components and become loose. Always use self-locking nuts.
- Let the motorcycle cool down before servicing to avoid being burned.
- Properly dispose of oils grease, filters, fuel, cleansers, etc. Observe the regulations effective in your country.
- Never pour used oil in the sewer or dispose of it outdoors. 1 liter of used oil will pollute 1,000,000 liters of water.

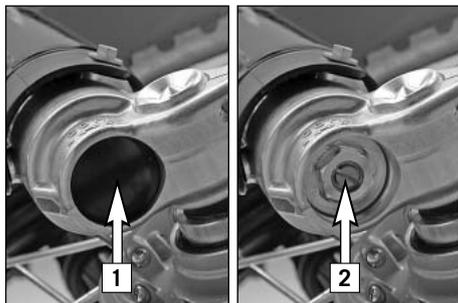
| 950 SUPER ENDURO R 2006 | FORK | | | SHOCK | | | |
|----------------------------|-------------|-----------|---------------------------|--------------------------|---------------------------|-----------|------------------------|
| SETTING | Compression | Rebound | Spring preload (turns) | Compression Low Speed | Compression High Speed | Rebound | Spring preload (mm) |
| Comfort | 25 | 25 | 1 | 25 | 2 | 22 | 8 |
| Basic Setting | 20 | 20 | 5 | 20 | 1.5 | 18 | 8 |
| Sport (MX) | 15 | 15 | 8 | 15 | 1 | 15 | 8 |
| Max. payload | 20 | 20 | 5 | 15 | 1 | 15 | 8 |

Adjusting the fork and shock absorber

There are a number of ways to adjust the fork and shock absorber to match the chassis to your driving style and the payload.

We have provided a table with pragmatical values to help you tune up your motorcycle. These tune-up specifications are reference values only and should serve as a basis for your personal chassis and suspension tuning. Do not make arbitrary changes to the settings (maximum $\pm 40\%$) since this may impair the handling characteristics (particularly in the high-speed range).

Make sure both fork legs are equally adjusted.



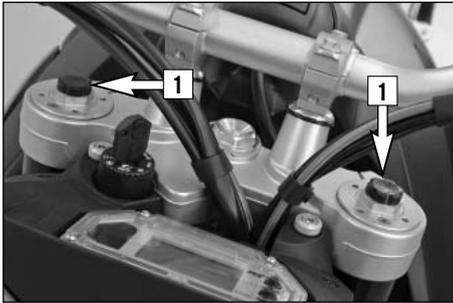
Adjusting compression damping of fork

Hydraulic compression damping determines the reaction when the fork is compressed. The degree of compression can be adjusted with adjusting screws at the bottom of the fork legs. Carefully pry out the protection cover [1] with a screwdriver and remove.

Turn the adjusting screws [2] clockwise to increase damping, turn it counterclockwise to reduce damping during compression. Make the same damping rate adjustments to both fork legs.

STANDARD ADJUSTMENT

- Turn adjusting screw clockwise as far as it will go.
- Turn 20 clicks in a counterclockwise direction.



Adjusting rebound damping of fork

Hydraulic rebound damping determines the reaction when the fork is rebound. By turning the adjusting screw [1] (REB), the degree of damping of the rebound can be adjusted. Turn the knob clockwise to increase damping, turn it counterclockwise to reduce damping during rebounding. Make the same damping rate adjustment to both fork legs.

STANDARD ADJUSTMENT

- Turn adjusting screw clockwise as far as it will go.
- Turn 20 clicks in a counterclockwise direction.



Adjusting the spring preload on the fork

The fork spring preload can be adjusted by turning the adjusting screws [2] (wrench size 24 mm) ± 5 mm (0,2 in).

Turning in a clockwise direction will increase the preload, turning in a counterclockwise direction will decrease the preload. 1 turn will change the preload by 1 mm.

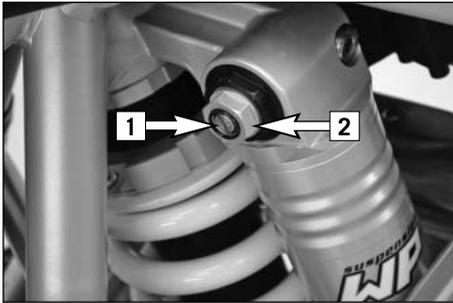
Changing the preload will not affect the rebound damping adjustment, although adjusting screw [1] will turn at the same time. Make the same spring preload adjustments to both fork legs.

Generally, if the preload is higher, the rebound damping should also be set higher.

STANDARD ADJUSTMENT:

- Turn adjusting screw counterclockwise as far as it will go.
- Turn 5 turns in a clockwise direction.





Compression damping of shock absorber

The shock absorber can synchronize the compression damping in the low and high-speed range separately (Dual Compression Control).

Low and high speed refers to the movement of the shock absorber during compression and not to the speed of the motorcycle.

The low and high-speed technology overlaps.

The low-speed setting is primarily for slow to normal shock absorber compression rates.

The high-speed setting is effective at fast compression rates.

Turning in a clockwise direction will increase the damping, turning counterclockwise will decrease the damping.



STANDARD ADJUSTMENT LOW-SPEED:

- Turn adjusting screw [1] clockwise as far as it will go.
- Turn 20 clicks in a counterclockwise direction.



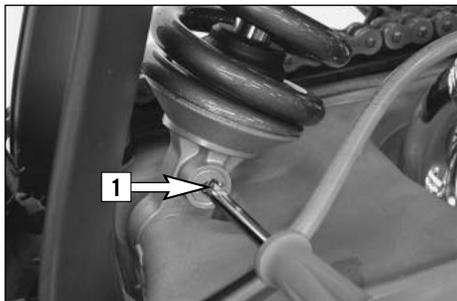
STANDARD ADJUSTMENT HIGH-SPEED:

- Turn adjusting screw [2] (wrench size 17 mm) clockwise as far as it will go.
- Turn 1.5 turns in a counterclockwise direction.

⚠ WARNING

The damping unit of the shock absorber is filled with high-compression nitrogen. Never try to take the shock absorber apart or to do any maintenance work yourself. Severe injuries could be the result.

Never unscrew the black screw connection (24mm).



Rebound damping of shock absorber

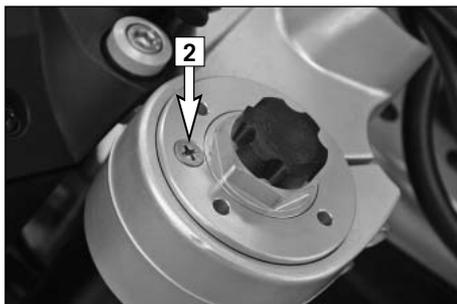
By using the adjusting screw [1], the degree of damping of the rebound can be adjusted. Turn the knob in a clockwise direction to increase damping, turn it in a counterclockwise direction to reduce damping during rebounding.

STANDARD ADJUSTMENT:

- Turn adjusting screw clockwise as far as it will go.
- Turn 18 clicks in a counterclockwise direction.

WARNING

The damping unit of the shock absorber is filled with high-compression nitrogen. Never try to take the shock absorber apart or to do any maintenance work yourself. Severe injuries could be the result.



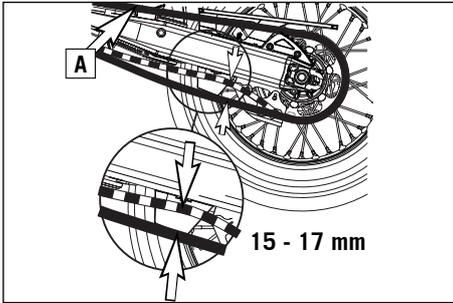
Breathing the fork legs

Breathe the fork legs regularly (see Maintenance Schedule).

To breathe, place the motorcycle on the side stand and briefly remove the bleeder screws [2] to allow any overpressure to escape from the fork.

CAUTION

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

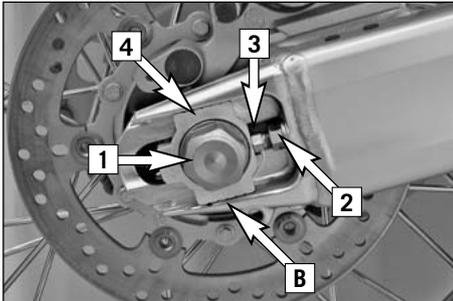


Checking the chain tension

Place the motorcycle on the side stand. Switch the transmission to neutral and push the chain up. The distance between the chain and the swing arm should be 15 - 17 mm (0.6 - 0.7 in) when the upper part of the chain [A] is tensioned (see drawing). Correct the chain tension if necessary.

⚠ WARNING

- If chain tension is too great, parts within the secondary power transmission (chain, chain sprockets, transmission and rear wheel bearings) will be subjected to unnecessary stress, resulting in premature wear and even chain breakage.
- Too much slack in the chain, on the other hand, can result in the chain jumping off the chain wheels. If this happens, the chain could also block the rear wheel or damage the engine.
- In either case the operator is likely to lose control of the motorcycle.



Correcting the chain tension

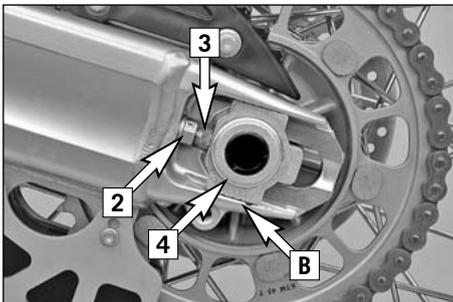
Loosen the collar nut [1], loosen the conternuts [2] and turn the left and right adjustment screws [3] the same distance. Tighten the conternuts [2].

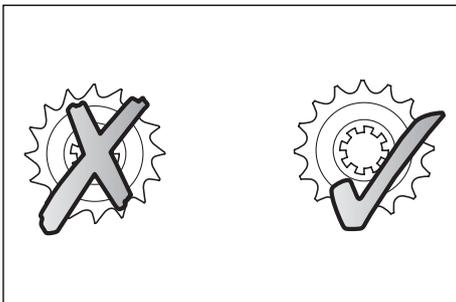
To make sure the rear wheel is aligned, the marks on the chain tensioners must be in the same position on the left and right in relation to the reference marks [B]. Before tightening the wheel spindle make sure the chain tensioner [4] rests against the adjustment screws and the rear wheel is aligned with the front wheel.

Tighten the collar nut [1] to 90 Nm.

⚠ WARNING

If you don't happen to have a torque wrench at hand, make sure you have the tightening torque corrected by a KTM dealer as soon as possible. A loose wheel spindle can cause the motorcycle's handling performance to become instable and cause it to crash.



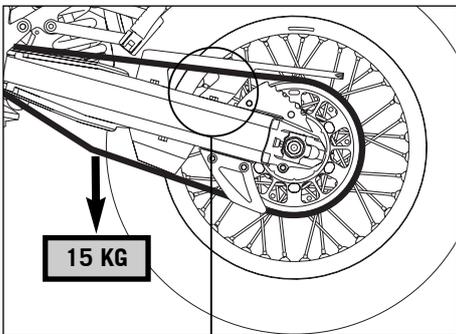


Chain maintenance

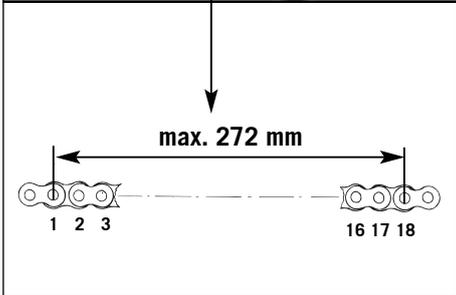
For long chain life, good maintenance is very important. X-ring chains require only modest maintenance. The best way is to use lots of water, but never use brushes or solvents. After drying, use a special chain spray designed for X-ring chains (Motorex Chainlube 622).

⚠ WARNING

- No lubrication is allowed to reach the rear tire or the brake disk, otherwise the road adherence and the rear wheel braking effects would be strongly reduced and the motor-cycle could easily get out of control.
- The chain does not have a chain joint for safety reasons. Always have the chain replaced in an authorized KTM workshop where the service technicians have the required riveting tool.
- Never mount a normal chain joint.



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

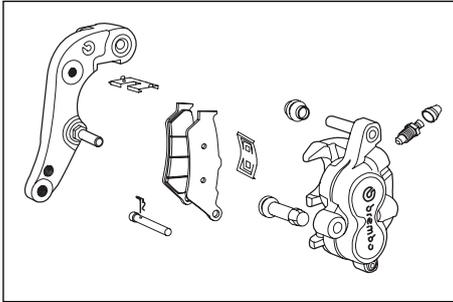


Checking the chain for wear

To check the chain for wear proceed as follows: Switch the transmission to idle and put a load of approx. 15 kilograms (33 lbs) on the lower part of the chain (see illustration). Now measure the distance between 18 chain rollers on the upper part of the chain. The chain needs to be replaced when the distance is 272 mm (10.70 in). Since chains do not always wear evenly, repeat the measurement at different parts of the chain. Replace the chain if any X-rings are missing.

NOTE:

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



General informations about KTM disc brakes

BRAKE CALIPERS:

The brake calipers of this series “float”. This means that the brake calipers are not solidly attached to the caliper support. Thus, the brake pads are always in optimum contact with the brake disc. Secure the screws of the caliper support with Loctite 243 and tighten to 25 Nm.

WARNING

For safety reasons, always have maintenance work and repairs to the brake system performed by an authorized KTM workshop.



BRAKE PADS:

Your motorcycle is equipped with sintered brake pads in the front and rear and homologated accordingly. They guarantee maximum braking performance.

Front brake pads: Toshiba TT 2172 HH

Rear brake pads: Ferit I/D 450 FF

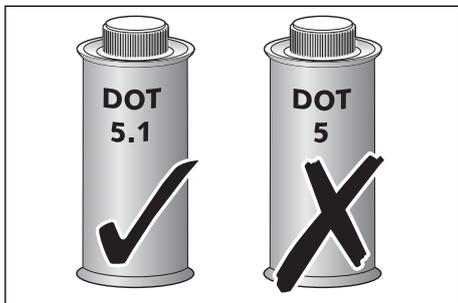
WARNING

Brake pads available in the accessory trade are often not authorized for operation of your KTM motorcycle in road traffic. The brake pads design and friction factor and therefore the braking power can deviate significantly from original KTM brake pads. If you use different brake pads than those provided with the original equipment, it cannot be warranted that they are authorized for use in road traffic. Your motorcycle will not longer comply with the regulations authorizing the use of vehicles for road traffic and the warranty will be void.



BRAKE FLUID RESERVOIRS:

The brake fluid reservoirs on the front and rear wheel brakes have been designed in such a way that even if the brake pads are worn it is not necessary to top up the brake fluid. There is no reason to remove the reservoir cap under normal conditions. If the brake fluid level drops below the minimum either the brake system has a leak or the brake pads are completely worn down. In this case, consult an authorized KTM dealer immediately.



BRAKE FLUID:

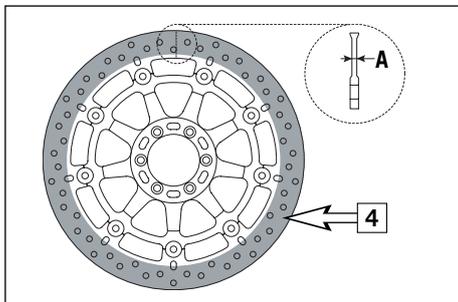
KTM fills the brake systems with Motorex Brake Fluid DOT 5.1 brake fluid, one of the best brake fluids that is currently available. We recommend that you continue to use it. DOT 5.1 brake fluid is based on glycol ether and of an amber color. If you do not have any DOT 5.1 for refilling, you may use DOT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

Never use DOT 5 braking fluid. It is based on silicone oil and has a purple color. Gaskets and brake hoses are not compatible with it.

Brake fluid is exposed to a high thermal load and absorbs moisture from the air, which lowers the boiling point. The brake fluid should therefore be changed at the prescribed intervals.

WARNING

Have the brake fluid for the front and rear brake changed at an authorized KTM workshop every 2 years.

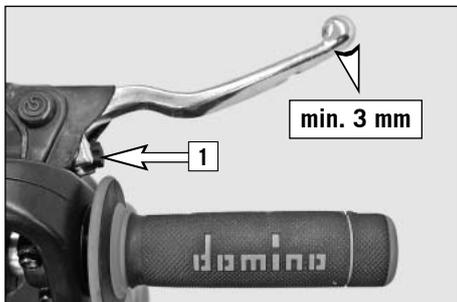


BRAKE DISCS:

Wear reduces the thickness of the brake disc in the area of contact [4] with the brake pads. The brake disk should not be thinner than 4.5 mm (0.18 in) at the weakest point [A]. Check the wear at several points.

WARNING

Brake disks that are less than 4.5 mm (0.18 in) thick are a safety hazard. Have worn brake disks replaced immediately.

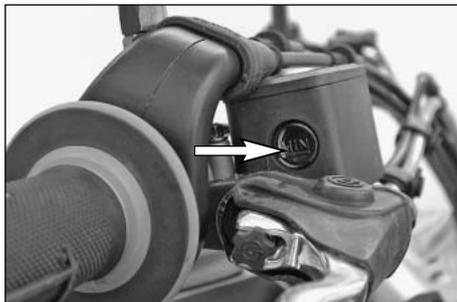


Adjusting of free travel at the hand brake lever

Free travel at the hand brake lever may be readjusted by using adjusting screw [1]. In this way, the position of the point of pressure (i.e., the resistance you feel on the hand brake lever when the brake pads are pressed against the brake disc) can be adjusted for any hand size.

! CAUTION

At the hand brake lever, free travel must at least be 3 mm (0.12 in). Only then may the piston in the hand brake cylinder be moved (to be recognized by the greater resistance of the hand brake lever). If this free travel is not provided, pressure will build up in the braking system, and the front wheel brake may fail due to overheating.

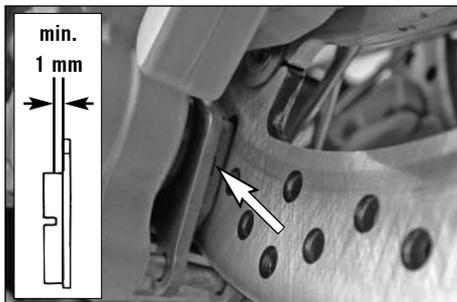


Checking of brake fluid level - front brake

The brake fluid reservoir is linked with the hand brake cylinder at the handlebar and the reservoir is provided with an inspection glass. With the reservoir in a horizontal position, the brake fluid level should not go below middle of the glass.

⚠ WARNING

- If the brake fluid level drops below the minimum either the brake system has a leak or the brake pads are completely worn down. In this case, consult an authorized KTM dealer immediately.
- Have the brake fluid changed at an authorized KTM workshop every 2 years.



Checking the front brake pads

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

⚠ WARNING

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

! CAUTION

If the brake pads are replaced too late when the lining is partly or completely worn off, the steel parts on the brake pads will grind against the brake disks. This significantly decreases the braking effect and destroys the brake disks.

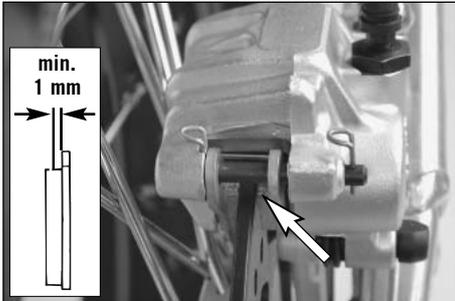


Checking rear brake fluid level

The brake fluid reservoir for the rear disk brake is combined with the foot brake cylinder and has an inspection window. The brake fluid level should not drop below the "MIN" mark when the motorcycle is in a vertical position.

WARNING

- If the brake fluid level drops below the minimum either the brake system has a leak or the brake pads are completely worn down. In this case, consult an authorized KTM dealer immediately.
- Have the brake fluid changed at an authorized KTM workshop every 2 years.



Checking the rear brake pads

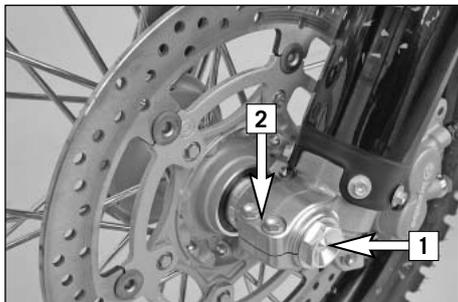
The brake pads can be inspected from the rear. The thickness of the linings may not be less than 1 mm (0.04 in).

WARNING

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

CAUTION

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



Dismounting and mounting the front wheel

Jack the motorcycle up at the underride protection until the front wheel no longer touches the ground.

Loosen the 2 clamping screws [2] on the left side of the fork fists.

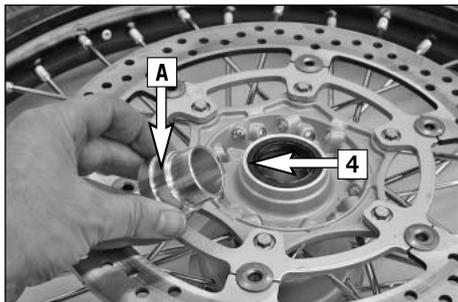
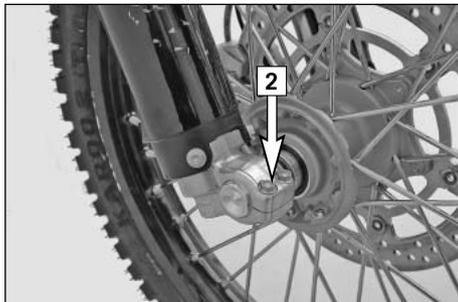
Loosen and remove the collar nut [1], loosen the clamping screws [2] on the right side of the fork fist.

Hold the front wheel, pull out the wheel spindle [3].

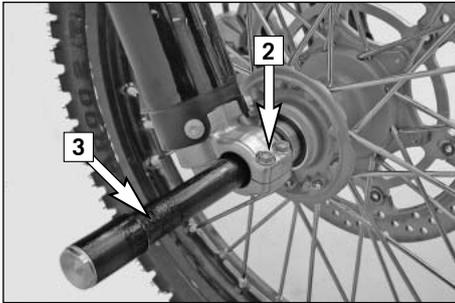
Carefully remove the front wheel from the fork.

! CAUTION

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



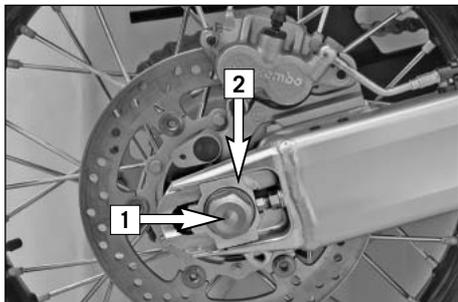
Before remounting the front wheel, clean and grease the shaft seal rings [4] and the bearing surface [A] of the distance bushings and mount the distance bushings. Slightly push back the brake pads with a screwdriver. Set up the front wheel facing in the running direction.



To install the front wheel, lift it into the fork, position and mount the axle shaft [3]. Mount the collar nut [1], tighten the clamping screws [2] on the right fork leg axle passage to prevent the axle shaft from turning and tighten the collar nut to 40 Nm (30ft.lb). Loosen the clamp screws on the right fork leg. Take the motorcycle down from its stand. Press the front wheel brakes and push down on the fork a few times vigorously so that the fork legs come into alignment. Only after this has been accomplished, tighten the clamp screws on both fork legs with 15 Nm.

⚠ WARNING

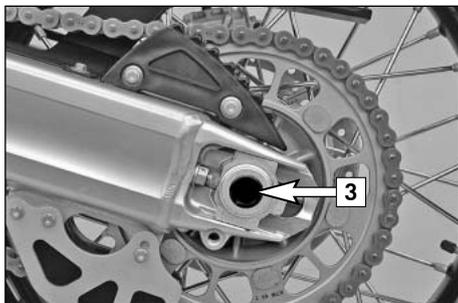
- If you do not have a torque wrench to mount the wheel, have the torques corrected by an authorized KTM workshop as soon as possible. A loose wheel spindle can cause the motorcycle's handling performance to become unstable and cause it to crash.
- After mounting the front wheel, keep operating the hand brake until the pressure point returns.
- Always keep the brake disks free from oil and grease, otherwise the braking effect will be significantly reduced.



Dismounting and mounting the rear wheel

Jack the motorcycle up at the underride protection until the rear wheel no longer touches the ground.

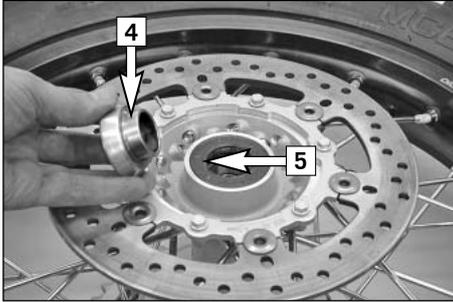
Unscrew the collar nut [1], remove the chain tensioner [2], hold on to the rear wheel while you pull out the axle passage [3]. Push the rear wheel as far to the front as possible, take the chain off of the rear sprocket and lay it on the rear sprocket guard. Carefully lift the rear wheel out of the swing arm.



! CAUTION

- Do not operate the rear brake when the rear wheel has been dismounted.
- Always place the wheel on the ground with the brake disc pointing upwards. Otherwise the brake disc may be damaged.
- If the axle is dismounted, clean the thread of the wheel spindle and collar nut thoroughly and apply a new coat of grease (Motorex Long Term 2000) to prevent the thread from jamming.





Before remounting the rear wheel, clean and grease the bearing surface of the bushings [4] and the shaft seal ring [5].

The rear wheel is remounted in reverse order. Pay attention to the same mounting position of the axle passage and the chain tensioner.

Before tightening the collar nut to 90 Nm, push the rear wheel forwards so that the chain tensioners lie on the tension screws.

WARNING

- If you don't happen to have a torque wrench at hand, make sure you have the tightening torque corrected by a KTM dealer as soon as possible. A loose wheel spindle can cause the motorcycle's handling performance to become instable and cause it to crash.
- After mounting the rear wheel, keep operating the footbrake until the pressure point returns.
- It is very important to keep the brake disk free from oil and grease, otherwise the braking effect would be strongly reduced.



Tires, air pressure

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

⚠ WARNING

The factory mounted tires are approved for a maximum speed of 160 kph (100 mph). Under no circumstances should this speed be exceeded. Other tires can have a negative effect on the motorcycle's handling (e.g. can cause it to "wobble" at higher speeds).

- Tire type and size can be found in the technical specifications and in the homologation certificate
- Tire condition has to be checked every time you want to ride your motorcycle. Before leaving check for punctures and nails or other sharp objects that might have become embedded in the tire.
- Refer to the specific regulations in your country for minimum tire tread requirements. We recommend replacing tires at the latest when the tread is down to 2 mm (0.08 in).
- Tire pressure should be checked regularly on a „cold“ tire. Adapt the air pressure to the motorcycle's total weight. Proper pressure ensures optimum driving comfort and extends the life of your tires.

⚠ WARNING

- **Do not mount tires which have not been approved by KTM. Other tires could have adverse effects on the way your motorcycle rides.**
- **Use tires of the same brand and type for the front and rear wheels.**
- **For your own safety replace damaged tires immediately.**
- **Worn tires can have a negative effect on how your motorcycle performs, especially on wet surfaces.**
- **If air pressure is too low, abnormal wear and overheating of the tire can result**
- **New wheels have a smooth surface, which means that they must be run in to achieve full grip. For this purpose, ride the motorcycle carefully at moderate speed during the first 200 kilometers (125 miles) with new tires, tilting the vehicle at different angles so that all sections are properly roughened. Tires will not display their full grip characteristics until they are properly run in.**
- **For reasons of safety, it is recommended to exchange the valve insert whenever a new tire is mounted.**

| TIRES - AIR PRESSURE | | |
|----------------------|-------------------|-------------------|
| 950 SUPER ENDURO R | vorne | hinten |
| Offroad* | 1.7 bar 24 psi | 1.5 bar 21 psi |
| Road, rider only | 2.4 bar 34 psi | 2.5 bar 35 psi |
| Road, with passenger | 2.4 bar 34 psi | 2.7 bar 38 psi |
| Maximum payload | 2.4 bar 34 psi | 2.7 bar 38 psi |

* Immediately increase the tire inflation pressure when driving on the road again.

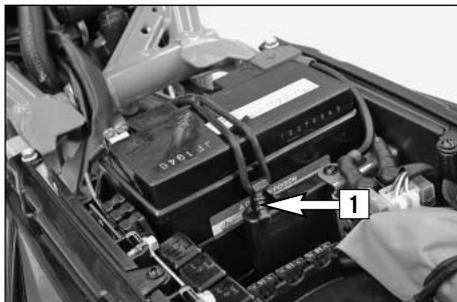


Checking spoke tension

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

WARNING

- If you continue to drive with loose spokes, the spokes can tear and lead to an instable handling performance. Torn spokes can damage the air hose. The loss of air can easily cause the motorcycle to go out of control.
- Excessively tensioned spokes may rupture due to local overloading. The spokes must be tensioned to $5 \text{ Nm} \pm 1 \text{ Nm}$.



Battery

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

⚠ WARNING

Never operate the motorcycle with a run-down battery or without the battery. This can damage the electronic components or safety equipment in either case and the motorcycle will no longer be roadworthy.

DISMOUNTING AND MOUNTING THE BATTERY:

Detach the rubber band [1]. First disconnect the negative pole, then the positive pole from the battery. Install the battery with the terminals facing the front (see illustration). Connect the minus pole to the battery last.

⚠ WARNING

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

! CAUTION

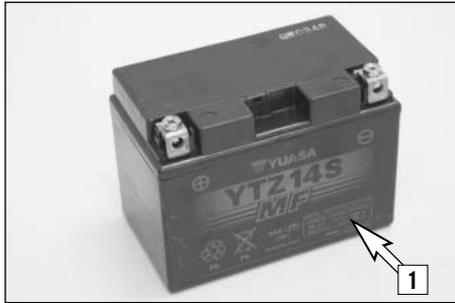
Never remove the closing cover [2] otherwise the battery will be damaged.



STORAGE:

If the motorcycle is being immobilized for longer periods of time, remove and charge the battery. Storage temperature 0 - 35°C (32 - 95°F), avoid direct sunlight.

Charge the battery every 3 months.



Charging the battery

The battery discharges every day, even if it is not used.

Always disconnect the battery when charging. Charge the battery as described in the instructions [1] on the battery housing. Do not exceed the amperage and charging time. Quick charging at a high amperage has an adverse effect on the service life.

Always use special charging devices to charge maintenance-free batteries, e.g. the KTM charging device (item no. 58429074000). You can also use this charging device to test the off-load voltage and startability of the battery and generator. It is impossible to overcharge the battery with this device.



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

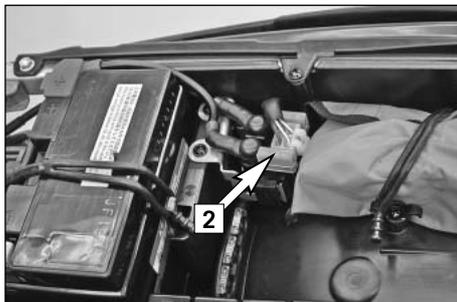
Recharge the battery every 3 months if it is being stored for a longer period of time.

! CAUTION

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

Jump start

Jump starts are not recommended since they can damage the motorcycle's electronic system.



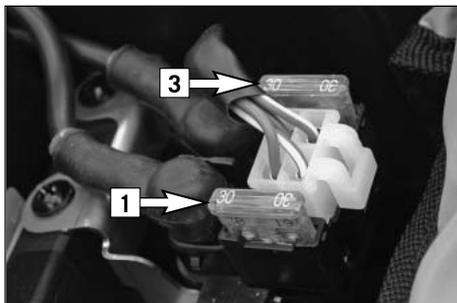
Main fuse

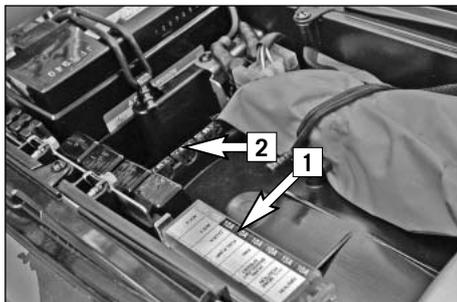
The main fuse [1] protects all power-consuming units on the motorcycle. It is located below the seat at the starter relay.

For access to the fuse, remove the cover [2]. The capacity of the fuse is 30 A. A spare fuse [3] can be found under the other cover. When using the spare fuse, remember to replace it as soon as possible so that a spare fuse is always at hand. Replace a blown fuse only with an equivalent one. If a new fuse that has just been set in gets blown again, you are strongly advised to have it inspected by a KTM dealer. The fuse capacity is 30 Ampere.

! CAUTION

- Under no circumstances is a stronger fuse allowed to be set in or a fuse allowed to be „repaired“. An inexpert treatment could damage the whole electrical installation!
- Contact a specialized KTM dealer, should defects of the electric system occur more frequently.

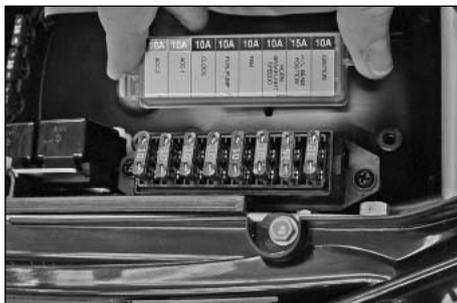




Fuses for individual power consumers

A fuse box is mounted under the seat containing additional fuses that protect the individual electric power consumers.

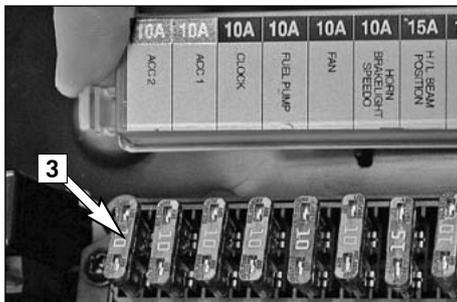
The power consumers and the corresponding capacities are listed on the cover of the fuse box [1]. The ACC 2 fuse protects the carburetor heaters from short circuits. Spare fuses 10 and 15 amper [2] are located in the storage compartment.



Replace a blown fuse only with an equivalent one. If a new fuse that has just been set in gets blown again, you are strongly advised to have it inspected by a KTM dealer.

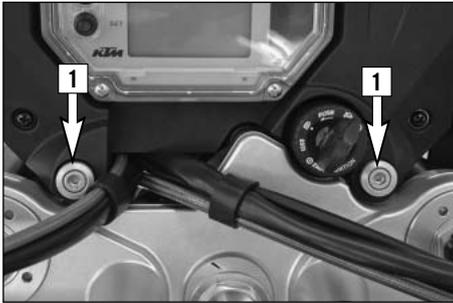
! CAUTION

Under no circumstances is a stronger fuse allowed to be set in or a fuse allowed to be “repaired”. An inexpert treatment could damage the whole electrical installation!



Fuses ACC 1 and ACC 2 [3] are designed for accessories with a maximum power consumption of 10 amperes each. Fuse ACC 2 also protects the carburetor heaters from short circuits.

Sockets to connect the accessories are located under the headlight mask. For more information, contact an authorized KTM workshop.

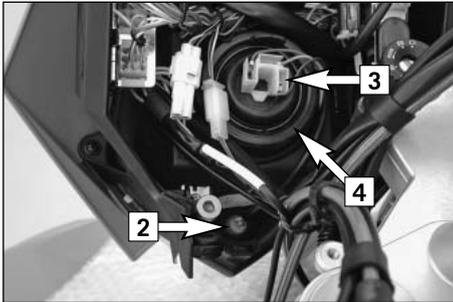


Replacing the headlight lamp

Remove the screws [1], tilt the headlight mask up towards the front and detach at the bottom.

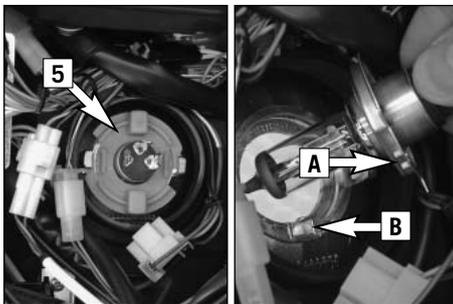
! CAUTION

Never touch the glass of the bulb with your fingers. The glass of the bulb must remain absolutely free from grease. Heat will otherwise cause the grease to evaporate and settle down on the reflector.



PARKING LIGHT BULB:

Pull the bulb socket [2] out of the reflector and pull the bulb out of the bulb socket.

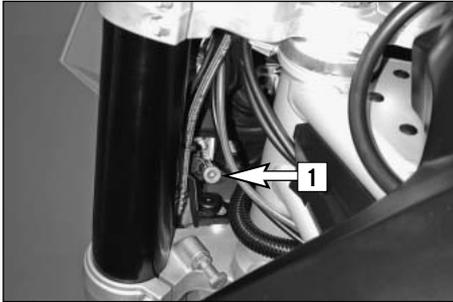


HEADLIGHT BULB:

Unplug the connector [3] and remove the rubber cap [4]. Turn the bulb socket [5] approx. 30° in a counterclockwise direction and remove.

Insert a new bulb, making sure the tabs [A] on the lamp engage in the recess [B] in the headlight. Mount the bulb socket, rubber cap and connector.

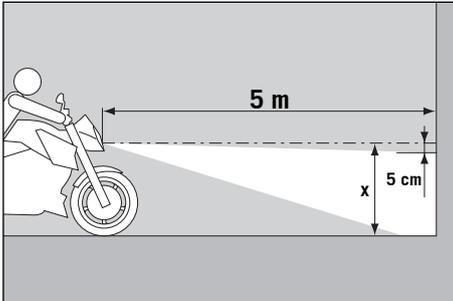
Attach the headlight mask at the bottom, mount the screw and tighten to 10 Nm.



Adjusting the headlight range

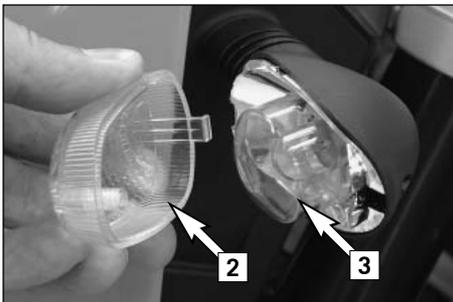
The payload can make it necessary to correct the headlight range.

The headlight range can be adjusted with the adjusting screw [1]. Turning in a clockwise direction will reduce the headlight range, turning in a counterclockwise direction will increase the headlight range.



TO CHECK:

Determine the distance from the ground to the center of the headlight when your motorcycle is loaded and ready for the trip (baggage, driver, passenger). Make a mark on a light wall behind a level surface at a height corresponding to the center of the headlight. Position your motorcycle loaded ready for the trip 5 meters (16,4 ft) away from the wall and switch on the low beam. The light/dark cut-off line should be 5 cm (2 in) under the mark (see drawing).

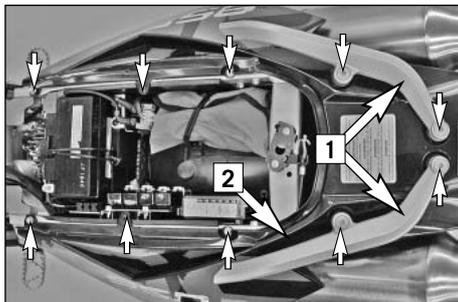


Replacing the flasher bulbs

Remove the screw on the back of the turn signal, carefully fold the lens [2] towards the motorcycle and remove. Turn the cap [3] approx. 15° in a counterclockwise direction and remove.

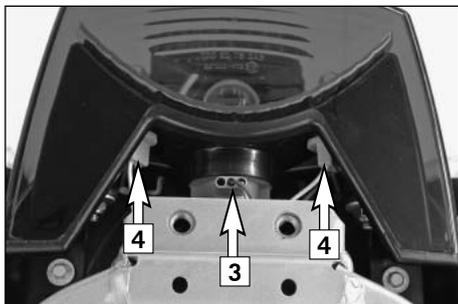
Slightly depress the bulb, turn it approx. 30° counterclockwise and pull it out of the socket.

To mount the lamp reverse the worksteps indicated above. When you mount the screw, first turn it in a counterclockwise direction until it engages in the thread and then tighten slightly.



Replacing the brake light and taillight bulbs

Remove the seat. Remove the screws on the grips [1] and the upper rear [2] and take off the parts.



BULB FOR BRAKE LIGHT:

Turn the bulb socket [3] approx. 30° in a counterclockwise direction and pull it out of the taillight housing. Slightly press in the bulb, turn approx. 30° in a counterclockwise direction and remove it from the socket.

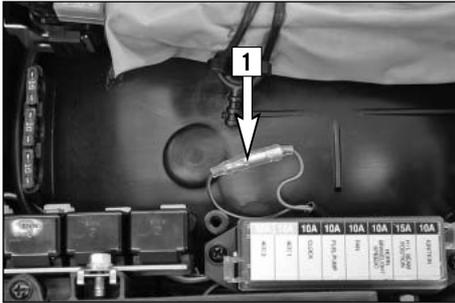
Proceed in the reverse order to mount a new bulb.



BULBS FOR THE TAILLIGHT:

Remove the bulb socket [4] from the housing and pull the bulb out of the socket. Insert a new bulb and press the bulb socket all the way into the taillight housing.

Mount the upper rear and insert the screws. Mount the grips and tighten the screws to 25 Nm. Tighten the screws on the upper rear to 5 Nm. Mount the seat.



Activating the ignition curve for low-octane fuel

If you are traveling to a country where fuel having at least 95 octane (RON) is not available, you can easily activate the corresponding ignition curve.

A socket connector [1] is located on a brown-black cable under the fuse box.

If the two connectors are connected to each other, the ignition curve for fuel having at least 95 octane (RON) is activated.

If you disconnect the plug and socket connection, the ignition curve for fuel having 80 - 94 octane (RON) is activated. Although this causes the engine to lose some of its power output, it prevents poor glow ignitions and engine damage.

! CAUTION

If fuel having at least RON 95 (USA = Premium PON 91) is not available, the ignition curve for 80 - 94 octane (RON) must be activated to prevent engine damage.

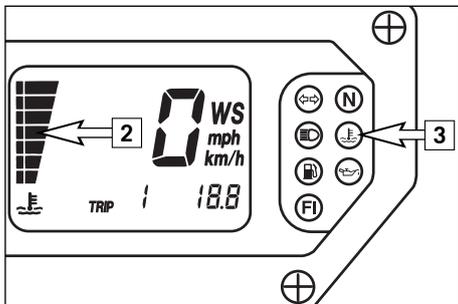


Cooling system

The water pump in the engine ensures a forced circulation of the cooling liquid. When the engine is cold, the cooling liquid only circulates in the cylinders and cylinder heads. The thermostat will open when the engine reaches approx. 75°C (167°F) and the cooling liquid will also be pumped through the aluminum radiator [1].

Cooling is by means of the air stream. The lower the speed, the lower the cooling effect. Soiled cooling fins also impair the cooling effect.

If, for example, slow urban traffic or waiting at a traffic light cause little or no air to stream through the radiator, the temperature of the cooling liquid will rise. The radiator fan switches on when the cooling liquid reaches a temperature of 102°C (216°F). Additional air is blown through the radiator to prevent the cooling system from overheating.



! CAUTION

The temperature indicator [2] will begin to blink and the red cooling liquid temperature warning lamp [3] will light up when the cooling liquid reaches approx. 120°C (248°F), having exceeded the normal operating temperature. Possible causes:

- Slow riding with large loads at a higher air temperature:
If possible increase your running speed, so that more air can blow through the radiators. Should the warning light still be on off after 1500 meters (1 mile), stop immediately, switch off the engine and look for other possible causes.
- The cooling fan on the radiator is not working:
The cooling fan must be running, when the cooling liquid temperature is 120°C (248°F) and the ignition is on. If the fan is not working, and there appears to be sufficient cooling liquid, the only thing you can do is to drive on to your nearest authorized KTM workshop at the least possible engine load.
- Too little cooling liquid in the system:
Check whether any cooling liquid is leaking out (also on the bottom of the motorcycle). Let the engine cool down and check the cooling liquid level in the radiator (see chapter Checking the cooling liquid level in the radiator). Only continue to drive if there is enough cooling liquid in the system. Contact an authorized KTM workshop to have the error eliminated. You will damage the engine if you continue to drive when the cooling liquid temperature warning lamp is on.
- Excessive use of the clutch at slow speed



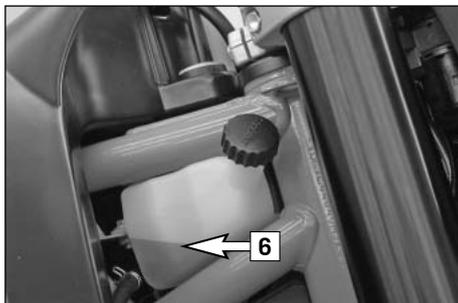
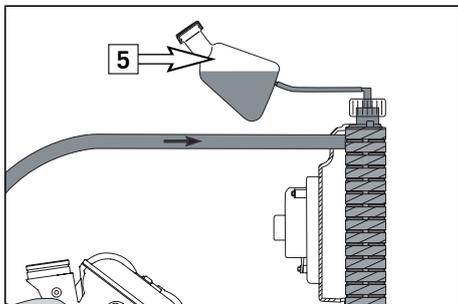
A mixture of 50% antifreeze and 50% distilled water is used as the cooling liquid. However, the anti-freeze protection must be at least -25°C (-13°F). Aside from antifreezing protection, this mixture also provides great corrosion protection which is why it must not be replaced by pure water.

! CAUTION

- For the cooling system, use only high-grade antifreezer (Motorex Anti-Freeze). Using low-grade antifreeze agents, can cause corrosion and coolant foaming.
- More antifreeze must be added if you plan to travel to a region where temperatures are expected to drop below -25°C (-13°F).

Pressure induced by heating of the cooling liquid in the cooling system is controlled by a valve in the radiator cap [4]; a water temperature rising up to 125°C (257°F) is admissible, without fear of problems.

Any excess cooling liquid caused by thermal expansion is conducted to the compensating tank [5]. It will be sucked back in as soon as the temperature in the cooling system drops.

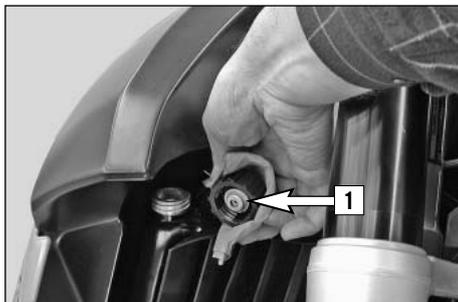


Checking the cooling liquid level in the compensating tank

Check the level of the cooling liquid when the engine is cold. It should fall between the MIN and MAX marks on the compensating tank [5].

Add cooling liquid (see above for mixture ratio) if the cooling liquid level drops below the MIN mark.

If you need to add cooling liquid quite often, the cooling system may leak. If the compensating tank is empty, also check the cooling liquid level in the radiator. Have the cooling system checked by an authorized KTM workshop.



Checking the cooling liquid level in the radiator

Hold the radiator cap [1] with a cloth, carefully turn in a counterclockwise direction and remove. The radiator should be completely filled with cooling liquid; no air should be in the radiator.

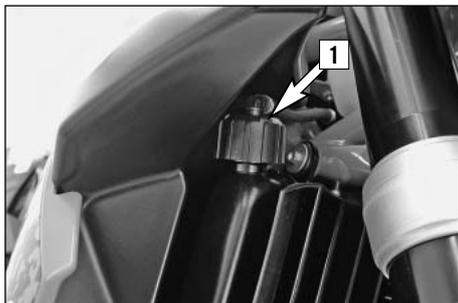
If any cooling liquid is missing, the cooling system is probably leaking. Have the cooling system checked at an authorized KTM workshop.

⚠ WARNING

If possible, check the cooling liquid level when the engine is cold. If you need to remove the radiator cap when the engine is hot, hold the cap with a cloth and open slowly, allowing any excess pressure to escape (danger of scalding).

! CAUTION

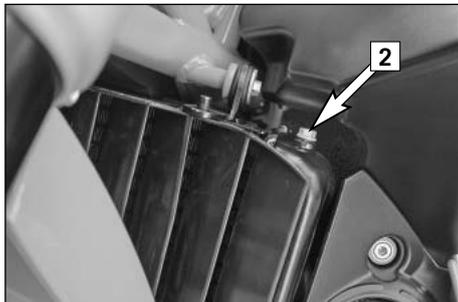
- If more than 1 liter of cooling liquid needs to be added, you will need to bleed the cooling system.
- Only continue to drive if there is enough cooling liquid in the system. Contact an authorized KTM workshop to have the error eliminated. You will damage the engine if you continue to drive when the cooling liquid temperature warning lamp is on.



Bleeding the cooling system

To completely bleed the cooling system, the motorcycle must be raised approx. 50 cm (20 in) in the front.

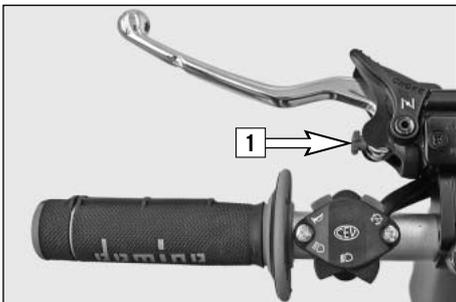
Remove the radiator cap [1] and bleeder screw [2].



Add cooling liquid until it runs out of the vent holes without bubbles and immediately mount the screw to prevent air from entering the radiator.



Completely fill the radiator with cooling liquid. Mount the radiator cap and move the motorcycle into a horizontal position again. Fill the compensating tank with cooling liquid until it reaches a level between the MIN and MAX mark. Close the compensating tank.

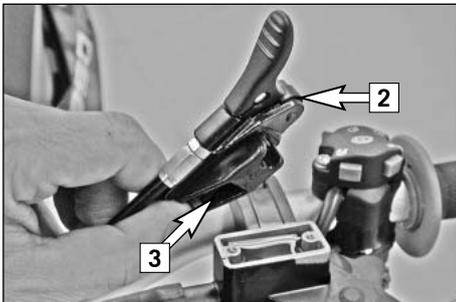


Changing the original position of the clutch lever

The adjusting screw [1] can be used for individual adjustment of the original position of the clutch lever, thus allowing adjustment to an optimal position for every hand size. Turning the adjusting screw in a clockwise direction will move the clutch lever away from the handlebar. Turning the adjusting screw in a counterclockwise direction will move the clutch lever closer to the handlebar.

! CAUTION

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



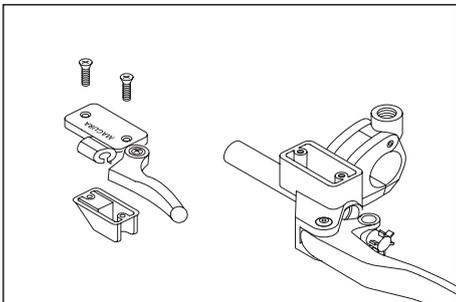
Checking the oil level of the hydraulic clutch

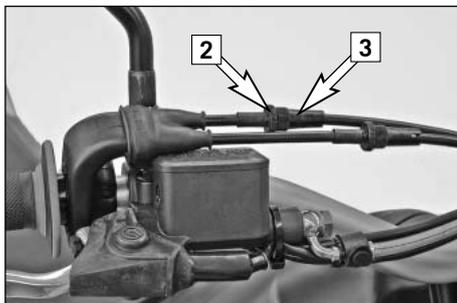
To check the oil level in the master cylinder of the clutch remove the cover. For this purpose, remove screws and cover [2] together with the rubber boot [3]. The oil level in the horizontal-standing master cylinder should be 4 mm below the upper edge.

If necessary, add SAE 10 biodegradable hydraulic oil (Motorex clutch fluid 75), available from your authorized KTM workshop.

! CAUTION

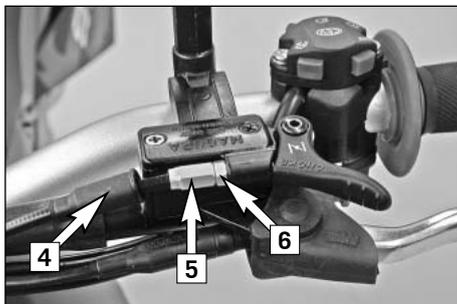
KTM uses biodegradable, hydraulic mineral oil to actuate the hydraulic clutch. Do not mix this oil with any other hydraulic oil. Always use original KTM hydraulic oil (available from your authorized KTM workshop) to make sure your clutch operates smoothly. Never refill with brake fluid.





Checking and adjusting the throttle cable play

You should feel 3-5 mm free travel on the throttle grip when you start to turn it. To adjust, loosen the counter nut [2], turn the adjusting screw [3] as required and tighten the counter nut again. Make sure that the throttle grip will return to the idle position automatically once you let go of it. To check the correctness of this setting, start the engine, turn the handlebar left and right, in both cases as far as it will go. This must not cause any changes in idling speed. Otherwise, you have to increase the backlash of the throttle cable.

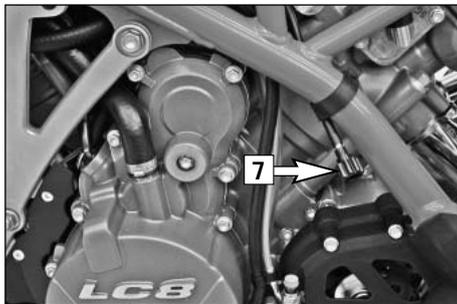


Checking and adjusting the choke cable play

The choke cable must have a play of approx. 3 mm (0.12 in) at all times. To check the play, push back the protection cover [4]. It should be possible to lift the cable approx. 3 mm away from the adjusting screw [5]. If necessary, loosen the counter nut [6], turn the adjusting screw as needed, tighten the counter nut again and slide on the protection cover.

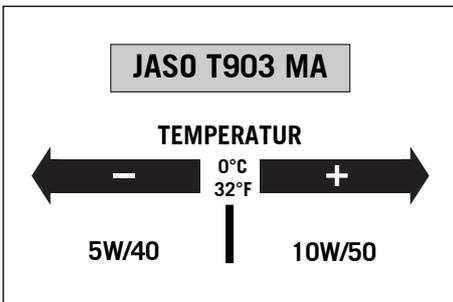
! CAUTION

If there is no play in the choke cable, the bore of the cold starter system cannot be completely closed. This will result in high fuel consumption, irregular engine operation, extreme wear on the pistons and cylinders and will destroy the catalytic converters.



Adjusting the engine idle speed

The idle speed should be 1400 rpm when the engine is warm. The idle speed can be adjusted with the adjusting knurl [7] near the left frame tube. Turning in a clockwise direction will increase the idle speed, turning in a counterclockwise direction will reduce the idle speed.



Engine oil

Automobile engine oil used to be used for four-stroke motorcycles before there were separate motorcycle specifications. Different technical developments made it necessary to have a separate specification for four-stroke motorcycles - the JASO T903 MA standard. Whereas car engines require long changing intervals, motorcycle engines require a higher power output at higher speeds. Most motorcycle engines also use the same oil to lubricate the transmission and the clutch. The JASO MA standard responds to these special requirements. Only use fully synthetic engine oils that meet the JASO MA quality requirements (see information on the can).

KTM recommends Motorex Power Synt 4T in the 10W/50 viscosity (for temperatures over 0°C, 32°F) or 5W/40 (for temperatures under 0°C, 32°F).



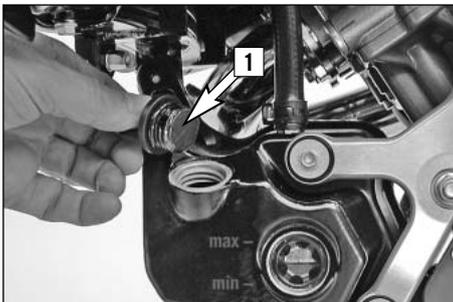
Checking the engine oil level

Check the engine oil level when the engine is warm (at least 4 bars on the temperature indicator light up). Allow the warm engine to run idle for approx. 1 minute and place the motorcycle on a level surface (not on the side stand).

The oil level should be between the MIN and MAX marks, add engine oil if necessary.

! CAUTION

Always check the oil level when the engine is warm. A cold engine can distort the measuring results. Engine oil expands when heated, increasing the oil level.

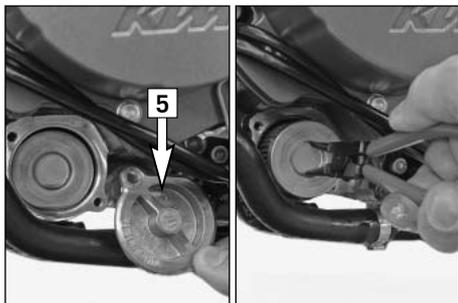
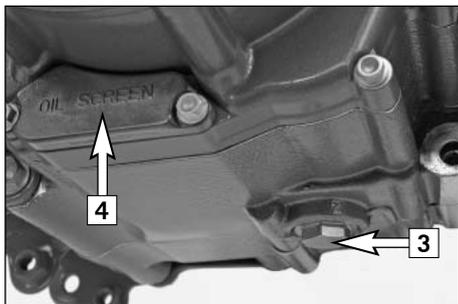
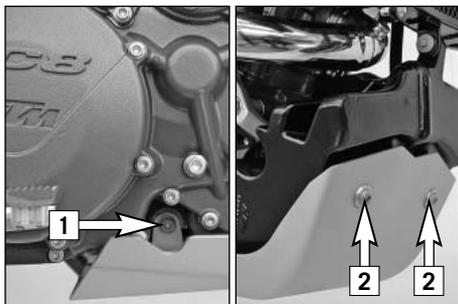


Refilling engine oil

Unscrew the plug [1] and refill engine oil. The quantity of oil between the MIN and MAX marks is 0.6 liter. Mount the plug and check the engine for leaks.

! CAUTION

- Insufficient amounts of or low-grade engine oil lead to premature wear in the engine.
- Do not overfill the engine case.
- Do not underfill the engine case.



Changing the engine oil and the oil filter, cleaning the oil screen

! CAUTION

You may only change the engine oil yourself after the warranty period has expired. The warranty will become void if you change the oil yourself during the warranty period.

NOTE: The LC8 engine has a dry-sump lubrication system. The engine oil is pumped from the oil sump in the engine case to the oil tank. The engine oil must also be drained from the oil tank during an oil change. Since many parts must be demounted for an oil change, we recommend having the engine oil changed by an authorized KTM workshop. During the guaranty period, the oil change must be performed by an authorized KTM mechanic. Otherwise, the guarantee will become void.

The engine oil change is to be carried out when the engine is still warm.

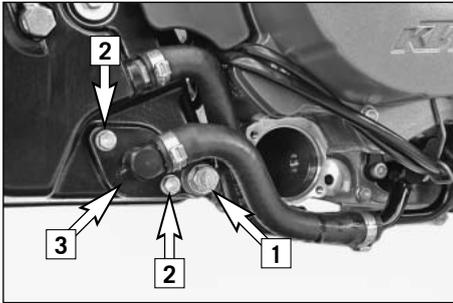
⚠ WARNING

An engine having been run warm, and the engine oil in it is very hot – do not burn yourself.

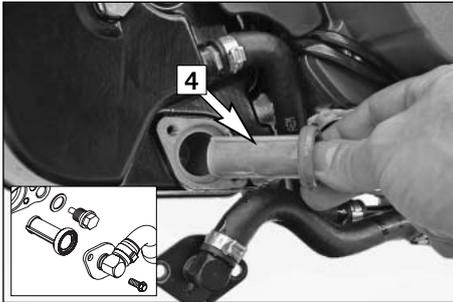
Remove the screws on the right side of the underride protection [1] and on the left and front [2] and remove the underride protection.

Park the motorcycle on an even surface in an upright position. Place a vessel under the engine to catch the used oil and remove the oil drain plug [3]. Take off the cover [4] and pull the oil sieve out of the engine case with a pair of pliers.

Remove the oil filter cover [5] and pull the oil filter out of the engine case with circlip pliers (upside-down).

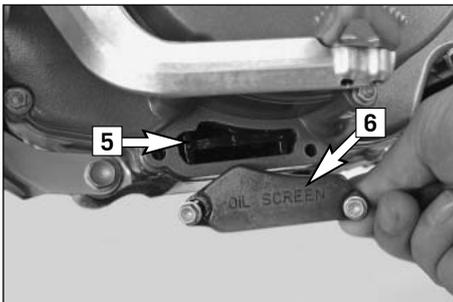


Remove the drain plug [1] from the oil tank and allow the oil to drain into a vessel. Remove the screws [2] and tilt the connector [3] to the side.



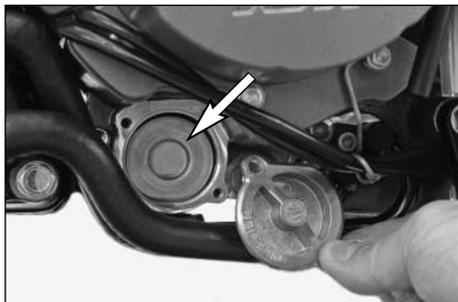
Carefully pull the oil screen [4] out of the oil tank.

Thoroughly clean the drain plugs, the cover and both oil screens. Clean all rubber seal rings and check for damage. Replace if necessary.



Mount the oil drain plug on the engine with a new seal ring and tighten to 20 Nm.

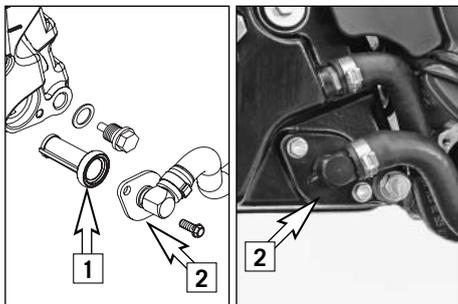
Slide the oil screen [5] into the guides in the oil pump housing with the TOP mark facing up. Make sure the form ring is in place and mount the cap [6]. Tighten the screws to 10 Nm.



Insert a new oil filter in the engine case, grease the O-ring and mount the oil filter cover together with the O-ring. Tighten the screws to 6 Nm.

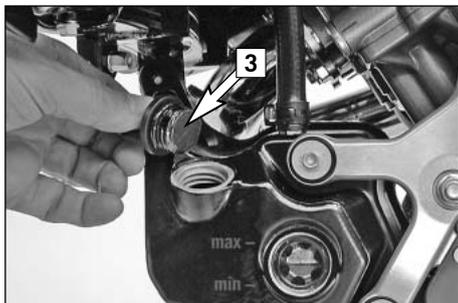
! CAUTION

Only use original ktm oil filters. The engine can be damaged if other filters are used.



Mount the oil drain plug on the oil tank with a new seal ring and tighten to 20 Nm.

Grease the seal ring [1] and carefully slide the oil screen in the oil tank. Position the connector [2], mount the screws and tighten to 10 Nm.



Unscrew the plug [3]. Add 2.5 liters (0.7 USgal) of fully synthetic engine oil according to the JASO MA Norm (e.g. Motorex Power Synt 4T) and remount the plug. Start the engine and allow to run warm in neutral until 4 bars on the temperature indicator light up. Switch off the engine and check the engine oil level (see Checking the engine oil level).

Check the engine and the oil tank for oil leakage.

Mount the underide protection and tighten the screws to 25 Nm.

If you let the specified maintenance work on your motorcycle be carried out, disturbances can hardly be expected. Should an error occur nevertheless, we advise you to use the trouble shooting chart in order to find the cause of error.

We would like to point out that many operations cannot be performed by oneself. In case of uncertainty, please contact a KTM-dealer.

| TROUBLE | CAUSE | REMEDY |
|---|--|--|
| Engine does not start when the starter button is actuated | Operating error Discharged battery. Blown fuse IGNITION. Blown main fuse. Defect ignition lock Defect safe-starting system. | Turn on the ignition, switch the gear to neutral Recharge the battery and investigate the causes for discharging; contact an authorized KTM workshop. Replace fuse IGNITION Remove the seat and replace the main fuse in the starter relay Check ignition lock, contact an authorized KTM workshop. Contact an authorized KTM workshop. |
| The engine cranks only with pulled clutch lever | A gear is engaged A gear is engaged and the side stand is still folded down Defect safe-starting system. | Shift the transmission to neutral. Shift the transmission to neutral. Contact an authorized KTM workshop. |
| Engine cranks with gear engaged. | Defect safe-starting system. | Contact an authorized KTM workshop. |

| TROUBLE | CAUSE | REMEDY |
|----------------------------------|---|--|
| Engine cranks but doesn't start. | <p>Operating error</p> <p>Blown fuse for the fuel pump</p> <p>The plug and socket connector on the wiring harness is oxidized</p> | <p>Open fuel taps, tank fuel, you did not use choke. Pay attention to starting off information (see driving instructions).</p> <p>Replace THE FUEL pump fuse</p> <p>Remove the panel and fuel tank, clean the plug and socket connector and spray with contact spray</p> |
| Engine will not reach full power | <p>Fuel supply partially interrupted</p> <p>Carburetors leaking</p> <p>Air filter very dirty</p> <p>The ignition curve for 80 octane is activated</p> | <p>Check the fuel taps, run the fuel lines without kinks</p> <p>Check vacuum hoses and venting hoses of carburetors for correct position (no kinks)</p> <p>Have the air filter replaced at an authorized KTM workshop.</p> <p>Activate the ignition curve for 95 octane, if fuel with at least RON 95 (USA = Premium PON 91) is being used</p> |
| Engine overheats | <p>Insufficient cooling liquid</p> <p>Radiator fins are extremely dirty</p> <p>Foam forms in cooling system</p> <p>Radiator hose is kinked or damaged</p> <p>Thermostat defective</p> <p>Blown fan fuse</p> | <p>Refill cooling liquid (see maintenance work), check cooling system for leaks</p> <p>Clean radiator with water jet</p> <p>Replace cooling liquid, use antifreezer with brand name</p> <p>Run the radiator hose correctly or replace</p> <p>Have the thermostat checked (opening temperature 75°C, 167°F) or replaced; contact an authorized KTM workshop</p> <p>Replace fuse FAN</p> |

| TROUBLE | CAUSE | REMEDY |
|---|---|--|
| Engine overheats | Defect fan or thermostitch for fan | Contact an authorized KTM workshop. |
| Engine stalls while driving | No fuel Operating error Fuse for fuel pump has blown Fuse for the carburetor heater has blown, causing the carburetor to ice | Refuel Open fuel taps Replace fuse FUEL PUMP Replace fuse ACC2 |
| High oil consumption | Engine oil level too high Engine oil too thin (viscosity) | Check engine oil level when the engine is warm; correct if necessary Use thicker engine oil; see chapter „Engine oil“ |
| Headlight and position light fail | Blown fuse | Replace fuse H/L BEAM POSITION. |
| Flasher lights, brake light, horn and multi-functional digital speedometer fail | Blown fuse | Replace fuse HORN BRAKELIGHT SPEEDO. |
| Time is not displayed or not correctly displayed | Blown fuse, thus no continuous power supply | Replace fuse CLOCK and set the clock. |

| TROUBLE | CAUSE | REMEDY |
|--|---|---|
| The battery is discharged | <p>The ignition (power consumer) hasn't been switched off</p> <p>The battery isn't charged by the generator because</p> | <p>Recharge the battery according to the relevant instructions.</p> <p>Voltage regulator and generator should be checked by an authorized KTM workshop.</p> |
| No values are visible in the multi-functional digital speedometer display. | Blown fuse | Replace fuse HORN BRAKELIGHT SPEEDO. |
| No speed display. | Defective sensor cable or oxidized socket connector. | <p>Check the pickup cable for damage, remove the headlight mask and check the cable connectors.</p> <p>Contact an authorized KTM workshop.</p> |

Clean your motorcycle regularly in order to maintain the beauty of its plastic surfaces.

The best manner would be to use warm water that has been mixed with a normal brand-name washing detergent and a sponge. The hard dirt can be removed before washing with the help of a soft water jet.

! CAUTION

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

- Before you wash your motorcycle, close the muffler openings.
- Use warm water with a commercial detergent and sponge. Coarse dirt can be removed with a soft water jet. Areas that are heavily soiled can be sprayed with a motorcycle cleaner (e.g. Motorex 900) and cleaned with a brush.
- After the motorcycle has been rinsed with a soft water jet, it should be dried by air pressure and a cloth. Then take a short drive until the engine has reached the working temperature and also use the brakes. Due to the heat, the water also evaporates at the unapproachable parts of the engine and the brakes.
- Slide back the protective covers on the handlebar-mounted instruments so that any water that may have seeped into this part of the motorcycle is allowed to evaporate.
- After the motorcycle has cooled down, oil or lubricate all of the friction bearings and bearing positions and treat the chain with chain spray. Treat all bare areas (except brake disks) with a corrosion inhibitor (e.g. Motorex Protect & Shine).
- The exhaust pipes and mufflers are made of stainless steel and should be treated with a suitable care product.
- To prevent the electric system from malfunctioning, treat the ignition lock, emergency off switch, combination switch and connectors with contact spray.

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

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

WARNING

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

CAUTION

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

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

- Drive the tank empty to be able to fill up with fresh fuel when starting the motorcycle up again.
- Clean motorcycle thoroughly (see chapter: CLEANING)
- Change engine oil and oil filter (old engine oil contains aggressive contaminations).
- Check antifreezer and amount of cooling liquid.
- Allow the engine to warm up again, close the fuel taps and wait until the engine stalls. This drains the carburetor float chambers.
- Correct tire pressure.
- Disassemble and charge battery (see chapter: BATTERY).
- Jack up the motorcycle if possible so the wheels do not touch the ground.
- The storage place should be dry and not subject to excessive temperature fluctuations.
- Cover the motorcycle with an air permeated tarpaulin or blanket. Do not use non air permeable materials as a possible humidity might not be able to escape and could cause corrosion.

! CAUTION

It would be very bad to let the engine run for a short time during the storage period. The engine would not get warmed up enough and the thus developed steam would condense during the combustion process and cause the valves and exhaust to rust.

RE-INITIATION AFTER TIME OF STORAGE

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

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

| CHASSIS | 950 SUPER ENDURO R |
|-------------------------|---|
| Frame | tubular chrome-molybdenum-steel space frame |
| Fork | WP Suspension – Up Side Down 4860 MXMA PA |
| Wheel travel front | 250 mm (9.8 in) |
| Rear suspension | WP Suspension - Progressive Damping System shock absorber 4618 BAVP |
| Wheel travel rear | 255 mm (10 in) |
| Front brake | Disk brake, perforated brake disk Ø 300 mm (11.8 in), floating brake caliper and brake disk |
| Rear brake | Disk brake, perforated brake disk Ø 240 mm (9.5 in), floating brake caliper and brake disk |
| Authorized front tires | METZELER MCE KAROO (T) FRONT 90/90-21 M/C 54Q M+S (up to a max. of 160 kph/100 mph) |
| Air pressure front | Offroad1.7 bar (24 psi) Road/driver only2.4 bar (34 psi) Road/with passenger2.4 bar (34 psi) |
| Authorized rear tires | METZELER MCE KAROO (T) 140/80-18 M/C 70Q M+S (up to a max. of 160 kph/100 mph) |
| Air pressure rear | Offroad1.5 bar (21 psi) Road/driver only2.5 bar (35 psi) Road/with passenger2.7 bar (38 psi) |
| Fuel tank capacity | 14 liters (3.7 USgal), 4 liters (1 USgal) reserve |
| Gear ratio – rear wheel | 17:45 |
| Chain | 5/8 x 5/16" X-ring |
| Lighting | headlightH4 12V 60/55W (socket P43t) position light front12V 5W (socket W2.1x9.5d) indicator lamps.....LED position light rear.....12V 5W (socket W2.1x9.5d) stoplight12V 21W (socket BA15s) licens plate illumination12V 5W (socket W2.1x9.5d) flasher12V 10W (socket BA15s) |

| CHASSIS | 950 SUPER ENDURO R |
|----------------------------|------------------------------|
| Battery | 12V 11.2 Ah maintenance-free |
| Steering head angle | 64.4° |
| Wheel base | 1577 ± 10 mm (62 in) |
| Seat height, unloaded | 965 mm (38 in) |
| Ground clearance, unloaded | 330 mm (13 in) |
| Dry weight | 190 kg (419.4 lbs) |
| Max. axle load, front | 190 kg (419.4 lbs) |
| Max. axle load, rear | 250 kg (552 lbs) |
| Max. total weight | 400 kg (883 lbs) |

| 950 SUPER ENDURO R 2006 | FORK | | | SHOCK | | | |
|-------------------------|-------------|-----------|------------------------|-----------------------|------------------------|-----------|---------------------|
| SETTING | Compression | Rebound | Spring preload (turns) | Compression Low Speed | Compression High Speed | Rebound | Spring preload (mm) |
| Comfort | 25 | 25 | 1 | 25 | 2 | 22 | 8 |
| Basic Setting | 20 | 20 | 5 | 20 | 1.5 | 18 | 8 |
| Sport (MX) | 15 | 15 | 8 | 15 | 1 | 15 | 8 |
| Max. payload | 20 | 20 | 5 | 15 | 1 | 15 | 8 |

| FORK | 950 SUPER ENDURO R |
|------------------------|------------------------|
| Type | 14187B32 WP Suspension |
| Spring | 5.9-450 |
| Spring preload (turns) | 5 |
| Air chamber length | 100 mm (4 in) |
| Fork oil | SAE 5 (WP 4860.0401) |

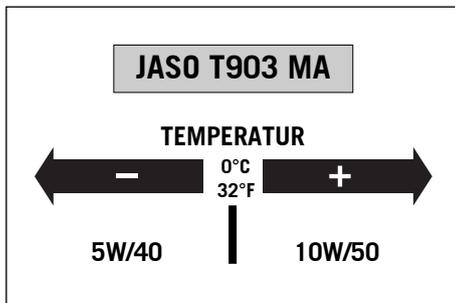
| SHOCK ABSORBER | 950 SUPER ENDURO R |
|---------------------|------------------------|
| Type | 15187B06 WP Suspension |
| Spring | 140-215 |
| Spring preload (mm) | 8 mm (0.31 in) |

| TIGHTENING TORQUES – CHASSIS 950 SUPER ENDURO R 2006 | | |
|---|----------|---------------------|
| Collar bolt on front wheel spindle | M24x1.5 | 40 Nm |
| Collar nut wheel spindle rear | M25x1.5 | 90 Nm |
| AH bolt shock absorber top/bottom | M14x1.5 | 80 Nm |
| Collar nut for swing arm bolt | M19x1.5 | 130 Nm |
| AH bolts on subframe | M10x1.25 | Loctite 243 + 45 Nm |
| AH bolts on back of footrest support | M8 | Loctite 243 + 25 Nm |
| Engine carrier bolts | M10 | 45 Nm |
| HH clamp bolts on top triple clamp | M8 | 20 Nm |
| HH clamp bolts on bottom triple clamp | M8 | 15 Nm |
| HH screw for steering head | M20x1.5 | 12 Nm |
| HH clamp bolts on fork leg axle passages | M8 | 15 Nm |
| Collar bolts for handlebar clamps | M8 | 20 Nm |
| AH bolt for handlebar mount | M10 | 20 Nm |
| HH clamp bolts for steering stem | M8 | 20 Nm |
| Collar bolt front/rear brake disk | M6 | Loctite 243 + 14 Nm |
| HH bolts on front brake caliper | M8 | Loctite 243 + 25 Nm |
| HH bolts on handbrake cylinder | M6 | 10 Nm |
| HH bolts on footbrake cylinder | M6 | Loctite 243 + 10 Nm |
| AH bearing bolt for foot brake pedal | M8 | Loctite 243 + 25 Nm |
| HH bolts on foot brake pedal surface | M5 | Loctite 243 + 6 Nm |
| AH bolts for side stand bracket - engine | M10 | Loctite 243 + 45 Nm |
| HH bolts for side stand fixture - side stand bracket | M10 | Loctite 243 + 25 Nm |
| HH bolts for side stand mounting | M10 | Loctite 243 + 35 Nm |
| HH bolt for spring rest on side stand | M8 | Loctite 243 + 25 Nm |

| TIGHTENING TORQUES – CHASSIS 950 SUPER ENDURO R 2006 | | |
|--|----------|---------------------------------|
| Bolt for side stand switch | M4 | 2 Nm |
| Drain plug on oil tank | M12x1,5 | 25 Nm |
| Exhaust nuts on manifold | M8 | evenly, do not bend sheet metal |
| Exhaust clamp | M8 | 12 Nm |
| Senkschraube Hitzeschutzblech | M6 | 8 Nm |
| HH bolt on fuel level indicator | M5 | 3 Nm |
| HH bolts fuel taps | M6 | 6 Nm |
| Collar screw for underride protection | M8 | 25 Nm |
| Spoke nipple | M5 | 5 Nm ± 1 Nm |
| Jerk damper bolt rear wheel | M10x1,25 | Loctite 243 + 50 Nm |
| Chainguard | M5 | 5 Nm |
| Chain sliding guard | M5 | 5 Nm |
| Taillight | M6 | 8 Nm |
| Other bolts on chassis | M6 | 10 Nm |
| | M8 | 25 Nm |
| | M10 | 45 Nm |
| Other collar nuts on chassis | M6 | 15 Nm |
| | M8 | 30 Nm |
| | M10 | 50 Nm |

| ENGINE | 950 LC8 |
|------------------------|---|
| Design | liquid-cooled, 2-cylinder 4-stroke engine with 75° V arrangement with balancer shaft and electric starter |
| Displacement | 942 cc |
| Bore / Stroke | 100/60 mm |
| Compression ratio | 11.5:1 |
| Fuel | unleaded fuel with at least RON 95 (USA: Premium PON 91*) |
| Valve timing | 4 valves controlled over bucket tappet and 2 camshafts, camshaft drive with gears/chain |
| Valve diameter | intake: 38 mm exhaust: 33 mm |
| Valve clearance, cold | intake: 0.10 - 0.15 mm exhaust: 0.25 - 0.30 mm |
| Crankcase bearing | friction bearings (2 main bearings / 1 supporting bearing) |
| Conrod bearing | friction bearing |
| Piston pin bearing | dual-fuel bearing |
| Piston | light alloy – forged |
| Piston rings | 1 compression ring, 1 taper face ring, 1 single-piece oil scraper ring with spiral-type expander |
| Engine lubrication | dry sump with 2 trochoidal pumps (pressure pump and suction pump) |
| Engine oil | SAE 5W/40, 10W/50 (Motorex Power Synt 4T) # |
| Quantity of engine oil | approx. 3.0 liters (0.8 USgal) during oil/filter change |
| Primary drive | straight-toothed spur wheels 35 : 67 |
| Clutch | multi-disc clutch in oil bath, hydraulically operated |
| Transmission | 6-speed claw shifted |
| Gear ratio | 1st gear 12:35 2nd gear 15:32 3rd gear 18:30 4th gear 20:27 5th gear 24:27 6th gear 26:27 |

| ENGINE | 950 LC8 |
|--------------------|---|
| Ignition system | breakerless transistorized electronic ignition system with digital ignition advance |
| Ignition timing | 5° BTDC at 1200 rpm |
| Generator | 12V 450W at 6000 rpm |
| Spark plug | NGK CR 8 EK |
| Electrode distance | 0.7 mm |
| Cooling system | liquid cooled, permanent circulation of cooling liquid through water pump |
| Cooling liquid | 2.1 liters (0.55 USgal), 50% antifreeze, 50% distilled water, at least -25° C |
| Starting aid | 0.9 kW electric starter |



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Engine oil

Only use fully synthetic engine oils that meet the JASO MA quality requirements (see information on the can).

KTM recommends Motorex Power Synt 4T in the 10W/50 viscosity (for temperatures over 0°C, 32°F) or 5W/40 (for temperatures under 0°C, 32°F).

| BASIC CARBURETOR SETTING | |
|----------------------------|--------------------------|
| Type of carburetor | CVRD 43 |
| Main jet | 155 (front) / 160 (rear) |
| Main air jet | 40 |
| Idling jet | 42 |
| Idle air jet | 50 |
| Idle air cutoff jet | 80 |
| Jet needle | NDFB |
| Needle position | 2nd from top |
| Mixture control screw open | 2 1/4 turns |
| Starting jet | 68 |

*

| PON / CLC | RON / ROZ | MON |
|-------------------|-----------|-----------|
| 87 | 91 | 83 |
| 91 Premium | 95 | 87 |

PON = Pump Octane Number
 CLC = Cost of Living Council
 RON = Research Octane Number
 ROZ = Research Oktan Zahl
 MON = Motor Octane Number

| | | | |
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