Dear KTM Customer,

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

We wish you good and safe riding at all times!

Enter the serial numbers of your vehicle below.

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Please read through this Owner's Manual carefully, exercise caution when using the vehicle, and contact an authorized KTM workshop if you have any questions.

This Owner's Manual serves as a technical instruction manual, explains important safety matters, and provides an overview of the main functions. This Owner's Manual is only intended for personal use. This Owner's Manual is not intended for commercial use.

The Owner's Manual contained the latest information for this model series at the time of publication. Slight deviations resulting from continuing development and design of the motorcycles cannot, however, be completely excluded.

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ISO 9001(12 100 6061)
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Issued by: TÜV Management Service

KTM Sportmotorcycle GmbH
Stallhofnerstraße 3
5230 Mattighofen, Austria

This document is valid for the following models:
FREERIDE E-XC EU (F3001U1)
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1.1 Symbols used

The meaning of specific symbols is described below.

- Indicates an expected reaction (e.g. of a work step or a function).

- Indicates an unexpected reaction (e.g. of a work step or a function).

- All work marked with this symbol requires specialist knowledge and technical understanding. In the interest of your own safety, have these jobs performed by an authorized KTM workshop! Your motorcycle will be optimally cared for there by specially trained experts using the auxiliary tools required.

- Indicates a page reference (more information is provided on the specified page).

- Indicates information with more details or tips.

- Indicates the result of a testing step.

- Indicates a voltage measurement.

- Indicates a current measurement.

- Indicates the end of an activity, including potential rework.

1.2 Formats used

The typographical formats used in this document are explained below.

<table>
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<tr>
<td>Proprietary name</td>
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<tr>
<td>Name®</td>
<td>Indicates a protected name.</td>
</tr>
<tr>
<td>Brand™</td>
<td>Indicates a brand available on the open market.</td>
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<tr>
<td>Underlined terms</td>
<td>Refer to technical details of the vehicle or indicate technical terms, which are explained in the glossary.</td>
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2 SAFETY ADVICE

2.1 Use definition – intended use

This vehicle has been designed and built to withstand the normal stresses and strains of offroad use.

Info
This vehicle is only authorized for operation on public roads in its homologated version. Only use the lithium-ion battery while it is inside the vehicle.

2.2 Misuse

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

2.3 Safety advice

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

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

2.4 Degrees of risk and symbols

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

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

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

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

Note
Indicates a danger that will lead to environmental damage if the appropriate measures are not taken.
2.5 Safety instructions and warning labels

Info
The safety instructions are highlighted in the text. The vehicle has warning labels in prominent locations. Do not remove any warning labels, or else you or others may fail to recognize sources of danger and become injured.

1 Chain tension
2 Multifunctional element
3 High-voltage components
4 High-voltage components and electric shock
5 Rechargeable lithium-ion battery
6 High-voltage components and electric shock
7 High-voltage components, see the Repair Manual
8 Initial start-up
9 High-voltage components and electric shock, see the Owner's Manual
10 Type label for EU
11 Technical information

Chain tension
Multifunctional element

High-voltage components

High-voltage components and electric shock

Rechargeable lithium-ion battery

High-voltage components and electric shock
High-voltage components, see the Repair Manual

Initial start-up

High-voltage components and electric shock, see the Owner's Manual

Type label for EU

Technical information

<table>
<thead>
<tr>
<th>701.03.097.000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tyre front: 2.75-21 48M</td>
</tr>
<tr>
<td>Air pressure front: 2.0 bar (29 psi)</td>
</tr>
<tr>
<td>Tyre rear: 4.00R-18 64M</td>
</tr>
<tr>
<td>Air pressure rear: 2.0 bar (29 psi)</td>
</tr>
</tbody>
</table>

Further information see owner's manual
2.6 Tampering warning

Modifying the vehicle is prohibited, as otherwise safe operation cannot be guaranteed. Examples of unlawful manipulation and modifications:

1. Opening the rechargeable lithium-ion battery (Powerpack HV) or the motor.
2. Using the vehicle or the rechargeable lithium-ion battery (Powerpack HV) when proper maintenance has not been performed.
3. Using the vehicle or the rechargeable lithium-ion battery (Powerpack HV) outside of its defined use.
4. Using a damaged lithium-ion battery (Powerpack HV).

2.7 Safe operation

**Danger**

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

**Warning**

Danger of burns  Some vehicle components become very hot when the vehicle is operated.
- Do not touch any parts such as the radiator, motor, shock absorber, or brake system before these parts have cooled down.
- Let the vehicle parts cool down before you perform any work on the vehicle.

This vehicle is a high voltage electric motorcycle. For this reason, follow the safety and care instructions that apply when using an electric motor. In drive modes in which recuperation is not possible, the vehicle handles similarly to a bicycle with a freewheel. When the throttle grip is closed, the vehicle continues rolling without significant deceleration. The vehicle speed decreases on account of rolling resistance and air resistance. The rear brake lever is located on the left side of the handlebar. Because this vehicle does not have a manual transmission, there is no clutch.

As with all liquid-cooled vehicles, the operating temperature rises according to use, ambient temperature and cleanliness of the cooling surfaces. If the temperature of the engine, the lithium-ion battery, or the electronics rises above the permissible operating temperature, the power of the vehicle is reduced markedly. This protects the system against damage from overheating. When power reduction is imminent, the active driving mode indicator flashes. When power reduction is active, all three driving mode indicators light up. When all components have returned to their normal operating temperature, full system power is restored after restarting. Only operate the vehicle when it is in perfect technical condition, in accordance with its intended use, and in a safe and environmentally compatible manner. Have malfunctions that impair safety promptly eliminated by an authorized KTM workshop. Adhere to the information and warning labels on the vehicle.

2.8 Fall or accident

**Warning**

Risk of injury  The outside of a damaged vehicle may be conducting live current.
- Contact the KTM customer service immediately if major damage has occurred to the rechargeable lithium-ion battery (Powerpack HV) or to the motor.

If the vehicle is lying on its side, it switches from ready mode to standby mode after seven seconds. To switch the vehicle back into ready mode, place it in an upright position and press the start button. After a fall or accident, check the vehicle as usual when preparing for use.
2.9 Protective clothing

**Warning**

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

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

2.10 Work on the vehicle, motor, and lithium-ion battery (Powerpack HV)

**Warning**

**Risk of injury**  
There is a risk of electric shock when working on high-voltage components.

Work on high-voltage components requires special training, qualifications and tools.

- Have all work that is not described and explained performed by trained KTM mechanics only.
- Do not open the electric motor or the lithium-ion battery (Powerpack HV).

**Warning**

**Risk of injury**  
The vehicle runs very quietly, even when it is ready to operate.

The vehicle starts moving in an uncontrolled manner if the throttle grip is accidentally touched while work is being performed on the vehicle.

The high-voltage components of the vehicle are only deactivated if the vehicle is switched off at the main switch.

- Ensure that the vehicle is switched off at the main switch and remains switched off while any work is being performed on the vehicle.
- Remove the PowerPack HV from the vehicle before you start any work on the vehicle.
- Secure the vehicle against access by unauthorized persons while you are performing work on the vehicle.

2.11 Environment

When you respect the rights of others and use your motorcycle legally, you will help protect the future of motorcycle sport and avoid most conflicts and problems.

When disposing of used oil, other operating and auxiliary fluids, and used components, comply with the applicable laws and regulations in your country.

When disposing of the lithium-ion battery (Powerpack HV) and the 12-V battery, comply with the applicable laws and regulations in your country.

Your authorized KTM dealer can dispose of the Powerpack HV free of charge and in an environmentally compatible manner.

Because motorcycles are not subject to the EU regulations governing the disposal of used vehicles, there are no legal regulations that pertain to the disposal of an end-of-life motorcycle. Your authorized KTM dealer will be glad to assist you.

Electrical devices like the battery charger may not be disposed of with household waste. Electrical devices must be disposed of through the appropriate recycling centers. Contact your municipality or your authorized KTM dealer.
2.12 Owner's Manual

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

Tip

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

If you would like to know more about the vehicle or have questions on the material you read, please contact an authorized KTM dealer.

The Owner's Manual is an important component of the vehicle. If the vehicle is sold, the Owner's Manual must be downloaded again by the new owner.

The Owner's Manual can be downloaded several times using the QR code or the link on the delivery certificate.

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

International KTM Website: http://www.ktm.com

2.13 Fire hazard

Warning

Fire hazard Damaged rechargeable lithium-ion batteries present a fire hazard.
Massive mechanical damage may cause an internal cell short circuit and as a consequence may cause the battery to self-ignite.
– Contact KTM customer service immediately if major damage to the rechargeable lithium-ion battery has occurred.

There is no particular fire hazard for this vehicle when the rechargeable lithium-ion battery (Powerpack HV) is intact.
However, should the vehicle catch fire, inform the fire department responsible that an electric vehicle with a rechargeable lithium-ion battery is on fire.
3.1 Manufacturer warranty, implied warranty

The work prescribed in the service schedule must only be carried out in an authorized KTM workshop and confirmed in the KTM Dealer.net, as otherwise all warranty claims will be void. Damage or secondary damage caused by tampering with and/or conversions on the vehicle are not covered by the manufacturer warranty.

3.2 Fuel, auxiliary substances

Use the operating and auxiliary substances (such as oils and lubricants) specified in the Owner's Manual.

3.3 Spare parts, accessories

For your own safety, only use spare parts and accessory products that are approved and/or recommended by KTM and have them installed by an authorized KTM workshop. KTM accepts no liability for other products and any resulting damage or loss.

Certain spare parts and accessory products are specified in parentheses in the descriptions. Your authorized KTM dealer will be glad to advise you.

The current KTM PowerParts for your vehicle can be found on the KTM website.

International KTM Website: http://www.ktm.com

3.4 Service

A prerequisite for perfect operation and prevention of premature wear is that the service, care, and tuning work is properly carried out as described in the Owner's Manual. An incorrect suspension setting can lead to damage and breakage of chassis components.

Use of the vehicle under difficult conditions, such as on sand or on wet and muddy surfaces, can result in significantly increased wear of components, such as the drive train, brake system, or suspension components. For this reason, it may be necessary to inspect or replace parts before the next scheduled service.

It is imperative that you adhere to the stipulated service intervals. If you observe these exactly, you will ensure a much longer service life for your motorcycle.

The relevant mileage or time interval is whichever occurs first.

3.5 Figures

The figures contained in the manual may depict special equipment.

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

3.6 Customer service

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

A list of authorized KTM dealers can be found on the KTM website.

International KTM Website: http://www.ktm.com
3.7 Power supply

A rechargeable lithium-ion battery (Powerpack HV, 260 V) and a 12-V battery are installed in the vehicle. The 12-V battery is located at the rear, under the seat. The fuse box is located next to the 12-V battery. The Powerpack HV is located under the seat and is screwed onto the electric motor. The Powerpack HV can be removed in a few easy steps. The Powerpack HV can be charged while it is installed in the vehicle or outside the vehicle. Check the Powerpack HV for damage to the housing or connector every time it is removed and reinstalled. The 12-V battery is necessary to operate the vehicle. The vehicle control unit requires the 12-V battery to start the system. If the 12-V battery is faulty, discharged, or disconnected, the vehicle will not start.

3.8 New Powerpack HV

When using the Powerpack HV for the first time, the vehicle must be ridden until the Powerpack HV is completely discharged. The vehicle will initially reduce its output power. When operating in power-reduced mode, the vehicle can still be driven for a few more minutes before the vehicle switches off with blink code 11. Now charge the Powerpack HV until the battery charger completes the process at 100%. The charge level indicator on the battery charger shows the progress made. This charging process generally takes approximately 135 minutes, but may take up to four hours. Do not skip this procedure as it has a significant influence on the performance of the Powerpack HV.

3.9 Operation at low temperatures

In order to protect the Powerpack HV, the motor control reduces the power at low temperatures. When the temperature of the Powerpack HV drops to below 9 °C, the motor control unit reduces the power to 80%. Below 0 °C, 50% of power remains available. In both cases, the active riding mode indicator flashes slowly. The vehicle can continue to be operated. The Powerpack HV is not damaged by the power reduction. The Powerpack HV heats up when the vehicle is in operation. When the temperature of the Powerpack HV rises above 0 °C, power is restored to 80% after the vehicle is restarted. When the temperature of the Powerpack HV rises above 8 °C, full vehicle power is restored after the vehicle is restarted.
4.1 View of vehicle, front left (example)

1. Front brake lever (p. 19)
2. Rear brake lever (p. 19)
3. Seat release
4. Shock absorber compression adjuster
5. Shock absorber rebound adjuster
6. Side stand (p. 21)
7. Steering lock (p. 22)
4.2 View of vehicle, rear right (example)

1. Multifunctional element (p. 23)
2. Fork compression adjuster
3. Horn button (p. 20)
4. Light switch (p. 20)
5. Turn signal switch (p. 21)
6. Main switch (p. 19)
7. Start button (p. 20)
8. Throttle grip (p. 19)
9. Fork rebound adjustment
10. PowerPack HV
5.1 Vehicle identification number

The vehicle identification number ① is stamped on the right side of the steering head.

5.2 Type label

The type label ① is located on the front steering head.

5.3 Key number

The key number ① can be found on the KEYPAD.

Info
You need the key number to order a spare key. Keep the KEYPAD in a safe place.

5.4 Motor number

The motor number ① is located on the left side of the motor over the motor sprocket.
5.5 Fork part number

The fork part number 1 is stamped on the inner side of the axle clamp.

5.6 Shock absorber article number

Shock absorber article number 1 is stamped on the top of the shock absorber above the adjusting ring towards the motor side.

5.7 Battery identification number

The battery identification number (BIN) 1 is stamped under the handle of the Powerpack HV.
6.1 Front brake lever

Front brake lever ① is fitted on the right side of the handlebar.

6.2 Rear brake lever

Rear brake lever ① is fitted on the left side of the handlebar.

6.3 Throttle grip

The throttle grip ① is fitted on the right side of the handlebar.

6.4 Main switch

The main switch ① is attached to the right side of the handlebar. The main switch is used as the emergency OFF switch.

Possible states

- Vehicle switched off. – In this position, the vehicle is switched off.
- The vehicle is ready for operation – In this position, the vehicle is ready for operation. The start button is active.
6.5 Start button

Start button 1 is fitted on the right side of the handlebar. The start button is only enabled when the main switch is switched on. When the start button is pushed, the vehicle switches from standby to ready mode. The riding mode indicator and an acoustic signal indicate operating readiness. When the start button is pushed again, the vehicle switches back to standby mode. The riding mode indicator goes out.

Info
Standby mode can only be switched to ready mode if the throttle grip is fully closed and the vehicle speed is less than 5 km/h. If the vehicle is not moved for 90 seconds after ready mode is activated and the throttle grip is not twisted open, the vehicle automatically switches back to standby mode.

Possible states
- The start button is in the basic position – The state of the vehicle is retained.
- The start button is pressed – The state of the vehicle changes between ready mode and standby mode.

6.6 Horn button

Horn button 1 is fitted on the left side of the handlebar.

Possible states
- The horn button 1 is in the basic position
- The horn button 1 is pressed – The horn is operated in this position.

6.7 Light switch

The light switch 1 is fitted on the left side of the handlebar.

Possible states
- Low beam on – Light switch is in the central position. In this position, the low beam and tail light are switched on.
- High beam on – Light switch is turned to the left. In this position, the high beam and the tail light are switched on.
6.8 Turn signal switch

Turn signal switch 1 is fitted on the left side of the handlebar.

Possible states

<table>
<thead>
<tr>
<th>State</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turn signal light off</td>
<td>Turn signal switch is in the central position.</td>
</tr>
<tr>
<td>Turn signal light, left, on</td>
<td>Turn signal switch is turned to the left.</td>
</tr>
<tr>
<td>Turn signal light, right, on</td>
<td>Turn signal switch is turned to the right.</td>
</tr>
</tbody>
</table>

6.9 Side stand

The side stand 1 is located on the left of the vehicle.

The side stand is used for parking the motorcycle.

Info

When you are riding, side stand 1 must be folded up and secured with rubber strap 2.

6.10 Ignition lock

The ignition lock 1 is on the right behind the headlight mask.

Info

When the ignition is switched on at the ignition lock, quickly activate the vehicle with the main switch. When the ignition is switched on and the main switch is switched off, the 12-V battery discharges very quickly because, in this state, the lighting is powered by the 12-V battery instead of the Powerpack HV.

Possible states

<table>
<thead>
<tr>
<th>State</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ignition off</td>
<td>In this position, the electric circuit of the 12-V battery is interrupted and the vehicle cannot be activated.</td>
</tr>
<tr>
<td>Ignition on</td>
<td>In this position, the electric circuit of the 12-V battery is closed and the vehicle can be started.</td>
</tr>
</tbody>
</table>
6.11 Steering lock

Steering lock 1 is fitted on the left side of the steering head. The steering lock is used to lock the steering. Steering, and therefore riding, is no longer possible.

6.12 Locking the steering

**Note**

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

- Park the vehicle on a firm and level surface.

- Park the vehicle.
- Deactivate the vehicle. (p. 43)
- Turn the handlebar as far as possible to the right.
- Lubricate the steering lock regularly. Universal oil spray (p. 145)
- Insert the ignition key in the steering lock, turn it to the left, press it in, and turn it to the right. Remove the ignition key. ✓ Steering is no longer possible.

**Info**

Never leave the ignition key in the steering lock.

6.13 Unlocking the steering

- Insert the ignition key in the steering lock, turn it to the left, pull it out, and turn it to the right. Remove the ignition key. ✓ The handlebar can now be moved again.

**Info**

Never leave the ignition key in the steering lock.
7.1 Multifunctional element

7.1.1 Multifunctional element

The multifunctional element is mounted in front of the seat.

**Overview of multifunctional element**

1. Riding mode button (p. 23)
2. Driving mode display (p. 24)
3. Malfunction indicator lamp (p. 24)
4. Charge level indicator (p. 24)

**7.1.2 Riding mode button**

The riding mode button 1 determines the ride mode.

**Possible states**

- The vehicle is in standby mode – The riding mode button is active.
- The vehicle is in ready mode – The riding mode button is active.
- All other vehicle conditions – The riding mode button is not active.
7.1.3 Driving mode display

Red driving mode displays with the numbers 1, 2 or 3 show the driving mode selected. Three different driving modes are available. The driving modes determine how the vehicle reacts to throttle grip operation. The figures only show approximate values for illustrative purposes, and do not describe the actual reaction.

Driving mode 1 is Economy: the motor torque is reduced by half.

Driving mode 2 is Standard: the further the throttle grip is twisted open, the more the motor power increases.

Driving mode 3 is Advanced: the greatest increase in power occurs immediately, after which the motor power increases more slowly.

7.1.4 Malfunction indicator lamp

The warning tones emitted by the multifunctional element are synchronized with the flashing rhythm of malfunction indicator lamp 1.

Possible states

- The malfunction indicator lamp flashes – A fault is present in the vehicle electronic system.
- The malfunction indicator lamp lights up – The system is carrying out a self-check or has been disabled during driving.

7.1.5 Charge level indicator

All segments 1 light up: charging level 70 % - 100%.

Four segments 2 light up: charging level 50 % - 70 %.

Two segments 3 light up: charging level 30 % - 50 %.
The last segment 4 lights up in yellow: charging level 20% - 30%.
The last segment 5 lights up in red and the driving mode indicator flashes red: charging level 10%–20%.
The last segment 6 and the driving mode indicator light up in red: charging level 0%–10%.

7.1.6 Power reduction

The selected riding mode 1 lights up:
– The vehicle is ready for operation and provides full power.

The selected riding mode 2 flashes slowly:
– The charging level of the Powerpack HV is low.
  The system is still fully operable.
– High temperature; the system is still fully operable.
  The driving style must be adapted.
– Low temperature; the system provides 80 % of power at temperatures of less than 9 °C and 50 % of power at temperatures of less than 0 °C.
  When the Powerpack HV has warmed up sufficiently, 80% of power or full power is available, depending on the temperature, once the vehicle has been started again.

The selected riding mode 3 alternately flashes slow and fast:
– Power is still reduced considerably due to temperature monitoring, but 100% power is restored after the vehicle is restarted.

All three riding mode indicators light up and the yellow malfunction indicator lamp 4 flashes (blink code 22, 23, or 24):
– The system has exceeded the operating temperature. To protect the system from damage, the power is reduced considerably.
  Park the vehicle, if possible, and allow it to cool down. Full power is only enabled when the component concerned has cooled down and the vehicle has been started again.

All three riding mode indicators light up and the yellow malfunction indicator lamp 5 flashes with a different rhythm:
– The system provides 50 % of power as an emergency operation program.

The selected riding mode 6 flashes slowly and the charge level indicator lights up red or flashes red:
– The charging level of the Powerpack HV is below 20%. Vehicle power will be reduced. Park the vehicle and charge the Powerpack HV.
7.2 Overview

7.2.1 Overview of indicator lamps

**Possible states**

<table>
<thead>
<tr>
<th>Icon</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="Light Blue" /></td>
<td>The high beam indicator lamp lights up blue – The high beam is switched on.</td>
</tr>
<tr>
<td><img src="image" alt="Green Flashes" /></td>
<td>Turn signal indicator lamp flashes green – The turn signal is switched on.</td>
</tr>
</tbody>
</table>
8.1 Combination instrument overview

- Press the button  to control different functions.
- Press the button  to control different functions.

**Info**
When the vehicle is delivered, only the SPEED/H and SPEED/ODO display modes are activated.

8.2 Activation and test

**Activating combination instrument**
The combination instrument is activated when one of the buttons is pressed or an impulse comes from the wheel speed sensor.

**Display test**
To enable you to check that the display is functioning properly, all display segments light up briefly.

**WS (wheel size)**
After the display function check, the wheel circumference WS is displayed briefly.

**Info**
The number 2205 equals the circumference of the 21" front wheel with standard tires.

The display then changes to the last selected mode.

8.3 Setting the kilometers or miles

**Info**
If you change the unit, the value ODO is retained and converted accordingly.

The values TR1, TR2, A1, A2 and S1 are cleared when the unit of measure is changed.

**Condition**
The motorcycle is stationary.

- Repeatedly press the button  briefly until H appears at the bottom right of the display.
- Press the button  for 2–3 seconds.
  - The Setup menu is displayed and the active functions are shown.
- Repeatedly press the button  briefly until Km/h / Mph flashes.

**Adjusting the Km/h**
- Press the button .

**Adjusting the Mph**
- Press the button .
8.4 Setting the combination instrument

When the vehicle is delivered, only the SPEED/H and SPEED/ODO display modes are activated.

**Condition**

The motorcycle is stationary.

- Repeatedly press the button briefly until H appears at the bottom right of the display.
- Press the button for 2–3 seconds.

  ✓ The Setup menu is displayed and the active functions are shown.

  **Info**

  If no button is pressed for 10–12 seconds, the settings are automatically saved.

  If no button is pressed for 20 seconds, or if an impulse comes from the wheel speed sensor, the settings are automatically saved and the setup menu is closed.

- Repeatedly press the button briefly until the desired function flashes.

  ✓ The selected function flashes.

**Activating the function**

- Press the button.

  ✓ The symbol continues to appear in the display and the next function appears.

**Deactivating a function**

- Press the button.

  ✓ The symbol disappears in the display and the next function appears.
### 8.5 Setting the clock

**Condition**
The motorcycle is stationary.

- Repeatedly press the button briefly until `CLK` appears at the bottom right of the display.
- Press the button for 2–3 seconds.
  - The hour display flashes.
- Adjust the hour display with the button and/or button .
- Wait 3 - 5 seconds.
  - The next segment of the display flashes and can be set.
- You can set the following segments in the same way as the hours by pressing the button and the button .

**Info**
The seconds can only be set to zero.
If no button is pressed for 15–20 seconds, or if an impulse comes from the wheel speed sensor, the settings are automatically saved and the setup menu is closed.

### 8.6 Viewing the lap time

**Info**
This function can only be opened if lap times have actually been timed.

**Condition**
The motorcycle is stationary.

- Repeatedly press the button briefly until `LAP` appears at the bottom right of the display.
- Briefly press the button .
  - `LAP 1` appears on the left side of the display.
- The laps 1 - 10 can be viewed with the button .
- Press and hold the button for 3 - 5 seconds.
  - The lap times are deleted.
- Briefly press the button .
  - Next display mode

**Info**
When an impulse is received from the wheel speed sensor, the left side of the display changes back to the `SPEED` mode.
8.7 Display mode SPEED (speed)

Repeatedly press the button briefly until SPEED appears on the left side of the display.

The current speed is displayed in the SPEED display mode.
The current speed can be displayed in \text{Km/h} or \text{Mph}.

\begin{itemize}
  \item \textbf{Info}
  \begin{itemize}
    \item Make the setting according to the country.
    \item When an impulse comes from the front wheel, the left side of the display changes to the SPEED mode and the current speed is shown.
  \end{itemize}
\end{itemize}

8.8 Display mode SPEED/H (operating hours)

\begin{itemize}
  \item \textbf{Condition}
    \begin{itemize}
      \item The motorcycle is stationary.
      \item Repeatedly press the button briefly until \text{H} appears at the bottom right of the display.
    \end{itemize}
  \end{itemize}

In display mode \text{H}, the service hours of the motor are displayed.
The service hour counter stores the total traveling time.

\begin{itemize}
  \item \textbf{Info}
    \begin{itemize}
      \item The service hour counter is necessary for ensuring that service work is carried out at the right intervals.
      \item If the combination instrument is in \text{H} display mode when starting off, it automatically changes to the \text{ODO} display mode.
      \item The \text{H} display mode is suppressed during the journey.
    \end{itemize}
\end{itemize}

\begin{tabular}{|c|c|}
  \hline
  Press the button \text{H} for 2–3 seconds.& The display changes to the functions setup menu. \tabularnewline
  Briefly press the button \text{H}.& Next display mode \tabularnewline
  Press the button \text{H} for 2–3 seconds.& No function \tabularnewline
  Briefly press the button \text{H}.& No function \tabularnewline
  \hline
\end{tabular}

8.9 Setup menu

\begin{itemize}
  \item \textbf{Condition}
    \begin{itemize}
      \item The motorcycle is stationary.
      \item Repeatedly press the button \text{H} briefly until \text{H} appears at the bottom right of the display.
      \item Press the button \text{H} for 2–3 seconds.
    \end{itemize}
  \end{itemize}

The Setup menu displays the active functions.

\begin{itemize}
  \item \textbf{Condition}
    \begin{itemize}
      \item The motorcycle is stationary.
      \item Repeatedly press the button \text{H} briefly until \text{H} appears at the bottom right of the display.
      \item Press the button \text{H} for 2–3 seconds.
    \end{itemize}
  \end{itemize}

The Setup menu displays the active functions.
Repeatedly press the button briefly until the desired function is reached. If no button is pressed for 20 seconds, the settings are automatically saved.

<table>
<thead>
<tr>
<th>Action</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Briefly press the button</td>
<td>Activates the flashing display and changes to the next display</td>
</tr>
<tr>
<td>Press the button for 2–3 seconds</td>
<td>No function</td>
</tr>
<tr>
<td>Briefly press the button</td>
<td>Deactivates the flashing display and changes to the next display</td>
</tr>
<tr>
<td>Press the button for 2–3 seconds</td>
<td>No function</td>
</tr>
<tr>
<td>Wait 3 - 5 seconds</td>
<td>Changes to the next display without changes</td>
</tr>
<tr>
<td>Wait 10 - 12 seconds</td>
<td>Setup menu starts, stores the settings, and changes to H or ODO.</td>
</tr>
</tbody>
</table>

### 8.10 Adjusting the unit of measurement

**Condition**
- The motorcycle is stationary.
  - Repeatedly press the button briefly until H appears at the bottom right of the display.
  - Press the button for 2–3 seconds.
  - Repeatedly press the button briefly until Km/h / Mph flashes.

In measurement unit mode, you can change the unit of measurement.

**Info**
If no button is pressed for 5 seconds, the settings are automatically saved.

<table>
<thead>
<tr>
<th>Action</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Briefly press the button</td>
<td>Starts selection, activates Km/h display</td>
</tr>
<tr>
<td>Press the button for 2–3 seconds</td>
<td>No function</td>
</tr>
<tr>
<td>Briefly press the button</td>
<td>Activates Mph display</td>
</tr>
<tr>
<td>Press the button for 2–3 seconds</td>
<td>No function</td>
</tr>
<tr>
<td>Wait 3 - 5 seconds</td>
<td>Changes to the next display, changes from selection to the Setup menu</td>
</tr>
<tr>
<td>Wait 10 - 12 seconds</td>
<td>Stores and closes the Setup menu</td>
</tr>
</tbody>
</table>
8.11 Display mode SPEED/CLK (time)

- Repeatedly press the button briefly until CLK appears at the bottom right of the display.

The time is shown in display mode CLK.

| Press the button for 2–3 seconds. | The display changes to the Setup menu of the clock. |
| Briefly press the button. | Next display mode |
| Press the button for 2–3 seconds. | No function |
| Briefly press the button. | No function |

8.12 Setting the clock

**Condition**

- The motorcycle is stationary.
- Repeatedly press the button briefly until CLK appears at the bottom right of the display.
- Press the button for 2–3 seconds.

| Press the button for 2–3 seconds. | Increases the value |
| Briefly press the button. | Increases the value |
| Press the button for 2–3 seconds. | Reduces the value |
| Briefly press the button. | Reduces the value |
| Wait 3 - 5 seconds. | Changes to the next value |
| Wait 10 - 12 seconds. | Leaving the SETUP menu |

8.13 Display mode SPEED/LAP (lap time)

- Repeatedly press the button briefly until LAP appears at the bottom right of the display.

In the LAP display mode, up to 10 lap times can be timed with the stop watch.

**Info**

If the lap time continues running after the button is pressed, 9 memory locations are occupied.
Lap 10 must be timed using the button.
### 8.14 Viewing the lap time

**Condition**
- The motorcycle is stationary.
  - Repeatedly press the button \( \text{LAP} \) briefly until **LAP** appears at the bottom right of the display.
  - Briefly press the button \( \text{LAP} \).

<table>
<thead>
<tr>
<th>Action</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Press the button ( \text{LAP} ) for 2–3 seconds.</td>
<td>The stop watch and the lap time are reset.</td>
</tr>
<tr>
<td>Briefly press the button ( \text{LAP} ).</td>
<td>Next display mode</td>
</tr>
<tr>
<td>Press the button ( \text{LAP} ) for 2–3 seconds.</td>
<td>Stops the clock.</td>
</tr>
<tr>
<td>Briefly press the button ( \text{LAP} ).</td>
<td>Starts the stop watch or stop the current lap time measurement, stores it and the stop watch starts the next lap.</td>
</tr>
</tbody>
</table>

### 8.15 Display mode SPEED/ODO (odometer)

- Repeatedly press the button \( \text{ODO} \) briefly until **ODO** appears at the bottom right of the display.

The total traveled distance is shown in display mode **ODO**.

<table>
<thead>
<tr>
<th>Action</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Press the button ( \text{ODO} ) for 2–3 seconds.</td>
<td>No function</td>
</tr>
<tr>
<td>Briefly press the button ( \text{ODO} ).</td>
<td>Next display mode</td>
</tr>
<tr>
<td>Press the button ( \text{ODO} ) for 2–3 seconds.</td>
<td>No function</td>
</tr>
<tr>
<td>Briefly press the button ( \text{ODO} ).</td>
<td>No function</td>
</tr>
</tbody>
</table>
8.16 Display mode SPEED/TR1 (trip master 1)

- Repeatedly press the button briefly until TR1 appears at the top right of the display.

TR1 (trip master 1) runs constantly and counts up to 999.9. You can use it to measure the distance covered during trips or the distance between two charging stops. TR1 is coupled with A1 (average speed 1) and S1 (stop watch 1).

Info
If 999.9 is exceeded, the values of TR1, A1 and S1 are automatically reset to 0.0.

<table>
<thead>
<tr>
<th>Press the button for 2–3 seconds.</th>
<th>Displays of TR1, A1 and S1 are reset to 0.0.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Briefly press the button.</td>
<td>Next display mode</td>
</tr>
<tr>
<td>Press the button for 2–3 seconds.</td>
<td>No function</td>
</tr>
<tr>
<td>Briefly press the button.</td>
<td>No function</td>
</tr>
</tbody>
</table>

8.17 Display mode SPEED/TR2 (trip master 2)

- Repeatedly press the button briefly until TR2 appears at the top right of the display.

TR2 (trip master 2) runs constantly and counts up to 999.9.

<table>
<thead>
<tr>
<th>Press the button for 2–3 seconds.</th>
<th>Clears the values TR2 and A2.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Briefly press the button.</td>
<td>Next display mode</td>
</tr>
<tr>
<td>Press the button for 2–3 seconds.</td>
<td>Reduces value of TR2.</td>
</tr>
<tr>
<td>Briefly press the button.</td>
<td>Reduces value of TR2.</td>
</tr>
</tbody>
</table>

8.18 Adjusting TR2 (trip master 2)

Condition
- The motorcycle is stationary.

- Repeatedly press the button briefly until TR2 appears at the top right of the display.

- Press the button for 2–3 seconds until TR2 flashes. The displayed value can be set manually with the button and the button. This is a very practical function when riding using the road book.
The TR2 value can also be corrected manually during the journey with the button and the button. If 999.9 is exceeded, the value of TR2 is automatically reset to 0.0.

### 8.19 Display mode SPEED/A1 (average speed 1)

- Repeatedly press the button briefly until A1 appears at the top right of the display.

A1 (average speed 1) shows the average speed calculated using TR1 (trip master 1) and S1 (stop watch 1). The calculation of this value is activated by the first impulse of the wheel speed sensor and ends 3 seconds after the last impulse.

<table>
<thead>
<tr>
<th>Action</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Press the button for 2–3 seconds.</td>
<td>Increases value of TR2.</td>
</tr>
<tr>
<td>Briefly press the button.</td>
<td>Increases value of TR2.</td>
</tr>
<tr>
<td>Press the button for 2–3 seconds.</td>
<td>Reduces value of TR2.</td>
</tr>
<tr>
<td>Briefly press the button.</td>
<td>Reduces value of TR2.</td>
</tr>
<tr>
<td>Wait 10 - 12 seconds.</td>
<td>Stores and closes the Setup menu.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Button Pressed</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPEED</td>
<td>37</td>
</tr>
<tr>
<td>A1</td>
<td>22.9</td>
</tr>
</tbody>
</table>

### 8.20 Display mode SPEED/A2 (average speed 2)

- Repeatedly press the button briefly until A2 appears at the top right of the display.

A2 (average speed 2) shows the average speed on the basis of the current speed if the stop watch S2 (stop watch 2) is running.

<table>
<thead>
<tr>
<th>Action</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>Press the button for 2–3 seconds.</td>
<td>Displays of TR1, A1 and S1 are reset to 0.0.</td>
</tr>
<tr>
<td>Briefly press the button.</td>
<td>Next display mode</td>
</tr>
<tr>
<td>Press the button for 2–3 seconds.</td>
<td>No function</td>
</tr>
<tr>
<td>Briefly press the button.</td>
<td>No function</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Button Pressed</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPEED</td>
<td>52</td>
</tr>
<tr>
<td>A2</td>
<td>41.4</td>
</tr>
</tbody>
</table>

**Info**

The displayed value can differ from the actual average speed if S2 was not stopped after the ride.
8.21 Display mode SPEED/S1 (stop watch 1)

- Repeatedly press the button for 2–3 seconds. No function

Press the button for 2–3 seconds. No function

Briefly press the button. No function

8.22 Display mode SPEED/S2 (stop watch 2)

- Repeatedly press the button briefly until S1 appears at the top right of the display.

S1 (Stop watch 1) shows the riding time based on TR1 and continues running as soon as an impulse arrives from the wheel speed sensor. The calculation of this value starts with the first impulse from the wheel speed sensor and ends 3 seconds after the last impulse.

Press the button for 2–3 seconds. Displays of TR1, A1 and S1 are reset to 0.0.

Briefly press the button. Next display mode

Press the button for 2–3 seconds. No function

Briefly press the button. No function

S2 (Stop watch 2) is a manual stop watch. If S2 is running in the background, the display S2 flashes.

Press the button for 2–3 seconds. The displays of S2 and A2 are set to 0.0.

Briefly press the button. Next display mode

Press the button for 2–3 seconds. No function

Briefly press the button. Starts or stops S2.
### 8.23 Table of functions

<table>
<thead>
<tr>
<th>Display Mode</th>
<th>Function</th>
<th>Wait 3 - 5 seconds</th>
<th>Wait 10 - 12 seconds</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SPEED/H</strong> (operative hours)</td>
<td>The display changes to the function setup menu.</td>
<td>No function</td>
<td>No function</td>
</tr>
<tr>
<td>Setup menu</td>
<td>Activate the flashing display and changes to the next display mode.</td>
<td>No function</td>
<td></td>
</tr>
<tr>
<td>Adjusting the unit of measure</td>
<td>Starts selection, activates Km/h display.</td>
<td>No function</td>
<td></td>
</tr>
<tr>
<td>Display mode</td>
<td>Activates Mph display.</td>
<td>Changes to the next display without changes</td>
<td></td>
</tr>
<tr>
<td><strong>SPEED/CLK</strong> (time)</td>
<td>The display changes to the Setup menu of the clock.</td>
<td>No function</td>
<td></td>
</tr>
<tr>
<td>Setting the clock</td>
<td>Increases the value</td>
<td>No function</td>
<td></td>
</tr>
<tr>
<td>Display mode</td>
<td>Starts selection of the next display</td>
<td>No function</td>
<td></td>
</tr>
<tr>
<td>Display mode</td>
<td>Starts the stop watch or stop the current lap time measurement, stores the stop watch and starts the next lap.</td>
<td>No function</td>
<td></td>
</tr>
<tr>
<td>Viewing the lap time</td>
<td>Select a lap from 1 – 10</td>
<td>No function</td>
<td>View the next lap time.</td>
</tr>
<tr>
<td>Display mode</td>
<td>No function</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SPEED/ODO</strong> (odometer)</td>
<td>Next display mode</td>
<td>No function</td>
<td></td>
</tr>
<tr>
<td>Display mode</td>
<td>Displays TR1, A1 and S1 are reset to 0.0.</td>
<td>No function</td>
<td></td>
</tr>
<tr>
<td>Display mode</td>
<td>Clears the values TR2 and A2.</td>
<td>Reduces value of TR2.</td>
<td></td>
</tr>
<tr>
<td><strong>SPEED/TR1</strong> (trip master 1)</td>
<td>Next display mode</td>
<td>No function</td>
<td></td>
</tr>
<tr>
<td>Display mode</td>
<td>Displays of TR1, A1 and S1 are reset to 0.0.</td>
<td>No function</td>
<td></td>
</tr>
<tr>
<td>Display mode</td>
<td>Next display mode</td>
<td>No function</td>
<td></td>
</tr>
<tr>
<td><strong>SPEED/TR2</strong> (trip master 2)</td>
<td>Next display mode</td>
<td>Reduces value of TR2.</td>
<td></td>
</tr>
<tr>
<td>Display</td>
<td>Press the button for 2–3 seconds.</td>
<td>Briefly press the button.</td>
<td>Press the button for 2–3 seconds.</td>
</tr>
<tr>
<td>---------------------------------------------</td>
<td>-----------------------------------</td>
<td>---------------------------</td>
<td>-----------------------------------</td>
</tr>
<tr>
<td>Adjusting TR2 (trip master 2)</td>
<td>Increases value of TR2.</td>
<td></td>
<td>Increases value of TR2.</td>
</tr>
<tr>
<td>Display mode SPEED/A1 (average speed 1)</td>
<td>Displays of TR1, A1 and S1 are reset to 0.0.</td>
<td>Next display mode</td>
<td></td>
</tr>
<tr>
<td>Display mode SPEED/A2 (average speed 2)</td>
<td>No function</td>
<td>Next display mode</td>
<td>No function</td>
</tr>
<tr>
<td>Display mode SPEED/S1 (stop watch 1)</td>
<td>Displays of TR1, A1 and S1 are reset to 0.0.</td>
<td>Next display mode</td>
<td>No function</td>
</tr>
<tr>
<td>Display mode SPEED/S2 (stop watch 2)</td>
<td>The displays of S2 and A2 are set to 0.0.</td>
<td>Next display mode</td>
<td>No function</td>
</tr>
</tbody>
</table>

### 8.24 Table of conditions and menu activation

<table>
<thead>
<tr>
<th>Display</th>
<th>The motorcycle is stationary.</th>
<th>Menu can be activated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Display mode SPEED/H (operating hours)</td>
<td>*</td>
<td>✓</td>
</tr>
<tr>
<td>Setup menu</td>
<td>*</td>
<td>✓</td>
</tr>
<tr>
<td>Adjusting the unit of measurement</td>
<td>*</td>
<td>✓</td>
</tr>
<tr>
<td>Setting the clock</td>
<td>*</td>
<td>✓</td>
</tr>
<tr>
<td>Display mode SPEED/LAP (lap time)</td>
<td></td>
<td>*</td>
</tr>
<tr>
<td>Viewing the lap time</td>
<td></td>
<td>*</td>
</tr>
<tr>
<td>Display mode SPEED/TR1 (trip master 1)</td>
<td></td>
<td>*</td>
</tr>
<tr>
<td>Display mode SPEED/TR2 (trip master 2)</td>
<td></td>
<td>*</td>
</tr>
<tr>
<td>Adjusting TR2 (trip master 2)</td>
<td></td>
<td>*</td>
</tr>
<tr>
<td>Display mode SPEED/A1 (average speed 1)</td>
<td></td>
<td>*</td>
</tr>
<tr>
<td>Display mode SPEED/A2 (average speed 2)</td>
<td></td>
<td>*</td>
</tr>
<tr>
<td>Display mode SPEED/S1 (stop watch 1)</td>
<td></td>
<td>*</td>
</tr>
<tr>
<td>Display mode SPEED/S2 (stop watch 2)</td>
<td></td>
<td>*</td>
</tr>
</tbody>
</table>
9.1 Advice on preparing for first use

**Danger**

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

**Warning**

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

**Warning**

**Danger of accidents** An unadapted riding style impairs the handling characteristic.
- Adapt your riding speed to the road conditions and your riding ability.

**Warning**

**Danger of accidents** The vehicle is not designed to carry passengers.
- Do not ride with a passenger.

**Warning**

**Danger of accidents** Total weight and axle loads influence the handling characteristic.
- Do not exceed the maximum permissible overall weight or the axle loads.

**Warning**

**Risk of misappropriation** People who act without authorization endanger themselves and others.
- Never leave the vehicle unattended.
- Protect the vehicle against access by unauthorized persons.
- Make sure that the pre-sales inspection work has been carried out by an authorized KTM workshop.
  ✓ You will receive the delivery certificates when the vehicle is handed over.
- Before riding for the first time, read the entire Owner's Manual carefully.
- Get to know the controls.
- Adjust the free travel of the front brake lever. (pg. 79)
- Adjust the free travel of the rear brake lever. (pg. 86)
- Get used to the handling characteristic of the motorcycle in a suitable area before making a longer trip.

**Info**

When offroad, it is recommended that you are accompanied by another person on another vehicle so that you can help each other.

- Try also to ride as slowly as possible and in a standing position to get a better feel for the motorcycle.
- Do not take any offroad trips that exceed your ability and experience.
- Hold the handlebar firmly with both hands and keep your feet on the footrests when riding.
- Do not exceed the maximum permissible weight and the maximum permissible axle loads.

**Guideline**

| Maximum permissible overall weight | 280 kg (617 lb.) |
| Maximum permissible front axle load | 110 kg (243 lb.) |
| Maximum permissible rear axle load | 170 kg (375 lb.) |
10.1 Checks and maintenance measures when preparing for use

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

- Check the throttle grip, main switch, Powerpack HV, multifunctional element, and electric motor for external damage.
- Check the electrical system.
- Check the front brake fluid level. (p. 80)
- Check the rear brake fluid level. (p. 86)
- Check the front brake linings. (p. 82)
- Check the rear brake linings. (p. 88)
- Check that the brake system is functioning properly.
- Check the coolant level. (p. 122)
- Check for chain dirt accumulation. (p. 72)
- Check the chain, rear sprocket, engine sprocket, and chain guide. (p. 75)
- Check the chain tension. (p. 73)
- Check the tire condition. (p. 95)
- Check tire pressure. (p. 95)
- Check the spoke tension. (p. 96)

**Info**
The spoke tension must be checked regularly as incorrect spoke tension will strongly impair riding safety.

- Clean the dust boots of the fork legs. (p. 59)
- Bleed the fork legs. (p. 58)
- Check the settings of all controls and ensure that they can be operated smoothly.
- Check all screws, nuts, and hose clamps for a tight fit.
- Check the charging level of the Powerpack HV.

10.2 Starting the vehicle

- Take the motorcycle off side stand 1 and secure the side stand with rubber strap 2.
- Turn the ignition key in the ignition lock to the position 0.
- Push main switch 3 into position ○.
  ✔ The vehicle is ready for operation.

Optional:
- Press and hold riding mode button 4 for at least one second.
  ✔ The riding mode is activated when the tip switch is let go.

- Select one of the driving modes.
The riding mode 1 is Economy: the motor torque is reduced by half.
Riding mode 2 is Standard: the further the throttle grip is twisted open, the more the motor power increases.
The riding mode 3 is Advanced: the greatest increase in power occurs immediately, after which the motor power increases more slowly.

Info
A red riding mode display with the number 1, 2, or 3 shows the driving mode selected.
Three drive modes are available. The riding modes define how the vehicle will respond to operation of the throttle grip.
The figures contain approximate values for illustration purposes and do not show the actual response.

- Press start button 5.
  ✔ The vehicle is ready for operation and responds to the throttle grip.
10.3 Starting off

**Info**
When you are riding, the side stand must be folded up and secured with the rubber strap.

– First familiarize yourself with the new riding and handling characteristic of this vehicle.
– Turn the throttle grip carefully. The absence of engine noise belies the actual power of the vehicle.

10.4 Recuperation

In riding mode 1 (Economy) (p. 24), the Powerpack HV is charged by the electric motor when the throttle grip is fully closed in overrun.

Due to the recuperation function, there is an increased motor braking effect in riding mode 1.

The recuperation effect increases with the motor speed.

**Info**
The recuperation function is not available in the riding mode 2 and 3.

10.5 Applying the brakes

**Warning**
**Danger of accidents** Excessively forceful application of the brakes blocks the wheels.
– Adjust application of the brakes to the respective riding situation and riding surface conditions.

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

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

**Info**
The rear brake lever is located on the left side of the handlebar.

– When braking, release the throttle and apply the front and rear brakes at the same time.
– On sandy, wet, or slippery surfaces, use mostly the rear brake if possible.
– Try to complete the braking procedure before riding into a curve.
10.6 Stopping, parking

**Warning**
**Risk of misappropriation**  People who act without authorization endanger themselves and others.
- Never leave the vehicle unattended.
- Protect the vehicle against access by unauthorized persons.

**Warning**
**Danger of burns**  Some vehicle components become very hot when the vehicle is operated.
- Do not touch any parts such as the radiator, motor, shock absorber, or brake system before these parts have cooled down.
- Let the vehicle parts cool down before you perform any work on the vehicle.

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

**Note**
**Fire hazard**  Hot vehicle components pose a fire hazard and explosion risk.
- Do not park the vehicle near to materials which are highly flammable or explosive.
- Allow the vehicle to cool down before covering it.
- Apply the brakes on the motorcycle.
- Deactivate the vehicle. (p. 43)
- Park the motorcycle on its side stand on a firm surface.
- Lock the steering. (p. 22)

10.7 Deactivating the vehicle

- Push the main switch into position ☒.

- Turn the ignition key in the ignition lock to the position ☒ while the vehicle is deactivated. Remove the ignition key.
10.8 Transporting the vehicle

Note

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

Note

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

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

10.9 Transporting Powerpack HV

Warning

Risk of injury The Powerpack HV is very heavy.
Serious injury may result if the Powerpack HV is not properly secured during transport.
The transport vehicle may be damaged by an unsecured Powerpack HV.
– Secure the Powerpack HV with tension belts or other suitable fixing materials.

– To ensure rapid access in the event of an emergency, always transport the Powerpack HV close to the cargo door.
– Transport the Powerpack HV separately from flammable liquids or ignition sources such as fuel, gas, or oil.
– Keep suitable fire extinguishers ready.
### 11.1 Additional information

Any further work that results from the compulsory work or from the recommended work must be ordered separately and invoiced separately.

Different service intervals may apply in your country, depending on the local operating conditions. Individual service intervals and scopes may change in the course of technical developments. The most up-to-date service schedule can always be found on KTM Dealer.net. Your authorized KTM dealer will be happy to advise you.

### 11.2 Required work

<table>
<thead>
<tr>
<th>Every 80 operating hours</th>
<th>Every 50 operating hours</th>
<th>Every 20 operating hours when used for motorsports</th>
<th>After 1 operating hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Read out the fault memory using the KTM diagnostics tool. ✂️</td>
<td>○ ● ● ●</td>
<td>○ ● ● ●</td>
<td>○ ● ● ●</td>
</tr>
<tr>
<td>Check that the electrical system is functioning properly. ✂️</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Check and charge the 12 V battery. ✂️</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check and charge the Powerpack HV. ✂️</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Check the front brake linings. (☞ p. 82)</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the rear brake linings. (☞ p. 88)</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the brake discs. (☞ p. 79)</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the brake lines for damage and leakage. ✂️</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the frame. (☞ p. 77)</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the link fork. (☞ p. 77)</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the shock absorber heim joint for play. ✂️</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the tire condition. (☞ p. 95)</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Check tire pressure. (☞ p. 95)</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Check the wheel bearing for play. ✂️</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the wheel hubs. ✂️</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Check the rim run-out. ✂️</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Check the spoke tension. (☞ p. 96)</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Check the chain, rear sprocket, engine sprocket, and chain guide. (☞ p. 75)</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the chain tension. (☞ p. 73)</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Grease all moving parts (e.g. side stand, hand lever, chain, etc.) and check for smooth operation. ✂️</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Check the front brake fluid level. (☞ p. 80)</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the rear brake fluid level. (☞ p. 86)</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the travel of the brake levers. ✂️</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check steering head bearing play. (☞ p. 64)</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Check all hoses and bellows for cracking, leakage and incorrect routing. ✂️</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Check the antifreeze and coolant level. (☞ p. 121)</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Check the cables for damage and for routing without kinks. ✂️</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Service the fork. ✂️</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Perform the shock absorber service. ✂️</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Check the battery discharge plug form ring. (☞ p. 71)</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Check the tightness of the easily accessible, safety-relevant screws and nuts. ✂️</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Check the Powerpack HV fitting for the specified tightening torque. ✂️</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
<td>○ ● ●</td>
</tr>
</tbody>
</table>
### 11 SERVICE SCHEDULE

<table>
<thead>
<tr>
<th>Every 80 operating hours</th>
<th>Every 50 operating hours</th>
<th>Every 20 operating hours when used for motorsports</th>
<th>After 1 operating hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Check the headlight setting. (p. 105)</td>
<td>● ●</td>
<td>● ●</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Final check: Check the vehicle is roadworthy and take a test ride.</td>
<td>○ ● ●</td>
<td>● ●</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Read out the error memory after the test ride using the KTM diagnostics tool.</td>
<td>○ ● ●</td>
<td>● ●</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Make a service entry in <a href="#">KTM Dealer.net</a>.</td>
<td>○ ● ●</td>
<td>● ●</td>
<td>○ ● ●</td>
</tr>
</tbody>
</table>

- **One-time interval**
- **Periodic interval**

#### 11.3 Recommended work

<table>
<thead>
<tr>
<th>Every 20 operating hours when used for motorsports every 48 months</th>
<th>Every 100 operating hours every 12 months</th>
</tr>
</thead>
<tbody>
<tr>
<td>Every 50 operating hours</td>
<td>After 40 operating hours</td>
</tr>
<tr>
<td>After 20 operating hours</td>
<td></td>
</tr>
<tr>
<td>Change the front brake fluid.</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Change the rear brake fluid.</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Grease the steering head bearing. (p. 66)</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Change the battery discharge plug form ring.</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Service the fork.</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Perform the shock absorber service.</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Check the link fork bearing for play.</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Change the gear oil. (p. 128)</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Change the coolant. (p. 125)</td>
<td>○ ● ●</td>
</tr>
<tr>
<td>Change all the motor bearings, the radial shaft seal rings and the bearing seals.</td>
<td>○ ● ●</td>
</tr>
</tbody>
</table>

- **One-time interval**
- **Periodic interval**
12.1 Checking the basic chassis setting with the rider's weight

**Info**
When adjusting the basic chassis setting, first adjust the shock absorber and then the fork.

- For optimal motorcycle riding characteristics and to avoid damage to forks, shock absorbers, link fork and frame, the basic settings of the suspension components must match the rider's weight.
- As delivered, KTM offroad motorcycles are adjusted for a rider's weight (with full protective clothing).

**Guideline**

| Standard rider weight | 75 ... 85 kg (165 ... 187 lb.) |

- If the rider's weight is above or below this range, the basic setting of the suspension components must be adjusted accordingly.
- Small weight differences can be compensated by adjusting the spring preload, but in the case of large weight differences, the springs must be replaced.

12.2 Compression damping of the shock absorber

The compression damping of the shock absorber is divided into two ranges: high-speed and low-speed. High-speed and low-speed refer to the compression speed of the rear wheel suspension and not to the vehicle speed.

The high-speed compression adjuster has an effect, for example, when landing after a jump: the rear wheel suspension compresses quickly.

The low-speed compression adjuster has an effect, for example, when riding over long ground swells: the rear wheel suspension compresses slowly.

These two ranges can be adjusted separately, although the transition between high-speed and low-speed is gradual. Thus, modifications in the high-speed range affect the compression damping in the low-speed range and vice versa.

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

**Caution**

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

The shock absorber is filled with highly compressed nitrogen.
- Please follow the description provided. (Your authorized KTM workshop will be glad to help.)

**Info**

The low-speed compression adjuster takes effect during slow to normal compression of the shock absorber.

**Preparatory work**
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
12 TUNING THE CHASSIS

- Mount the protection cap. (p. 71)
- Raise the motorcycle with a lift stand. (p. 57)
- Remove the shock absorber. (p. 68)

Main work
- Turn adjusting screw 1 clockwise with a screwdriver as far as the last perceptible click.

Info
- Do not loosen fitting 2!
- Turn counterclockwise by the number of clicks corresponding to the shock absorber type.

Guideline

<table>
<thead>
<tr>
<th>Low-speed compression damping</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Comfort</td>
<td>18 clicks</td>
</tr>
<tr>
<td>Standard</td>
<td>15 clicks</td>
</tr>
<tr>
<td>Sport</td>
<td>12 clicks</td>
</tr>
</tbody>
</table>

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

Finishing work
- Install the shock absorber. (p. 68)
- Remove the motorcycle from the lift stand. (p. 57)
- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)

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

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

Info
- The high-speed compression adjuster takes effect during fast compression of the shock absorber.

Preparatory work
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
- Raise the motorcycle with a lift stand. (p. 57)
- Remove the shock absorber. (p. 68)
Main work
- Turn adjusting screw 1 all the way clockwise with a socket wrench.

Info
Do not loosen fitting 2!
- Turn counterclockwise by the number of turns corresponding to the shock absorber type.

Guideline
<table>
<thead>
<tr>
<th>High-speed compression damping</th>
<th>Comfort</th>
<th>2 turns</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Standard</td>
<td>2 turns</td>
</tr>
<tr>
<td></td>
<td>Sport</td>
<td>1.5 turns</td>
</tr>
</tbody>
</table>

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

Finishing work
- Install the shock absorber. (p. 68)
- Remove the motorcycle from the lift stand. (p. 57)
- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)

12.5 Adjusting the rebound damping of the shock absorber

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

Preparatory work
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)

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

Guideline
<table>
<thead>
<tr>
<th>Rebound damping</th>
<th>Comfort</th>
<th>18 clicks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Standard</td>
<td>15 clicks</td>
</tr>
<tr>
<td></td>
<td>Sport</td>
<td>12 clicks</td>
</tr>
</tbody>
</table>
12 TUNING THE CHASSIS

**Info**

Turn clockwise to increase damping; turn counterclockwise to reduce damping during rebound of the shock absorber.

---

**Finishing work**

- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)

---

**12.6 Measuring the rear wheel dimension unloaded**

**Preparatory work**

- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
- Raise the motorcycle with a lift stand. (p. 57)

**Main work**

- Measure the distance – as vertical as possible – between the rear axle and another fixed point, for example, a marking on the rear fairing.
- Note down the value as dimension A.

**Finishing work**

- Remove the motorcycle from the lift stand. (p. 57)
- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)
12.7 Checking the static sag of the shock absorber

- Measure dimension A of rear wheel unloaded. (p. 50)
- Hold the motorcycle upright with aid of an assistant.
- Measure the distance between rear axle and fixed point again.
- Note the value as dimension B.

**Info**
The static sag is the difference between measurements A and B.

- Check the static sag.

<table>
<thead>
<tr>
<th>Static sag</th>
<th>25 mm (0.98 in)</th>
</tr>
</thead>
</table>

» If the static sag is less or more than the specified value:
  - Adjust the spring preload of the shock absorber. (p. 52)

12.8 Checking the riding sag of the shock absorber

- Measure dimension A of rear wheel unloaded. (p. 50)
- With another person holding the motorcycle, the rider, wearing full protective clothing, sits on the seat in a normal sitting position (feet on footrests) and bounces up and down a few times.
  - The rear wheel suspension levels out.
- Another person now measures the distance between the rear axle and the fixed point.
- Note the value as dimension C.

**Info**
The riding sag is the difference between measurements A and C.

- Check riding sag.

<table>
<thead>
<tr>
<th>Riding sag</th>
<th>115 mm (4.53 in)</th>
</tr>
</thead>
</table>

» If the riding sag differs from the specified measurement:
  - Adjust the riding sag. (p. 53)
12.9 Adjusting the spring preload of the shock absorber

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

**Info**
Before changing the spring preload, make a note of the present setting, e.g., by measuring the spring length.

**Preparatory work**
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
- Raise the motorcycle with a lift stand. (p. 57)
- Remove the shock absorber. (p. 68)
- After removing the shock absorber, clean it thoroughly.

**Main work**
- Loosen screw 1.
- Turn adjusting ring 2 until the spring is no longer under tension.

<table>
<thead>
<tr>
<th>Hook wrench (90129051000)</th>
</tr>
</thead>
</table>

**Info**
If the spring cannot be fully released, the spring must be removed to accurately measure the spring length.

- Measure the total spring length while the spring is not under tension.
- Tension the spring by turning adjusting ring 2 to specified dimension A.

<table>
<thead>
<tr>
<th>Guideline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spring preload</td>
</tr>
</tbody>
</table>

**Info**
Depending on the static sag and/or the riding sag, it may be necessary to increase or decrease the spring preload.

- Tighten screw 1.

<table>
<thead>
<tr>
<th>Guideline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screw, shock absorber adjusting ring</td>
</tr>
</tbody>
</table>

**Finishing work**
- Install the shock absorber. (p. 68)
- Remove the motorcycle from the lift stand. (p. 57)
- Install the Powerpack HV. (p. 109)
12.10 Adjusting the riding sag

Preparatory work
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
- Raise the motorcycle with a lift stand. (p. 57)
- Remove the shock absorber. (p. 68)
- After removing the shock absorber, clean it thoroughly.

Main work
- Choose and mount a suitable spring.

Guideline

| Weight of rider: 65 ... 75 kg (143 ... 165 lb.) | 66 N/mm (377 lb/in) |
| Weight of rider: 75 ... 85 kg (165 ... 187 lb.) | 68 N/mm (388 lb/in) |
| Weight of rider: 85 ... 95 kg (187 ... 209 lb.) | 69 N/mm (394 lb/in) |

Info
The spring rate is shown on the outside of the spring. Smaller weight differences can be compensated by changing the spring preload.

Finishing work
- Install the shock absorber. (p. 68)
- Remove the motorcycle from the lift stand. (p. 57)
- Check the static sag of the shock absorber. (p. 51)
- Check the riding sag of the shock absorber. (p. 51)
- Adjust the rebound damping of the shock absorber. (p. 49)
- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)

12.11 Checking the basic setting of the fork

Info
For various reasons, no exact riding sag can be determined for the fork.
– As with the shock absorber, smaller differences in the rider's weight can be compensated by the spring preload.
– However, if the fork is often overloaded (hard end stop on compression), harder springs must be fit to avoid damage to the fork and frame.

### 12.12 Adjusting the compression damping of the fork

**Info**
The hydraulic compression damping determines the fork suspension behavior.

– Turn white adjuster 1 clockwise as far as it will go.

**Info**
Adjuster 1 is located at the upper end of the left fork leg. The compression damping is located in left fork leg COMP (white adjuster). The rebound damping is located in right fork leg REB (red adjuster).

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

**Guideline**

<table>
<thead>
<tr>
<th>Compression damping</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Comfort</td>
<td>18 clicks</td>
</tr>
<tr>
<td>Standard</td>
<td>15 clicks</td>
</tr>
<tr>
<td>Sport</td>
<td>12 clicks</td>
</tr>
</tbody>
</table>

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

### 12.13 Adjusting the rebound damping of the fork

**Info**
The hydraulic rebound damping determines the fork suspension behavior.
– Turn red adjuster 1 clockwise as far as it will go.

Info

Adjuster 1 is located at the upper end of the right fork leg. The rebound damping is located in right fork leg REB (red adjuster). The compression damping is located in left fork leg COMP (white adjuster).

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

Guideline

<table>
<thead>
<tr>
<th>Rebound damping</th>
<th>Comfort</th>
<th>18 clicks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Standard</td>
<td>15 clicks</td>
</tr>
<tr>
<td></td>
<td>Sport</td>
<td>12 clicks</td>
</tr>
</tbody>
</table>

Info

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

12.14 Handlebar position

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

Hole distance A 15 mm (0.59 in)

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

Hole distance B 3.5 mm (0.138 in)

The handlebar supports can be mounted in four different positions.
12.15 Adjusting the handlebar position

**Warning**  
**Danger of accidents**  
A repaired handlebar poses a safety risk.  
If the handlebar is bent or straightened, the material becomes fatigued. The handlebar may break as a result.  
– Change the handlebar if the handlebar is damaged or bent.

**Preparatory work**
– Deactivate the vehicle. (p. 43)  
– Fold the seat up. (p. 69)  
– Remove the Powerpack HV. (p. 108)  
– Mount the protection cap. (p. 71)

**Main work**
– Remove screws 1. Take off the handlebar clamps.  
– Take off the handlebar and hang to the side.

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

– Remove screws 2. Take off the handlebar supports.  
– Place the handlebar supports in the required position. Mount and tighten screws 2.

**Guideline**

| Screw, handlebar support | M10 | 40 Nm (29.5 lbf ft) | Loctite®243™ |

**Info**
Position the left and right handlebar supports evenly.

– Position the handlebar.

**Info**
Make sure the cables and wiring are positioned correctly.

– Position the handlebar clamps. Mount screws 1 and tighten evenly.

**Guideline**

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

**Info**
Make sure the gap widths are even.

**Finishing work**
– Install the Powerpack HV. (p. 109)  
– Lock the seat. (p. 69)
13.1 Raising the motorcycle with a lift stand

**Note**

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

**Preparatory work**
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)

**Main work**
- Use the motor guard underneath the motor to raise the vehicle.

![Lift stand (78129955100)](image)
- Neither wheel is in contact with the ground.
- Secure the motorcycle against falling over.

13.2 Removing the motorcycle from the lift stand

**Note**

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

**Main work**
- Remove the motorcycle from the lift stand.
- Remove the lift stand.
- To park the motorcycle, press side stand 1 to the ground with your foot and lean the motorcycle on it.

**Info**
When you are riding, the side stand must be folded up and secured with the rubber strap.

**Finishing work**
- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)
13.3 Bleeding the fork legs

**Preparatory work**
- Deactivate the vehicle. ([p. 43])
- Fold the seat up. ([p. 69])
- Remove the Powerpack HV. ([p. 108])
- Mount the protection cap. ([p. 71])
- Raise the motorcycle with a lift stand. ([p. 57])

**Main work**
- Release bleeder screws 1.
  - Any excess pressure escapes from the interior of the fork.
- Tighten the bleeder screws.

**Finishing work**
- Remove the motorcycle from the lift stand. ([p. 57])
- Install the Powerpack HV. ([p. 109])
- Lock the seat. ([p. 69])

13.4 Removing the fork protector

**Preparatory work**
- Deactivate the vehicle. ([p. 43])
- Fold the seat up. ([p. 69])
- Remove the Powerpack HV. ([p. 108])
- Mount the protection cap. ([p. 71])

**Main work**
- Remove screws 1. Take off the clamp.
- Remove screws 2 on the left fork leg. Take off the fork protector.
- Remove screws 3 on the right fork leg. Take off the fork protector.
13.5 Installing the fork protector

**Main work**
- Position the fork protector on the right fork leg. Mount and tighten screws ①.

**Guideline**

<table>
<thead>
<tr>
<th>Remaining screws, chassis</th>
<th>M6</th>
<th>10 Nm (7.4 lbf ft)</th>
</tr>
</thead>
</table>

- Position the fork protector on the left fork leg. Mount and tighten screws ②.

**Guideline**

<table>
<thead>
<tr>
<th>Remaining screws, chassis</th>
<th>M6</th>
<th>10 Nm (7.4 lbf ft)</th>
</tr>
</thead>
</table>

- Position the brake line, wiring harness, and clamp. Mount and tighten screws ③.

**Finishing work**
- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)

13.6 Cleaning the dust boots of the fork legs

**Preparatory work**
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
- Raise the motorcycle with a lift stand. (p. 57)
- Remove the fork protector. (p. 58)

**Main work**
- Push dust boots ① of both fork legs downward.

**Info**

The dust boots remove dust and coarse dirt particles from the inside fork tubes. Over time, dirt can accumulate behind the dust boots. If this dirt is not removed, the oil seals behind the dust boots can start to leak.

**Warning**

Danger of accidents Oil or grease on the brake discs reduces the braking effect.
- Always keep the brake discs free of oil and grease.
- Clean the brake discs with brake cleaner when necessary.
– Clean and oil the dust boots and inside fork tubes of both fork legs.

**Universal oil spray (p. 145)**

– Press the dust boots back into the installation position.
– Remove the excess oil.

**Finishing work**
– Install the fork protector. (p. 59)
– Remove the motorcycle from the lift stand. (p. 57)
– Install the Powerpack HV. (p. 109)
– Lock the seat. (p. 69)

### 13.7 Removing the fork legs

**Preparatory work**
– Deactivate the vehicle. (p. 43)
– Fold the seat up. (p. 69)
– Remove the Powerpack HV. (p. 108)
– Mount the protection cap. (p. 71)
– Raise the motorcycle with a lift stand. (p. 57)
– Remove the front wheel. (p. 91)
– Remove the headlight mask with the headlight. (p. 102)

**Main work**
– Remove screws 1 and take off the clamp.
– Remove the cable tie(s) and disconnect plug-in connector.
– Remove screws 2 and take off the brake caliper.
– Allow the brake caliper and the brake line to hang loosely to the side.

– Loosen screws 3. Take out the left fork leg.
– Loosen screws 4. Take out the right fork leg.
13.8 Installing the fork legs

Main work
- Position the fork legs.
  ✓ Bleeder screws 1 are positioned toward the front.

Info
Grooves are milled into the side of the upper end of the fork legs. The second milled groove (from the top) must be flush with the upper edge of the upper triple clamp.

- Tighten screws 2.
  Guideline
  | Screw, top triple clamp | M8 | 22 Nm (16.2 lbf ft) |

- Tighten screws 3.
  Guideline
  | Screw, bottom triple clamp | M8 | 18 Nm (13.3 lbf ft) |

- Position the brake caliper. Mount and tighten screws 4.
  Guideline
  | Screw, front brake caliper | M8 | 25 Nm (18.4 lbf ft) |

  | Loctite® 243™ |

- Position the brake line, the wiring harness, and the clamp. Mount and tighten screws 5.
- Join plug-in connector and mount the cable tie(s).

Finishing work
- Install the front wheel. (p. 91)
- Install the headlight mask with the headlight. (p. 102)
- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)
- Check the headlight setting. (p. 105)

13.9 Removing the lower triple clamp

Preparatory work
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
- Raise the motorcycle with a lift stand. (p. 57)
- Remove the front wheel. (p. 91)
- Remove the headlight mask with the headlight. (p. 102)
- Remove front fender. (p. 66)
- Remove the fork legs. (p. 60)
13 SERVICE WORK ON THE CHASSIS

Main work

- Open holder 1 and detach the wiring harness and brake line.

- Remove screw 2.
- Remove screw 3.
- Take off the upper triple clamp with the handlebar and set it aside.

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

- Remove O-ring 4 and protective ring 5.
- Take off the lower triple clamp with the steering stem.
- Remove the upper steering head bearing.

13.10 Installing the lower triple clamp

Main work

- Clean the bearing and sealing elements, check for damage, and grease.

  High viscosity grease (p. 145)

- Insert the lower triple clamp with the steering stem. Mount upper steering head bearing.
- Check whether upper steering head seal 1 is correctly positioned.
- Push protective ring 2 and O-ring 3 onto the steering stem.
Position the upper triple clamp with the handlebar.
Mount screw 4, but do not tighten yet.
Position the rear wheel brake line and wiring harness.

Position the fork legs.
✓ Bleeder screws 5 face forwards.

**Info**
The rebound damping is located in right fork leg REB (red adjusting screw). The compression damping is located in left fork leg COM (white adjusting screw). Grooves are milled into the side of the upper end of the fork legs. The second milled groove (from the top) must be flush with the upper edge of the upper triple clamp.

Tighten screws 6.

**Guideline**

| Screw, bottom triple clamp | M8 | 18 Nm (13.3 lbf ft) |

Tighten screw 4.

**Guideline**

| Screw, top steering head | M20x1.5 | 12 Nm (8.9 lbf ft) |

Mount and tighten screw 7.

**Guideline**

| Screw, top steering stem | M8 | 17 Nm (12.5 lbf ft) |

Loctite® 243™
13 SERVICE WORK ON THE CHASSIS

- Tighten screws 8.
  Guideline
  | Screw, top triple clamp | M8 | 22 Nm (16.2 lbf ft) |

- Attach the brake line and wiring harness. Close holder 9.

- Position the brake caliper. Mount and tighten screws 10.
  Guideline
  | Screw, front brake caliper | M8 | 25 Nm (18.4 lbf ft) Loctite® 243™ |

- Position the brake line, the wiring harness, and the clamp. Mount and tighten screws 11.
- Join plug-in connector and mount the cable tie(s).

Finishing work
- Install front fender. (p. 67)
- Install the headlight mask with the headlight. (p. 102)
- Install the front wheel. (p. 91)
- Check that the cable and brake lines are routed correctly.
- Check steering head bearing play. (p. 64)
- Remove the motorcycle from the lift stand. (p. 57)
- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)
- Check the headlight setting. (p. 105)

13.11 Checking steering head bearing play

⚠️ Warning

Danger of accidents Incorrect steering head bearing play impairs the handling characteristic and damages components.
- Correct incorrect steering head bearing play immediately. (Your authorized KTM workshop will be glad to help.)
Info

If the vehicle is operated for a lengthy period with play in the steering head bearing, the bearings and the bearing seats in the frame can become damaged over time.

Preparatory work
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
- Raise the motorcycle with a lift stand. (p. 57)

Main work
- Move the handlebar to the straight-ahead position. Move the fork legs to and fro in the direction of travel.

  Play should not be detectable on the steering head bearing.

  » If there is detectable play:
    - Adjust steering head bearing play. (p. 65)
    - Move the handlebar to and fro over the entire steering range.

  It must be possible to move the handlebar easily over the entire steering range. There should be no detectable detent positions.

  » If detent positions are detected:
    - Adjust steering head bearing play. (p. 65)
  » If detent positions can still be detected:
    - Change the steering head bearing.

Finishing work
- Remove the motorcycle from the lift stand. (p. 57)
- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)

13.12 Adjusting steering head bearing play

Preparatory work
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
- Raise the motorcycle with a lift stand. (p. 57)

Main work
- Loosen screws 1. Remove screw 2.
- Loosen and retighten screw 3.

  Guideline

  Screw, top steering head
  M20x1.5
  12 Nm (8.9 lbf ft)

  » Using a plastic hammer, tap lightly on the upper triple clamp to avoid stresses.
  » Tighten screws 1.
13 SERVICE WORK ON THE CHASSIS

Guideline

| Screw, top triple clamp | M8 | 22 Nm (16.2 lbf ft) |

- Mount and tighten screw.

Guideline

| Screw, top steering stem | M8 | 17 Nm (12.5 lbf ft) | Loctite® 243™ |

Finishing work

- Check steering head bearing play. (p. 64)
- Remove the motorcycle from the lift stand. (p. 57)
- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)

13.13 Greasing the steering head bearing

- Remove the lower triple clamp. (p. 61)
- Install the lower triple clamp. (p. 62)

13.14 Removing front fender

Preparatory work

- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
- Remove the headlight mask with the headlight. (p. 102)
13.15 Installing front fender

Main work
- Position front fender. Mount and tighten screws 1.

Guideline

<table>
<thead>
<tr>
<th>Remaining screws, chassis</th>
<th>M6</th>
<th>10 Nm (7.4 lbf ft)</th>
</tr>
</thead>
</table>

- Mount and tighten screws 2.

Guideline

<table>
<thead>
<tr>
<th>Remaining screws, chassis</th>
<th>M6</th>
<th>10 Nm (7.4 lbf ft)</th>
</tr>
</thead>
</table>

Finishing work
- Install the headlight mask with the headlight. (p. 102)
- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)
- Check the headlight setting. (p. 105)
13 SERVICE WORK ON THE CHASSIS

13.16 Removing the shock absorber

Preparatory work
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
- Raise the motorcycle with a lift stand. (p. 57)

Main work
- Remove screw 1.
- Remove screw 2 and lower the rear wheel with the link fork as far as possible without blocking the rear wheel. Secure the rear wheel in this position.
- Remove screw 3.
- Push splash protector 4 to the side and remove the shock absorber.

13.17 Installing the shock absorber

Main work
- Push splash protector 1 to the side and position the shock absorber.
- Mount and tighten screw 2.

Guideline

<table>
<thead>
<tr>
<th>Screw, top shock absorber</th>
<th>M12</th>
<th>80 Nm (59 lbf ft)</th>
<th>Loctite®2701™</th>
</tr>
</thead>
</table>

- Mount and tighten screw 3.

Guideline

<table>
<thead>
<tr>
<th>Screw, bottom shock absorber</th>
<th>M12</th>
<th>80 Nm (59 lbf ft)</th>
<th>Loctite®2701™</th>
</tr>
</thead>
</table>

Info
The heim joint for the shock absorber on the link fork is Teflon coated. It must not be lubricated with grease, nor with any other lubricants. Lubricants dissolve the Teflon coating, thereby drastically reducing the service life.

- Mount and tighten screw 4.

Guideline

<table>
<thead>
<tr>
<th>Screw, sub-frame top</th>
<th>M10</th>
<th>45 Nm (33.2 lbf ft)</th>
<th>Loctite®243™</th>
</tr>
</thead>
</table>

Finishing work
- Remove the motorcycle from the lift stand. (p. 57)
- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)
13.18 Folding the seat up

- Push the release lever 1 in the direction of the arrow.
- Lift the seat and fold it up.

13.19 Locking the seat

- Fold down the seat and push it down.
  - The seat engages with an audible click.
- Finally, check that the seat is correctly locked.

13.20 Removing the spoiler

Preparatory work
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)

Main work
- Remove screws 1.
13 SERVICE WORK ON THE CHASSIS

13.21 Installing the spoiler

Main work

- Position the spoiler and hook it in at area A.

Guideline

<table>
<thead>
<tr>
<th>Screw, spoiler</th>
<th>EJOT PT® K60x20AL</th>
<th>2 Nm (1.5 lbf ft)</th>
</tr>
</thead>
</table>

- Mount and tighten screw 1.

Guideline

<table>
<thead>
<tr>
<th>Screw for spoiler attachment</th>
<th>M6</th>
<th>6 Nm (4.4 lbf ft)</th>
</tr>
</thead>
</table>

- Mount and tighten screw 2.

Guideline

<table>
<thead>
<tr>
<th>Screw, spoiler</th>
<th>EJOT PT® K60x20AL</th>
<th>2 Nm (1.5 lbf ft)</th>
</tr>
</thead>
</table>

- Mount and tighten screws 3.

Guideline

Finishing work

- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)
13.22 Mounting the protection cap

**Note**

**Material damage** Components damaged or destroyed by water or dirt.

- Mount the protection cap after you have removed the Powerpack HV.

**Preparatory work**

- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)

**Main work**

- Check the battery discharge plug form ring. (p. 71)
- Mount protection cap 1 with one hand.

13.23 Removing the protection cap

**Note**

**Material damage** Components damaged or destroyed by water or dirt.

- Mount the protection cap after you have removed the Powerpack HV.

**Main work**

- Remove protection cap 1 with one hand.

**Finishing work**

- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)

13.24 Checking the battery discharge plug form ring

**Condition**

The Powerpack HV is removed.

The protection cap has been removed.
13 SERVICE WORK ON THE CHASSIS

13.25 Checking for chain dirt accumulation

– Check the chain for coarse dirt accumulation.
  » If the chain is very dirty:
    – Clean the chain. (p. 72)

13.26 Cleaning the chain

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

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

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

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

Preparatory work
– Deactivate the vehicle. (p. 43)
– Fold the seat up. (p. 69)
– Remove the Powerpack HV. (p. 108)
– Mount the protection cap. (p. 71)
– Raise the motorcycle with a lift stand. (p. 57)
Main work
– Rinse off loose dirt with a soft jet of water.
– Remove old grease residue with chain cleaner.
  Chain cleaner (p. 145)
– After drying, apply chain spray.
  Off-road chain spray (p. 145)

Finishing work
– Remove the motorcycle from the lift stand. (p. 57)
– Install the Powerpack HV. (p. 109)
– Lock the seat. (p. 69)

13.27 Checking the chain tension

Warning
Danger of accidents  Incorrect chain tension damages components and results in accidents.
If the chain is tensioned too much, the chain, engine sprocket, rear sprocket, transmission and rear
wheel bearings wear more quickly. Some components may break if overloaded.
If the chain is too loose, the chain may fall off the engine sprocket or the rear sprocket. As a result, the
rear wheel locks or the motor will be damaged.
   – Check the chain tension regularly.
   – Set the chain tension in accordance with the specification.

Preparatory work
– Deactivate the vehicle. (p. 43)
– Fold the seat up. (p. 69)
– Remove the Powerpack HV. (p. 108)
– Mount the protection cap. (p. 71)
– Raise the motorcycle with a lift stand. (p. 57)

Main work
– Pull the chain at the end of the chain sliding piece upward to measure chain tension A.

Info
Lower chain section 1 must be taut.
Chain wear is not always even, so you should repeat this measurement at different chain positions.

| Chain tension | 36 ... 40 mm (1.42 ... 1.57 in) |

» If the chain tension does not meet the specification:
   – Adjust the chain tension. (p. 74)

Finishing work
– Remove the motorcycle from the lift stand. (p. 57)
– Install the Powerpack HV. (p. 109)
– Lock the seat. (p. 69)
13.28 Adjusting the chain tension

**Warning**

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

- If the chain is tensioned too much, the chain, engine sprocket, rear sprocket, transmission and rear wheel bearings wear more quickly. Some components may break if overloaded.
- If the chain is too loose, the chain may fall off the engine sprocket or the rear sprocket. As a result, the rear wheel locks or the motor will be damaged.

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

**Preparatory work**

- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
- Raise the motorcycle with a lift stand. (p. 57)
- Check the chain tension. (p. 73)

**Main work**

- Loosen nut 1.
- Loosen nuts 2.
- Adjust the chain tension by turning adjusting screws 3 left and right.

**Guideline**

<table>
<thead>
<tr>
<th>Chain tension</th>
<th>36 ... 40 mm (1.42 ... 1.57 in)</th>
</tr>
</thead>
</table>

Turn adjusting screws 3 on the left and right so that the markings on the left and right chain adjusters are in the same position relative to reference marks A. The rear wheel is then correctly aligned.

- Tighten nuts 2.
- Make sure that chain adjusters 4 are fitted correctly on adjusting screws 3.
- Tighten nut 1.

**Guideline**

<table>
<thead>
<tr>
<th>Nut, rear wheel spindle</th>
<th>M20x1.5</th>
<th>80 Nm (59 lbf ft)</th>
</tr>
</thead>
</table>

**Info**

The wide adjustment range of the chain adjusters enables different secondary ratios with the same chain length. Chain adjusters 4 can be turned by 180°.

**Finishing work**

- Remove the motorcycle from the lift stand. (p. 57)
- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)
13.29 Checking the chain, rear sprocket, engine sprocket, and chain guide

Preparatory work
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
- Raise the motorcycle with a lift stand. (p. 57)

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

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

- Pull on the top section of the chain with the specified weight A.

  Guideline
  
<table>
<thead>
<tr>
<th>Weight, chain wear measurement</th>
<th>10 … 15 kg (22 … 33 lb.)</th>
</tr>
</thead>
</table>

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

  Info
  Chain wear is not always even, so you should repeat this measurement at different chain positions.

<table>
<thead>
<tr>
<th>Maximum distance B from 18 chain rollers at the longest chain section</th>
<th>272 mm (10.71 in)</th>
</tr>
</thead>
</table>

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

  Info
  The engine sprocket, rear sprocket and chain should always be replaced together.
13 SERVICE WORK ON THE CHASSIS

- Check the chain sliding guard for wear.
  » If the lower edge of the chain pins is in line with, or below, the chain sliding guard:
    - Change the chain sliding guard.
- Check that the chain sliding guard is firmly seated.
  » If the chain sliding guard is loose:
    - Tighten the screws on the chain sliding guard.
    Guideline
    | Remaining screws, chassis | M6 | 10 Nm  |
    |                           |    | (7.4 lbf ft) |

- Check the chain sliding piece for wear.
  » If the lower edge of the chain pins is in line with or below the chain sliding piece:
    - Change the chain sliding piece.
- Check that the chain sliding piece is firmly seated.
  » If the chain sliding piece is loose:
    - Tighten the screw on the chain sliding piece.
    Guideline
    | Screw, chain sliding piece | M8 | 15 Nm  |
    |                            |    | (11.1 lbf ft) |

- Check the chain guide for wear.

  **Info**
  Wear can be seen on the front of the chain guide.
  » If the light part of the chain guide is worn:
    - Change the chain guide.
13.30 Checking the frame

Preparatory work
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)

Main work
- Check the frame for damage, cracking, and deformation.
  » If the frame shows signs of damage, cracking, or deformation:
    - Change the frame.
      Guideline
      Repairs on the frame are not permitted.

Finishing work
- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)

13.31 Checking the link fork

Preparatory work
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
Main work
– Check the link fork for damage, cracking, and deformation.
  » If the link fork exhibits damage, cracking, or deformation:
    – Change the link fork.

Info
Always replace a damaged link fork. Repairing the link fork is not authorized by KTM.

Finishing work
– Install the Powerpack HV. (p. 109)
– Lock the seat. (p. 69)

13.32 Checking the rubber grip
– Check the rubber grips on the handlebar for damage, wear, and looseness.

Info
The rubber grips are vulcanized onto a sleeve on the left and onto the handle tube of the throttle grip on the right. The left sleeve is clamped onto the handlebar. The rubber grip can only be replaced with the sleeve or the throttle tube.

  » If a rubber grip is damaged, worn, or loose:
    – Change the rubber grip.

– Check that screw 1 is firmly seated.

Guideline

<table>
<thead>
<tr>
<th>Screw, fixed grip</th>
<th>M4</th>
<th>5 Nm (3.7 lbf ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loctite® 243™</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Diamond A must be positioned visibly as shown in the figure.
14.1 Checking the free travel of the front brake lever

**Warning**

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

If there is no free travel on the front brake lever, pressure builds up in the brake system on the front brake.
- Set the free travel on the front brake lever in accordance with the specification.

- Push the front brake lever to the handlebar and check free travel A.

| Free travel of the front brake lever | ≥ 3 mm (≥ 0.12 in) |

- If the free travel does not match the specification:
  - Adjust the free travel of the front brake lever. (p. 79)

14.2 Adjusting the free travel of the front brake lever

- Adjust the free travel of the front brake lever using adjusting screw 1.

**Info**

Turn the adjusting screw clockwise to reduce free travel. The pressure point moves away from the handlebar.
- Turn the adjusting screw counterclockwise to increase free travel. The pressure point moves towards the handlebar.
- The range of adjustment is limited.
- Only turn the adjusting screw by hand, and do not use force.
- Do not make any adjustments while riding.

14.3 Checking the brake discs

**Warning**

**Danger of accidents**  
Worn-out brake discs reduce the braking effect.

- Make sure that worn-out brake discs are replaced immediately. (Your authorized KTM workshop will be glad to help.)
– Check the front and rear brake disc thickness at multiple points for the dimension A.

### Info
Wear reduces the thickness of the brake disc around the contact surface of the brake linings.

<table>
<thead>
<tr>
<th>Brake discs - wear limit</th>
<th>front</th>
<th>3.5 mm (0.138 in)</th>
</tr>
</thead>
<tbody>
<tr>
<td>rear</td>
<td>3.5 mm (0.138 in)</td>
<td></td>
</tr>
</tbody>
</table>

> If the brake disc thickness is less than the specified value:
  – Change the front brake disc.
  – Change the rear brake disc.

> Check the front and rear brake discs for damage, cracking, and deformation.
> If the brake disc exhibits damage, cracking, or deformation:
  – Change the front brake disc.
  – Change the rear brake disc.

### 14.4 Checking the front brake fluid level

**Warning**

**Danger of accidents** An insufficient brake fluid level will cause the brake system to fail.

If the brake fluid level drops below the MIN marking, the brake system is leaking or the brake linings are worn down.

– Check the brake system and do not continue riding until the problem is eliminated. (Your authorized KTM workshop will be glad to help.)

**Warning**

**Danger of accidents** Old brake fluid reduces the braking effect.

– Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule. (Your authorized KTM workshop will be glad to help.)

– Move the brake fluid reservoir attached to the right of the handlebar to a horizontal position.

– Check the brake fluid level in level viewer 1.

> If the brake fluid level is below the MIN marking:
  – Add front brake fluid. (p. 81)
14.5 Adding front brake fluid

**Warning**

**Danger of accidents** An insufficient brake fluid level will cause the brake system to fail.

If the brake fluid level drops below the **MIN** marking, the brake system is leaking or the brake linings are worn down.
– Check the brake system and do not continue riding until the problem is eliminated. (Your authorized KTM workshop will be glad to help.)

**Warning**

**Skin irritation** Brake fluid causes skin irritation.
– Keep brake fluid out of the reach of children.
– Wear suitable protective clothing and safety glasses.
– Do not allow brake fluid to come into contact with the skin, the eyes or clothing.
– Consult a doctor immediately if brake fluid has been swallowed.
– Rinse the affected area with plenty of water in the event of contact with the skin.
– Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.
– If brake fluid spills on to your clothing, change the clothing.

**Warning**

**Danger of accidents** Old brake fluid reduces the braking effect.
– Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule. (Your authorized KTM workshop will be glad to help.)

**Warning**

**Danger of accidents** Unsuitable brake fluid damages the brake system.
DOT 5 brake fluid attacks seals and brake lines. DOT 5 brake fluid is silicone-based and purple in color.
– Do not use DOT 5 brake fluid.

**Note**

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

**Info**

Avoid contact between brake fluid and painted parts. Brake fluid corrodes paint.
Only use clean brake fluid from a sealed container.

**Preparatory work**
– Deactivate the vehicle. (p. 43)
– Fold the seat up. (p. 69)
– Remove the Powerpack HV. (p. 108)
– Mount the protection cap. (p. 71)
– Check the front brake linings. (p. 82)
Main work
– Move the brake fluid reservoir attached to the right of the handlebar to a horizontal position.
– Remove screws 1.
– Take off cover 2 with membrane 3.
– Add brake fluid to level A.

Guideline
<table>
<thead>
<tr>
<th>Level A (brake fluid level below reservoir rim)</th>
<th>5 mm (0.2 in)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brake fluid DOT 4 / DOT 5.1 (p. 143)</td>
<td></td>
</tr>
</tbody>
</table>
– Position the cover with the membrane. Mount and tighten the screws.

Info
Use water to immediately clean up any brake fluid that has overflowed or spilled.

Finishing work
– Install the Powerpack HV. (p. 109)
– Lock the seat. (p. 69)

14.6 Checking the front brake linings

Warning
Danger of accidents  Worn-out brake linings reduce the braking effect.
– Ensure that worn-out brake linings are replaced immediately. (Your authorized KTM workshop will be glad to help.)

– Check the brake linings for lining thickness A.

<table>
<thead>
<tr>
<th>Minimum thickness A</th>
<th>≥ 1 mm (≥ 0.04 in)</th>
</tr>
</thead>
</table>

› If the minimum thickness is less than specified:
– Change the brake linings of the front brake. (p. 83)

– Check the brake linings for damage and cracking.
› If damage or cracking is visible:
– Change the brake linings of the front brake. (p. 83)
14.7 Changing the brake linings of the front brake

**Warning**

**Danger of accidents** Incorrect servicing will cause the brake system to fail.
- Ensure that service work and repairs are performed professionally. (Your authorized KTM workshop will be glad to help.)

**Warning**

**Skin irritation** Brake fluid causes skin irritation.
- Keep brake fluid out of the reach of children.
- Wear suitable protective clothing and safety glasses.
- Do not allow brake fluid to come into contact with the skin, the eyes or clothing.
- Consult a doctor immediately if brake fluid has been swallowed.
- Rinse the affected area with plenty of water in the event of contact with the skin.
- Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.
- If brake fluid spills on to your clothing, change the clothing.

**Warning**

**Danger of accidents** Old brake fluid reduces the braking effect.
- Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule. (Your authorized KTM workshop will be glad to help.)

**Warning**

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

**Warning**

**Danger of accidents** Brake linings which have not been approved alter the braking efficiency.
Not all brake linings are tested and approved for KTM motorcycles. The structure and friction coefficient of the brake linings, and thus their brake power, may vary greatly from that of original brake linings.
If brake linings are used that differ from the original equipment, compliance with the original homologation is not guaranteed. In this case, the vehicle no longer corresponds to its condition at delivery and the manufacturer warranty shall be void.
- Only use brake linings approved and recommended by KTM.

**Warning**

**Danger of accidents** Unsuitable brake fluid damages the brake system.
DOT 5 brake fluid attacks seals and brake lines. DOT 5 brake fluid is silicone-based and purple in color.
- Do not use DOT 5 brake fluid.

**Note**

**Environmental hazard** Hazardous substances cause environmental damage.
- Dispose of oils, grease, cleaning agents, brake fluid etc. properly and in compliance with the applicable regulations.

**Info**

Avoid contact between brake fluid and painted parts. Brake fluid corrodes paint.
Only use clean brake fluid from a sealed container.
Preparatory work
– Deactivate the vehicle. (p. 43)
– Fold the seat up. (p. 69)
– Remove the Powerpack HV. (p. 108)
– Mount the protection cap. (p. 71)

Main work
– Move the brake fluid reservoir attached to the right of the handlebar to a horizontal position.
– Remove screws 1.
– Take off cover 2 with membrane 3.
– Remove cotter pin 4.
– Remove the cable tie(s) and disconnect plug-in connector.
– Remove screws 5.
– Manually press the brake caliper toward the brake disc to push back the brake pistons. Ensure that brake fluid does not flow out of the brake fluid reservoir; extract some if necessary.
– Remove pin 6.
– Remove brake linings 7 and the retainer spring.
– Press the brake piston back into the basic position and ensure that brake fluid does not flow out of the brake fluid reservoir, extracting some if necessary.
– Clean brake caliper.
– Check the brake discs. (p. 79)
– Position the retainer spring.
– Position the new brake linings.

Info
Make sure that you do not press the brake caliper against the spokes when pushing back the brake pistons.

Info
Always change the brake linings in pairs.

Info
To make it easier to mount the pin, push the brake linings against the retainer spring. Make sure the brake linings and retainer spring are seated correctly.

– Mount cotter pins 4.
– Position the brake caliper. Mount screws 5, but do not tighten yet.
Operate the front brake lever several times until the brake linings are in contact with the brake disc and there is a pressure point. Secure the front brake lever in the activated position.

- The brake caliper straightens.

- Tighten screws 5.

<table>
<thead>
<tr>
<th>Guideline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screw, front brake caliper</td>
</tr>
</tbody>
</table>

Loctite® 243™

- Join plug-in connector and mount the cable tie(s).

- Remove the means of securing the front brake lever.

- Correct the brake fluid up to level A.

<table>
<thead>
<tr>
<th>Guideline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level A (brake fluid level below reservoir rim)</td>
</tr>
</tbody>
</table>

| Brake fluid DOT 4 / DOT 5.1 (p. 143) |

- Position cover 2 with membrane 3.

- Mount and tighten screws 1.

Info

Use water to immediately clean up any brake fluid that has overflowed or spilled.

Finishing work

- Install the Powerpack HV. (p. 109)

- Lock the seat. (p. 69)

14.8 Checking the free travel of the rear brake lever

Warning

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

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

- Set the free travel on the rear brake lever in accordance with the specification.

- Push the rear brake lever to the handlebar and check free travel A.

<table>
<thead>
<tr>
<th>Guideline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Free travel of the rear brake lever</td>
</tr>
</tbody>
</table>

» If the free travel does not match the specification:

- Adjust the free travel of the rear brake lever. (p. 86)
14.9 Adjusting the free travel of the rear brake lever

Adjust the free travel of the rear brake lever using adjusting screw 1.

Info
- Turn the adjusting screw clockwise to reduce free travel. The pressure point moves away from the handlebar.
- Turn the adjusting screw counterclockwise to increase free travel. The pressure point moves towards the handlebar.
- The range of adjustment is limited.
- Only turn the adjusting screw by hand, and do not use force.
- Do not make any adjustments while riding.

14.10 Checking the rear brake fluid level

Warning
Danger of accidents   An insufficient brake fluid level will cause the brake system to fail.
If the brake fluid level drops below the MIN marking, the brake system is leaking or the brake linings are worn down.
- Check the brake system and do not continue riding until the problem is eliminated. (Your authorized KTM workshop will be glad to help.)

Warning
Danger of accidents   Old brake fluid reduces the braking effect.
- Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule. (Your authorized KTM workshop will be glad to help.)

- Move the brake fluid reservoir attached to the left of the handlebar to a horizontal position.
- Check the brake fluid level in level viewer 1.
  » If the brake fluid level is below the MIN marking:
    - Add rear brake fluid. (p. 86)

14.11 Adding rear brake fluid

Warning
Danger of accidents   An insufficient brake fluid level will cause the brake system to fail.
If the brake fluid level drops below the MIN marking, the brake system is leaking or the brake linings are worn down.
- Check the brake system and do not continue riding until the problem is eliminated. (Your authorized KTM workshop will be glad to help.)
**Warning**

**Skin irritation**  
Brake fluid causes skin irritation.
- Keep brake fluid out of the reach of children.
- Wear suitable protective clothing and safety glasses.
- Do not allow brake fluid to come into contact with the skin, the eyes or clothing.
- Consult a doctor immediately if brake fluid has been swallowed.
- Rinse the affected area with plenty of water in the event of contact with the skin.
- Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.
- If brake fluid spills on to your clothing, change the clothing.

**Warning**

**Danger of accidents**  
Old brake fluid reduces the braking effect.
- Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule. (Your authorized KTM workshop will be glad to help.)

**Warning**

**Danger of accidents**  
Unsuitable brake fluid damages the brake system.
DOT 5 brake fluid attacks seals and brake lines. DOT 5 brake fluid is silicone-based and purple in color.
- Do not use DOT 5 brake fluid.

**Note**

**Environmental hazard**  
Hazardous substances cause environmental damage.
- Dispose of oils, grease, cleaning agents, brake fluid etc. properly and in compliance with the applicable regulations.

---

**Info**

Avoid contact between brake fluid and painted parts. Brake fluid corrodes paint.
Only use clean brake fluid from a sealed container.

---

**Preparatory work**

- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
- Check the rear brake linings. (p. 88)

**Main work**

- Move the brake fluid reservoir attached to the left of the handlebar to a horizontal position.
- Remove screws 1.
- Take off cover 2 with membrane 3.
- Add brake fluid to level A.

**Guideline**

<table>
<thead>
<tr>
<th>Level A (brake fluid level below reservoir rim)</th>
<th>5 mm (0.2 in)</th>
</tr>
</thead>
</table>

**Brake fluid DOT 4 / DOT 5.1** (p. 143)

- Position the cover with the membrane. Mount and tighten the screws.
Info

Use water to immediately clean up any brake fluid that has overflowed or spilled.

Finishing work

– Install the Powerpack HV. (p. 109)
– Lock the seat. (p. 69)

14.12 Checking the rear brake linings

Warning

Danger of accidents  Worn-out brake linings reduce the braking effect.

– Ensure that worn-out brake linings are replaced immediately. (Your authorized KTM workshop will be glad to help.)

– Check the brake linings for lining thickness A.

| Minimum thickness A | ≥ 1 mm (≥ 0.04 in) |

» If the minimum thickness is less than specified:
  – Change the rear brake linings. (p. 88)
  – Check the brake linings for damage and cracking.
» If damage or wear is encountered:
  – Change the rear brake linings. (p. 88)

14.13 Changing the rear brake linings

Warning

Danger of accidents  Incorrect servicing will cause the brake system to fail.

– Ensure that service work and repairs are performed professionally. (Your authorized KTM workshop will be glad to help.)

Warning

Skin irritation  Brake fluid causes skin irritation.

– Keep brake fluid out of the reach of children.
– Wear suitable protective clothing and safety glasses.
– Do not allow brake fluid to come into contact with the skin, the eyes or clothing.
– Consult a doctor immediately if brake fluid has been swallowed.
– Rinse the affected area with plenty of water in the event of contact with the skin.
– Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.
– If brake fluid spills on to your clothing, change the clothing.

Warning

Danger of accidents  Old brake fluid reduces the braking effect.

– Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule. (Your authorized KTM workshop will be glad to help.)
**Warning**

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

**Warning**

**Danger of accidents**  Brake linings which have not been approved alter the braking efficiency.
Not all brake linings are tested and approved for KTM motorcycles. The structure and friction coefficient of the brake linings, and thus their brake power, may vary greatly from that of original brake linings. If brake linings are used that differ from the original equipment, compliance with the original homologation is not guaranteed. In this case, the vehicle no longer corresponds to its condition at delivery and the manufacturer warranty shall be void.
- Only use brake linings approved and recommended by KTM.

**Warning**

**Danger of accidents**  Unsuitable brake fluid damages the brake system.
DOT 5 brake fluid attacks seals and brake lines. DOT 5 brake fluid is silicone-based and purple in color.
- Do not use DOT 5 brake fluid.

**Note**

**Environmental hazard**  Hazardous substances cause environmental damage.
- Dispose of oils, grease, cleaning agents, brake fluid etc. properly and in compliance with the applicable regulations.

**Info**

Avoid contact between brake fluid and painted parts. Brake fluid corrodes paint.
Only use clean brake fluid from a sealed container.

**Preparatory work**
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)

**Main work**
- Move the brake fluid reservoir attached to the left of the handlebar to a horizontal position.
- Remove screws 1.
- Take off cover 2 with membrane 3.
- Manually press the brake caliper toward the brake disc to push back the brake pistons. Ensure that brake fluid does not flow out of the brake fluid reservoir; extract some if necessary.

**Info**

Make sure that you do not press the brake caliper against the spokes when pushing back the brake pistons.
– Remove cotter pin 4.
– Remove pin 5.
– Remove brake linings 6 and the retainer spring.
– Press the brake piston back into the basic position and ensure that brake fluid does not flow out of the brake fluid reservoir, extracting some if necessary.
– Clean brake caliper.
– Check the brake discs. (p. 79)
– Position the retainer spring.
– Position the new brake linings.

**Info**
Always change the brake linings in pairs.

– Mount pin 5.

**Info**
To make it easier to mount the pin, push the brake linings upwards against the retainer spring. Make sure the brake linings and retainer spring are seated correctly.

– Mount cotter pins 4.
– Operate the rear brake lever several times until the brake linings are in contact with the brake disc and there is a pressure point.

– Correct brake fluid level to marking A.

**Guideline**

<table>
<thead>
<tr>
<th>Level A (brake fluid level below reservoir rim)</th>
<th>5 mm (0.2 in)</th>
</tr>
</thead>
</table>

Brake fluid DOT 4 / DOT 5.1 (p. 143)

– Mount cover 2 with membrane 3.
– Mount and tighten screws 1.

**Info**
Use water to immediately clean up any brake fluid that has overflowed or spilled.

**Finishing work**
– Install the Powerpack HV. (p. 109)
– Lock the seat. (p. 69)
15.1 Removing the front wheel

Preparatory work
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
- Raise the motorcycle with a lift stand. (p. 57)

Main work
- Loosen screw 1 by several rotations.
- Loosen screws 2.
- Press on screw 1 to push the wheel spindle out of the axle clamp.
- Remove screw 1.

Warning
Danger of accidents Damaged brake discs reduce the braking effect.
- Always lay the wheel down in such a way that the brake disc is not damaged.

- Hold front wheel and remove wheel spindle. Take the front wheel out of the fork.

Info
Do not operate the front brake lever when the front wheel is removed.

- Remove spacers 3.

15.2 Installing the front wheel

Warning
Danger of accidents Oil or grease on the brake discs reduces the braking effect.
- Always keep the brake discs free of oil and grease.
- Clean the brake discs with brake cleaner when necessary.
Main work
– Check the wheel bearing for damage and wear.
   » If the wheel bearing is damaged or worn:
     – Change front wheel bearing.
– Clean and grease shaft seal rings 1 and contact surfaces A of the spacers.

Long-life grease (p. 145)
– Insert the spacers.
– Clean and grease the wheel spindle.
Long-life grease (p. 145)
– Position the front wheel and insert the wheel spindle.

The brake linings are correctly positioned.
– Mount and tighten screw 2.

Guideline

<table>
<thead>
<tr>
<th>Screw, front wheel spindle</th>
<th>M20x1.5</th>
<th>35 Nm (25.8 lbf ft)</th>
</tr>
</thead>
</table>
– Operate the front brake lever several times until the brake linings are in contact with the brake disc.
– Remove the motorcycle from the lift stand. (p. 57)
– Operate the front brake and compress the fork a few times firmly.

✓ The fork legs straighten.
– Tighten screws 3.

Guideline

<table>
<thead>
<tr>
<th>Screw, fork stub</th>
<th>M8</th>
<th>15 Nm (11.1 lbf ft)</th>
</tr>
</thead>
</table>

Finishing work
– Install the Powerpack HV. (p. 109)
– Lock the seat. (p. 69)

15.3 Removing the rear wheel

Preparatory work
– Deactivate the vehicle. (p. 43)
– Fold the seat up. (p. 69)
– Remove the Powerpack HV. (p. 108)
– Mount the protection cap. (p. 71)
– Raise the motorcycle with a lift stand. (p. 57)
Main work
- Remove nut 1.
- Take off chain adjuster 2.

**Info**
Pull out wheel spindle 3 far enough to allow the rear wheel to be pushed forward.

- Push the rear wheel forward as far as possible. Remove the chain from the rear sprocket.

**Info**
Cover the components to protect them against damage.

**Warning**
**Danger of accidents** Damaged brake discs reduce the braking effect.
- Always lay the wheel down in such a way that the brake disc is not damaged.

- Hold the rear wheel and remove the wheel spindle. Take the rear wheel out of the link fork.

**Info**
Do not operate the rear brake lever when the rear wheel is removed.

- Remove spacers 4.

### 15.4 Installing the rear wheel

**Warning**
**Danger of accidents** Oil or grease on the brake discs reduces the braking effect.
- Always keep the brake discs free of oil and grease.
- Clean the brake discs with brake cleaner when necessary.
Main work
- Check the wheel bearing for damage and wear.
  - If the wheel bearing is damaged or worn:
    - Change the rear wheel bearing.
- Clean and grease shaft seal rings 1 and contact surfaces A of the spacers.
- If the wheel bearing is damaged or worn:
  - Change the rear wheel bearing.
- Clean and grease shaft seal rings 1 and contact surfaces A of the spacers.
  - Long-life grease (p. 145)
- Insert the spacers.
- Position the rear wheel.
  - The brake linings are correctly positioned.
- Insert wheel spindle 2.
- Mount the chain.
- Position chain adjuster 3. Mount nut 4, but do not tighten it yet.
- Make sure that chain adjusters 3 are fitted correctly on adjusting screws 5.
- Check the chain tension (p. 73)
- Tighten nut 4.

Guideline

| Nut, rear wheel spindle | M20x1.5 | 80 Nm (59 lbf ft) |

Info
- The wide adjustment range of the chain adjusters enables different secondary ratios with the same chain length.
- Chain adjusters 3 can be turned by 180°.
- Operate the rear brake lever several times until the brake linings are in contact with the brake disc and there is a pressure point.

Finishing work
- Remove the motorcycle from the lift stand (p. 57)
- Install the Powerpack HV (p. 109)
- Lock the seat (p. 69)
15.5 Checking the tire condition

**Info**

Only mount tires approved and/or recommended by KTM. Other tires could have a negative effect on handling characteristics. The type, condition, and pressure of the tires all have a major impact on the handling characteristic of the motorcycle.

The tires mounted on the front and rear wheels must have a similar profile. Worn tires have a negative effect on handling characteristics, especially on wet surfaces.

- Check the front and rear tires for cuts, run-in objects, and other damage.
  - If the tires have cuts, run-in objects, or other damage:
    - Change the tires.
  - Check the tread depth.

**Info**

Observe the minimum profile depth required by national law.

<table>
<thead>
<tr>
<th>Minimum tread depth</th>
<th>≥ 2 mm (≥ 0.08 in)</th>
</tr>
</thead>
</table>

- If the tread depth is less than the minimum tread depth:
  - Change the tires.

- Check the tire age.

**Info**

The tire's date of manufacture is usually part of the tire markings and is indicated by four digits. The first two digits indicate the week of manufacture and the last two digits the year of manufacture. KTM recommends that the tires be changed after 5 years at the latest, regardless of the actual state of wear.

- If the tires are more than 5 years old:
  - Change the tires.

15.6 Checking tire pressure

**Info**

Low tire pressure leads to abnormal wear and overheating of the tire. Correct tire pressure ensures optimal riding comfort and maximum tire service life.

**Preparatory work**

- Deactivate the vehicle. ( p. 43)
- Fold the seat up. ( p. 69)
- Remove the Powerpack HV. ( p. 108)
- Mount the protection cap. ( p. 71)
15.7 Checking the spoke tension

**Warning**

**Danger of accidents**  Incorrectly tensioned spokes impair the handling characteristic and result in secondary damage.

The spokes break due to being overloaded if they are too tightly tensioned. If the tension in the spokes is too low, then lateral and radial run-out will form in the wheel. Other spokes will become looser as a result.

– Check spoke tension regularly, and in particular on a new vehicle. (Your authorized KTM workshop will be glad to help.)

**Preparatory work**

– Deactivate the vehicle. (p. 43)
– Fold the seat up. (p. 69)
– Remove the Powerpack HV. (p. 108)
– Mount the protection cap. (p. 71)

**Main work**

– Briefly strike each spoke with the tip of a screwdriver.

**Info**

The tone frequency depends on the length of the spoke and the spoke diameter.

If spokes of equal length and diameter vibrate with a different tone, this is an indication that the spoke tensions differ.

– You should hear a high note.

– If the spoke tension varies:
  – Correct the spoke tension.
  – Check the spoke torque.
WHEELS, TIRES

Guideline

<table>
<thead>
<tr>
<th>Spoke nipple</th>
<th>M4.5</th>
<th>6 Nm (4.4 lbf ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Torque wrench kit (58429094000)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Finishing work
- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)
16.1 Removing the 12-V battery

**Warning**

**Risk of injury** Battery gases cause serious chemical burns.
- Keep the 12 V batteries out of the reach of children.
- Wear suitable protective clothing and safety glasses.
- Avoid contact with battery gases.
- Keep sparks or open flames away from the 12 V battery.
- Only charge 12 V batteries in well-ventilated rooms.
- In the event of contact with the skin, rinse the affected area with plenty of water.
- Flush eyes with water for at least 15 minutes and consult a physician if battery gases have come into contact with the eyes.

**Note**

**Environmental hazard** 12 V batteries contain environmentally hazardous materials.
- Do not dispose of 12 V batteries as household waste.
- Dispose of 12 V batteries at a collection point for used batteries.

**Preparatory work**
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)

**Main work**
- Disconnect negative cable 1 from the 12-V battery.
- Pull back positive terminal cover 2.
- Disconnect positive cable 3 from the 12-V battery.
- Detach rubber strap 4.
- Pull the 12-V battery upwards and out of the battery compartment.

16.2 Installing the 12-V battery

**Warning**

**Risk of injury** Battery gases cause serious chemical burns.
- Keep the 12 V batteries out of the reach of children.
- Wear suitable protective clothing and safety glasses.
- Avoid contact with battery gases.
- Keep sparks or open flames away from the 12 V battery.
- Only charge 12 V batteries in well-ventilated rooms.
- In the event of contact with the skin, rinse the affected area with plenty of water.
- Flush eyes with water for at least 15 minutes and consult a physician if battery gases have come into contact with the eyes.
Main work
– Position the 12-V battery in the battery compartment.

12-V battery (LFP01) (p. 139)
– Attach rubber strap 1.
– Position positive cable 2 and mount and tighten the screw.
– Position positive terminal cover 3.
– Position negative cable 4 and mount and tighten the screw.

Finishing work
– Lock the seat. (p. 69)

16.3 Charging the 12-V battery

Warning
Risk of injury 12 V batteries contain harmful substances.
– Keep 12 V batteries out of the reach of children.
– Keep sparks and open flames away from 12 V batteries.
– Only charge 12 V batteries in well-ventilated rooms.
– Maintain a minimum clearance from inflammable materials when charging 12 V batteries.
  Minimum clearance 1 m (3 ft)
– Do not charge deeply discharged 12 V batteries if the charge is already below the minimum voltage.
  Minimum voltage before the start of the charge 9 V
– Dispose of 12 V batteries with less than the minimum voltage correctly.

Note
Environmental hazard 12 V batteries contain environmentally hazardous materials.
– Do not dispose of 12 V batteries as household waste.
– Dispose of 12 V batteries at a collection point for used batteries.

Info
Even when there is no load on the 12-V battery, it discharges steadily each day.
The charging level and the method of charging are very important for the service life of the 12-V battery.
Rapid recharging with a high charging current shortens the service life of the battery.
If the charging current, charging voltage, or charging time is exceeded, the 12 V battery will be destroyed.
When the 12-V battery has been discharged (blink code 44 on the vehicle), recharge the 12-V battery immediately.
If the 12-V battery is left in a discharged state for an extended period, it will become deeply discharged and suffer a loss of capacity, destroying the battery.
The 12-V battery is maintenance-free.

Info
The 12-V battery is recharged by the Powerpack HV when operating the vehicle.
When the Powerpack HV is recharged in the vehicle, then the 12-V battery is also recharged.

Preparatory work
– Deactivate the vehicle. (p. 43)
– Fold the seat up. (p. 69)
– Remove the 12-V battery. (p. 98)
Main work

– Check the battery voltage.
  » Battery voltage: < 9 V
    – Do not charge the 12-V battery.
    – Replace the 12-V battery and dispose of the old 12-V battery properly.
  » If the specifications have been met:
    Battery voltage: ≥ 9 V
    – Connect a battery charger to the 12-V battery. Switch on the battery charger.

Guideline

<table>
<thead>
<tr>
<th>The charging current, charging voltage, and charging time must not be exceeded.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum charging voltage</td>
</tr>
<tr>
<td>14.4 V</td>
</tr>
<tr>
<td>Maximum charging current</td>
</tr>
<tr>
<td>3.0 A</td>
</tr>
<tr>
<td>Maximum charging time</td>
</tr>
<tr>
<td>24 h</td>
</tr>
<tr>
<td>Recharge the 12-V battery regularly when the motorcycle is not being used</td>
</tr>
<tr>
<td>6 months</td>
</tr>
</tbody>
</table>

Battery charger (58429074000)

These battery chargers test whether the 12-V battery retains its voltage. It is also impossible to overcharge the 12-V battery with these battery chargers. The charging time may be longer at low temperatures.

These battery chargers are only suitable for lithium iron phosphate batteries. Read the accompanying KTM PowerParts instructions.

Info

Never remove cover 1.

Finishing work

– Install the 12-V battery. (p. 98)
– Lock the seat. (p. 69)

16.4 Changing the fuses of individual electrical power consumers

Info

The fuse box containing the fuses for the individual power consumers is located under the seat, behind the 12-V battery.

Preparatory work

– Deactivate the vehicle. (p. 43)
– Fold the seat up. (p. 69)
– Remove the Powerpack HV. (p. 108)
– Mount the protection cap. (p. 71)
Main work

- Detach catches 1 and open the fuse box cover.

- Remove the faulty fuse.

Guideline

<table>
<thead>
<tr>
<th>Fuses</th>
<th>Ampere Value</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuse 1</td>
<td>20 A</td>
<td>Main fuse, motor electronics control unit, ignition lock</td>
</tr>
<tr>
<td>Fuse 2</td>
<td>10 A</td>
<td>Ignition lock, main switch, start button</td>
</tr>
<tr>
<td>Fuse 3</td>
<td>10 A</td>
<td>High beam, low beam</td>
</tr>
<tr>
<td>Fuse 4</td>
<td>10 A</td>
<td>Horn, brake light, turn signal</td>
</tr>
<tr>
<td>Fuse 5</td>
<td>10 A</td>
<td>Water pump</td>
</tr>
</tbody>
</table>

Info

A faulty fuse has a burned-out fuse wire A.

Warning

Fire hazard Incorrect fuses overload the electrical system.

- Only use fuses with the required ampere value.
- Do not bypass or repair fuses.

- Insert the spare fuse with the correct rating.

| Fuse (75011088010) (p. 139) | Fuse (75011088020) (p. 139) |

Tip

Put a spare fuse in the fuse box so that it is available if needed.

- Check the function of the electrical power consumer.
- Close the fuse box cover and allow the catches to engage.

Finishing work

- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)
16.5 Removing the headlight mask with the headlight

**Preparatory work**
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)

**Main work**
- Detach the brake line and wiring harness 1.
- Loosen rubber straps 2. Slide the headlight mask up and swing it forward.

- Disconnect plug-in connector 3 of the turn signal relay, plug-in connectors 4 of the turn signals, plug-in connector 5 of the headlight and plug-in connector 6 of the ignition lock.

16.6 Installing the headlight mask with the headlight

**Main work**
- Join plug-in connector 1 of the turn signal relay, plug-in connectors 2 of the turn signals, plug-in connector 3 of the headlight and plug-in connector 4 of the ignition lock.
16.7 Changing the headlight bulb

**Note**

**Damage to reflector**  Grease on the reflector reduces the light intensity. Grease on the bulb will evaporate due to the heat and be deposited on the reflector.
- Clean and degrease the bulbs before mounting.
- Do not touch the bulbs with your bare hands.

**Preparatory work**
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
- Remove the headlight mask with the headlight. (p. 102)

**Main work**
- Turn rubber cap 1 with the bulb socket beneath it all the way counterclockwise and lift it off.
- Pull bulb socket 2 of the position light out of the reflector.

**Finishing work**
- Attach the brake line and wiring harness 5.
- Position the headlight mask and secure it with rubber straps 6.
  ✓ The holding lugs on the headlight mask engage in the fender.
Push headlight bulb 3 lightly into the bulb socket, turn it all the way counterclockwise, and remove it.

Insert the new headlight bulb.

Insert the rubber cap with the bulb socket into the reflector and turn it all the way clockwise.

Info
Ensure that O-ring 4 is seated properly.

Insert the bulb socket of the position light into the reflector.

Finishing work
- Install the headlight mask with the headlight. (p. 102)
- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)
- Check the headlight setting. (p. 105)

16.8 Changing the turn signal bulb

Note
Damage to reflector Grease on the reflector reduces the light intensity. Grease on the bulb will evaporate due to the heat and be deposited on the reflector.

Preparatory work
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)

Main work
- Remove the screw on the rear of the turn signal housing.
- Carefully remove turn signal glass 1.
- Lightly squeeze together the orange cap 2 in the area of the holding lugs and take it off.
- Press the turn signal bulb lightly into the socket, turn it counterclockwise by about 30°, and take it out of the socket.

Info
Do not touch the reflector with your fingers and keep it free from grease.

- Press the new turn signal bulb carefully into the socket and turn it clockwise until it stops.

Turn signal (R10W/socket BA15s) (p. 139)

- Mount the orange cap.
- Position the turn signal glass.
– Insert the screw and first turn counterclockwise until it engages in the thread with a small jerk. Tighten the screw lightly.

**Finishing work**
– Install the Powerpack HV. (p. 109)
– Lock the seat. (p. 69)
– Check that the turn signal system is functioning properly.

### 16.9 Checking the headlight setting

- Position the vehicle upright on a horizontal surface in front of a light wall and make a mark at the height of the center of the low beam headlight.
- Make another mark at a distance $B$ under the first marking.
  
  **Guideline**
  
  Distance $B$ 5 cm (2 in)

- Position the vehicle vertically a distance $A$ away from the wall.
  
  **Guideline**
  
  Distance $A$ 5 m (16 ft)

- The rider now sits down on the motorcycle with a full set of protective clothing.
- Turn the ignition key in the ignition lock to the position ◙.
- Push the main switch into position ◙.
- Switch on the low beam.
- Check the headlight setting.

The boundary between light and dark must be exactly on the lower marking for a motorcycle with rider.

» If the boundary between light and dark does not meet specifications:
  – Adjust the headlight range. (p. 105)

### 16.10 Adjusting the headlight range

**Preparatory work**
– Check the headlight setting. (p. 105)

**Main work**
– Loosen screw 1.
– Adjust the headlight range by pivoting the headlight.
  
  **Guideline**
  
  The boundary between light and dark must be exactly on the lower mark for a motorcycle with rider (instructions on how to apply the mark: Checking the headlight setting).

**Info**
A change in weight on the vehicle may require a correction of the headlight range.
16.11 Changing the combination instrument battery

**Preparatory work**
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
- Remove the headlight mask with the headlight. (p. 102)

**Main work**
- Remove screws 1.
- Pull the combination instrument upward out of the holder.
- Using a coin, turn protection cap 2 all the way counterclockwise and take it off.
- Remove combination instrument battery 3.
- Insert the combination instrument battery with the label facing outward.

**Combination instrument battery (CR 2430) (p. 139)**
- Check the O-ring of the protection cap for correct seating.
- Position protection cap 2 and turn all the way clockwise using a coin.
- Press any button on the combination instrument.
- The combination instrument is activated.
- Position the combination instrument in the holder.
- Mount and tighten the screws with washers.

**Guideline**

<table>
<thead>
<tr>
<th>Screw, combination instrument on combination instrument bracket</th>
<th>EJOT DELTA PT 45x12-Z</th>
<th>1 Nm (0.7 lbf ft)</th>
</tr>
</thead>
</table>

**Finishing work**
- Install the headlight mask with the headlight. (p. 102)
- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)
- Check the headlight setting. (p. 105)
- Set the kilometers or miles. (p. 27)
- Set the combination instrument. (p. 28)
- Set the clock. (p. 29)
16.12 Diagnostic connection

Diagnostic connection 1 is located under the front rider's seat.

Info
The charging socket is also the diagnostic connection.
17.1 Removing the Powerpack HV

**Warning**

**Risk of injury** There is a risk of electric shock when working on high-voltage components.

Work on high-voltage components requires special training, qualifications and tools.

- Work which has not been described and explained may only be performed by appropriately trained KTM specialists. (Your authorized KTM workshop will be glad to help.)
- Do not open the electric motor or the Powerpack HV. (Your authorized KTM workshop will be glad to help.)

**Note**

**Environmental hazard** A lithium-ion battery (Powerpack) contains components and elements that are harmful to the environment.

- Never throw a Powerpack into the household trash.
- Dispose of the Powerpack properly and in compliance with the applicable regulations. (Your authorized KTM workshop will be glad to help.)

---

### Preparatory work

- Deactivate the vehicle. (**p. 43**)
- Fold the seat up. (**p. 69**)

### Main work

- Loosen screws 1.

### Note

**Material damage** Components damaged or destroyed by water or dirt.

- Mount the protection cap after you have removed the Powerpack HV.
- Place the Powerpack HV on a clean and dry surface.

- Remove Powerpack HV 2.

[Lifting strap (70029022000)]

### Info

The Powerpack HV is very heavy. A second person can help with removal.

---

### Finishing work

- Mount the protection cap. (**p. 71**)

---

---
17.2 Installing the Powerpack HV

**Caution**

**Risk of injury**  The Powerpack HV is very heavy.

The Powerpack HV must rest flush on the electric motor after installation.

– Only lift the Powerpack HV by the carrying handle.
– Make sure that nobody is pinched when the Powerpack HV is removed or installed.

**Note**

**Material damage**  Components damaged or destroyed by water or dirt.

– Before installing the Powerpack HV, check the discharge plug on the electric motor and the discharge socket on the Powerpack HV for cleanliness.
– Check the battery discharge plug form ring.
– Clean the battery discharge plug and the battery discharge socket without using water or compressed air if the battery discharge plug or the battery discharge socket is dirty.
– After cleaning, spray silicone spray onto the battery discharge plug form ring.

**Main work**

– Remove the protection cap. (p. 71)
– Check the battery discharge plug form ring. (p. 71)
– Position Powerpack HV 1 in the vehicle.

**Info**

The Powerpack HV rests flush with the electric motor.

**Finishing work**

– Lock the seat. (p. 69)
17.3 Overview of the battery charger for the Powerpack HV (Option: Battery charger 1)

1. Residual current protection switch
2. 'On' charger switch
3. 'Off' charger switch
4. Battery charger
5. Charging mode switch
6. Charging level indicator
7. Status indicator
8. LED for error on the Powerpack HV
9. LED for charger error
17.4 Overview of the battery charger for the Powerpack HV (Option: Battery charger 2)

1. Battery charger
2. Charging level indicator
3. LED for charger error
4. LED for error on the Powerpack HV
5. Status indicator
6. Charging mode switch
7. Charging socket
8. On and off switch
9. Power supply bushing

17.5 Positioning the battery charger

**Warning**  
**Risk of injury**  There is a risk of electric shock in a moist environment.  
The battery charger is not waterproof.  
– Only use the battery charger in dry conditions.  
– Ensure that no fluids flow or drip onto the battery charger.

**Warning**  
**Risk of injury**  If the battery charger is used incorrectly, its intrinsic safety cannot be guaranteed.  
The battery charger is only suitable for use with a Powerpack.  
– Only use the battery charger with a Powerpack.  
– Only operate the battery charger using household sockets with a ground conductor.  
– Do not use any additional adapters or extensions.  
– Follow the applicable safety instructions of the power connection.
**Warning**

**Risk of injury** There is a risk of electric shock if the battery charger or the cables have been manipulated or damaged.

The battery charger does not contain any parts which require maintenance.

- Do not modify the battery charger or the cables.
- Only use original cables.
- Never open the battery charger housing.
- Do not insert any objects into the battery charger housing from the outside.
- Do not use the battery charger if cables, plugs, or parts of the battery charger have been damaged or are soiled.

---

**Info**

The battery charger contains sensitive electronics and must be handled with appropriate care. The battery charger may be damaged or destroyed if it is dropped, knocked or otherwise subject to mechanical overload.

When transporting the battery charger, ensure appropriate means of securing the cargo. Damage caused due to improper handling or improper transport is excluded from the manufacturer warranty.

---

**(Option: Battery charger 1)**

- Place the battery charger on a firm, level, and horizontal surface.
- Ensure the battery charger is adequately ventilated.

**Guideline**

<table>
<thead>
<tr>
<th>Free space at the front and rear side of the battery charger</th>
<th>≥ 20 cm (≥ 7.9 in)</th>
</tr>
</thead>
</table>

- Use the battery charger in the temperature range permitted.

**Guideline**

<table>
<thead>
<tr>
<th>Ambient temperature</th>
<th>−15 ... 50 °C (5 ... 122 °F)</th>
</tr>
</thead>
</table>

- Ensure that the power plug for the battery charger always remains easily accessible.

**(Option: Battery charger 2)**

- Place the battery charger on a firm, level, and horizontal surface.
- Ensure that both the power cord and the charging cable are connected and secured.
  > If the power cord or the charging cable are not connected and secured:
    - Connect the power cord to the battery charger and screw the lock ring tight clockwise.
    - Connect the charging cable to the battery charger and screw the lock ring tight clockwise.
- Ensure the battery charger is adequately ventilated.
Guideline

<table>
<thead>
<tr>
<th>Condition</th>
<th>Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Free space at the front and rear side of the battery charger</td>
<td>≥ 20 cm (≥ 7.9 in)</td>
</tr>
</tbody>
</table>

- Use the battery charger in the temperature range permitted.

Guideline

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<th>Condition</th>
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<tbody>
<tr>
<td>Ambient temperature</td>
<td>−15 … 50 °C (5 … 122 °F)</td>
</tr>
</tbody>
</table>

- Ensure that the power plug for the battery charger always remains easily accessible.

### 17.6 Checking residual current protection switch (Option: Battery charger 1)

![Residual current protection switch](image)

**Warning**

**Risk of injury** There is a risk of electric shock with a faulty residual current protection switch.

- Before each use of the charger check the residual current protection switch.
- Do not use the battery charger if the test procedure was not successful.

- Connect the mains plug to the mains connection.
- Press the 1 button.
  - The operating display lights up red.
- Press the 2 button.
  - The operating display goes out.
  - The residual current protection switch can be used.
- Disconnect power plug from mains connection.

### 17.7 Charging the Powerpack HV

**Note**

**Material damage** The power supply will be damaged in the event of an overload.

In charge mode Fast, a steady current of at least 13 A is required.
In charge mode Normal, a steady current of at least 10 A is required.

- Ensure that the power outlet can supply the steady current required and is protected by a suitable fuse.

**Note**

**Environmental hazard** A lithium-ion battery (Powerpack) contains components and elements that are harmful to the environment.

- Never throw a Powerpack into the household trash.
- Dispose of the Powerpack properly and in compliance with the applicable regulations. (Your authorized KTM workshop will be glad to help.)
The charging procedure is identical regardless of whether the Powerpack HV is charged while installed in the vehicle or having been removed. However, the 12-V battery is only charged if the Powerpack HV is being charged in the vehicle. Charge the Powerpack HV regularly inside the vehicle in order to charge the 12-V battery as well. Do not activate the vehicle while the battery charger is connected to the Powerpack HV. If the vehicle is activated while the vehicle is being charged with the Powerpack HV installed, the vehicle switches to the error state. The Powerpack HV will continue to be recharged; however, the 12-V battery will stop recharging.

When the left LED in the charging level indicator on the battery charger flashes, the PowerPack HV is ready for use. However, full capacity is not yet available. To guarantee the maximum capacity of the Powerpack HV, discharge the Powerpack HV completely every 20 charging cycles and then recharge it completely. If this process is not carried out, then the vehicle may switch off due to a charging level which is too low without reducing power beforehand. The Powerpack HV is completely discharged when the vehicle switches off with blink code 11.

If the temperature of the Powerpack HV exceeds the permissible value while it is being charged, the battery charger stops charging. All LEDs and the LEDs for the current charging level alternately light up every second. After the temperature of the Powerpack HV returns to the permissible range, charging is resumed automatically.

Preparatory work
– Position the battery charger. (p. 111)
(Option: Battery charger 1)
– Check residual current protection switch. (p. 113)
– Push the main switch into position ∞.
– Fold the seat up. (p. 69)

Main work
– Remove charging socket protection cap 1.

Warning
Risk of injury The intrinsic safety of the Powerpack HV can only be guaranteed if the original battery charger is used. The Powerpack HV may only be charged with the original battery charger.
– Only use the original battery charger to charge the Powerpack HV.

– Connect the battery charger to the Powerpack HV. Observe plug marking A.
Connect the power plug for the battery charger to the mains connection.

Set the charging mode switch 2 to the Fast position or Normal position.

**Info**
In charging mode Fast, the Powerpack HV is completely charged after approx. 105 minutes. The power consumption is higher than in charging mode Normal.
In charging mode Normal, the Powerpack HV is completely charged after approx. 135 minutes.

Switch on the battery charger using switch 3.

Charging starts automatically. The status indicator flashes during the charging process.

Monitor the charging level of the Powerpack HV via the LEDs.

- LED 1: 20 %
- LED 2: 40 %
- LED 3: 60 %
- LED 4: 80 %
- LED 5 flashes beginning with approx. 95% until 100% is reached.

Once the charging process is complete, all five LEDs light up and the status indicator goes out.

Switch off the battery charger using switch 4.

After several seconds, all LEDs on the battery charger go out.

Disconnect the battery charger power plug from the mains connection.

Disconnect the charging cable from the Powerpack HV.

**Guideline**
Pull on the structured part of the plug. Do not pull on the cable.

Check the seal on the charging socket protection cap.
- If the seal is dirty:
  - Clean the seal without using water or compressed air.
- If the seal is damaged or worn:
  - Change the seal.

Mount the charging socket protection cap.
(Option: Battery charger 2)

- Connect the power plug for the battery charger to the mains connection.
- Set the charging mode switch 2 to the Fast position or Normal position.

**Info**

In charging mode Fast, the Powerpack HV is completely charged after approx. 105 minutes. The power consumption is higher than in charging mode Normal.

In charging mode Normal, the Powerpack HV is completely charged after approx. 135 minutes.

- Switch on the battery charger using switch 3.
  ✔ Charging starts automatically. The status indicator flashes during the charging process.

- Monitor the charging level of the Powerpack HV via the LEDs.
  LED 1: 20 %
  LED 2: 40 %
  LED 3: 60 %
  LED 4: 80 %
  LED 5 flashes beginning with approx. 95% until 100% is reached.

  Once the charging process is complete, all five LEDs light up and the status indicator goes out.

- Switch off the battery charger using switch 3.
  ✔ After several seconds, all LEDs on the battery charger go out.
- Disconnect the battery charger power plug from the mains connection.
- Disconnect the charging cable from the Powerpack HV.

**Guideline**

Pull on the structured part of the plug. Do not pull on the cable.

- Check the seal on the charging socket protection cap.
  ➤ If the seal is dirty:
    - Clean the seal without using water or compressed air.
  ➤ If the seal is damaged or worn:
    - Change the seal.
- Mount the charging socket protection cap.
17.8 Charging the Powerpack HV in charging mode Storage

Note
Material damage  The power supply will be damaged in the event of an overload.
In the Storage charging mode, a steady current of at least 10 A is required.
- Ensure that the mains connection can supply the steady current required and is protected by a suitable fuse.

Note
Environmental hazard  A lithium-ion battery (Powerpack) contains components and elements that are harmful to the environment.
- Never throw a Powerpack into the household trash.
- Dispose of the Powerpack properly and in compliance with the applicable regulations. (Your authorized KTM workshop will be glad to help.)

Info
The charging level of the Powerpack HV must be below 30 % before the Storage charging mode can be used.
If the temperature of the Powerpack HV exceeds the permissible value while it is being charged, the battery charger stops charging. All LEDs and the LEDS for the current charging level alternately light up every second.
After the temperature of the Powerpack HV returns to the permissible range, charging is resumed automatically.

Preparatory work
- Position the battery charger. (p. 111)

Main work
- Remove charging socket protection cap 1.

Warning
Risk of injury  The intrinsic safety of the Powerpack HV can only be guaranteed if the original battery charger is used.
The Powerpack HV may only be charged with the original battery charger.
- Only use the original battery charger to charge the Powerpack HV.
- Connect the battery charger to the Powerpack HV. Observe plug marking A.
Connect the power plug for the battery charger to the mains connection.

Set the charging mode switch \( \mathbf{2} \) to the Storage position.

Switch on the battery charger using switch \( \mathbf{3} \). Charging starts automatically. The status indicator flashes during the charging process.

Monitor the charging level of the Powerpack HV via the LEDs. After the charging process is completed to a level of 30 %, LEDs 1 and 2 light up and the status indicator goes out.

Switch off the battery charger using switch \( \mathbf{4} \). After several seconds, all LEDs on the battery charger go out.

Disconnect the battery charger power plug from the mains connection.

Disconnect the charging cable from the Powerpack HV.

Guideline

- Pull on the structured part of the plug. Do not pull on the cable.

- Check the seal on the charging socket protection cap.
  - If the seal is dirty:
    - Clean the seal without using water or compressed air.
  - If the seal is damaged or worn:
    - Change the seal.
- Mount the charging socket protection cap.
(Option: Battery charger 2)

- Connect the power plug for the battery charger to the mains connection.
- Set the charging mode switch \( \text{2} \) to the Storage position.

- Switch on the battery charger using switch \( \text{3} \).
  - Charging starts automatically. The status indicator flashes during the charging process.

- Monitor the charging level of the Powerpack HV via the LEDs.
  - After the charging process is completed to a level of 30\%, LEDs 1 and 2 light up and the status indicator goes out.

- Switch off the battery charger using switch \( \text{3} \).
  - After several seconds, all LEDs on the battery charger go out.
  - Disconnect the battery charger power plug from the mains connection.
  - Disconnect the charging cable from the Powerpack HV.

Guideline

- Check the seal on the charging socket protection cap.
  - If the seal is dirty:
    - Clean the seal without using water or compressed air.
  - If the seal is damaged or worn:
    - Change the seal.
  - Mount the charging socket protection cap.
### 17.9 Changing charging socket protection cap

#### Warning

**Risk of injury**  There is a risk of electric shock when working on high-voltage components. Work on high-voltage components requires special training, qualifications and tools.

- Have all work that is not described and explained performed by trained KTM mechanics only.
- Do not open the electric motor or the lithium-ion battery (Powerpack HV).

#### Info

If the safety cord or seal ring is damaged or torn off, the charging socket protection cap must be replaced.

<table>
<thead>
<tr>
<th>Preparatory work</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Deactivate the vehicle. (<a href="#">p. 43</a>)</td>
</tr>
<tr>
<td>- Fold the seat up. (<a href="#">p. 69</a>)</td>
</tr>
<tr>
<td>- Remove the Powerpack HV. (<a href="#">p. 108</a>)</td>
</tr>
<tr>
<td>- Mount the protection cap. (<a href="#">p. 71</a>)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Main work</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Remove charging socket protection cap 1.</td>
</tr>
<tr>
<td>Guideline</td>
</tr>
<tr>
<td>Do not loosen A nut.</td>
</tr>
<tr>
<td>- Remove residual safety cord.</td>
</tr>
<tr>
<td>- Remove screws 2.</td>
</tr>
<tr>
<td>- Take off the carry handle.</td>
</tr>
<tr>
<td>- Install new charging socket 3 protection cap.</td>
</tr>
<tr>
<td>Guideline</td>
</tr>
<tr>
<td>Charging socket protection cap (000700000FX01)</td>
</tr>
<tr>
<td>- Position loop around the right B carry handle attachment.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Finishing work</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Position carry handle.</td>
</tr>
<tr>
<td>Guideline</td>
</tr>
<tr>
<td>Do not pinch the loop between the Powerpack HV and the carrying handle.</td>
</tr>
<tr>
<td>- Mount and tighten screws 2.</td>
</tr>
<tr>
<td>Guideline</td>
</tr>
<tr>
<td>Screw, carrying handle M6 5 Nm (3.7 lbf ft)</td>
</tr>
<tr>
<td>- Install the Powerpack HV. (<a href="#">p. 109</a>)</td>
</tr>
<tr>
<td>- Lock the seat. (<a href="#">p. 69</a>)</td>
</tr>
</tbody>
</table>
18.1 Cooling system

When the vehicle is in standby mode, the water pump 1 pumps the coolant through the cooling circuit. The pressure in the cooling system increases with the temperature of the coolant. A safety valve is contained in radiator cap 2. This ensures that operating the vehicle at the specified coolant temperature will not result in a risk of malfunctions.

| 65 °C (149 °F) |

Cooling is effected by the air stream. The lower the speed, the less the cooling effect. Dirty cooling fins also reduce the cooling effect.

18.2 Checking the antifreeze and coolant level

**Warning**

**Danger of scalding**  During motorcycle operation, the coolant gets very hot and is under pressure.
- Do not remove the radiator cap, radiator hoses or other cooling system components when the motor is hot. Allow the motor and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.

**Warning**

**Danger of poisoning**  Coolant is toxic and a health hazard.
- Keep coolant out of the reach of children.
- Do not allow coolant to come into contact with the skin, the eyes and clothing.
- Consult a doctor immediately if coolant is swallowed.
- Rinse the affected area immediately with plenty of water in the event of contact with the skin.
- Rinse eyes thoroughly with water and consult a doctor immediately if coolant gets into the eyes.
- Change clothing if coolant spills onto your clothing.

**Condition**

The motor is cold.

**Preparatory work**
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
- Raise the motorcycle with a lift stand. (p. 57)
Main work
– Remove the radiator cap.
– Check the antifreeze in the coolant.

<table>
<thead>
<tr>
<th>Temperature</th>
<th>-25 °C to -45 °C ( -13 °F to -49 °F)</th>
</tr>
</thead>
</table>

> If the antifreeze in the coolant does not match the specified value:
  – Correct the antifreeze in the coolant.

– Check the coolant level in the radiator.

<table>
<thead>
<tr>
<th>Coolant level</th>
<th>10 mm (0.39 in)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td></td>
</tr>
</tbody>
</table>

> If the coolant level does not meet specifications:
  – Correct the coolant level.

– Mount the radiator cap.

Finishing work
– Remove the motorcycle from the lift stand. (p. 57)
– Install the Powerpack HV. (p. 109)
– Lock the seat. (p. 69)

18.3 Checking the coolant level

Warning
Danger of scalding  During motorcycle operation, the coolant gets very hot and is under pressure.
– Do not remove the radiator cap, radiator hoses or other cooling system components when the motor is hot. Allow the motor and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.

Warning
Danger of poisoning  Coolant is toxic and a health hazard.
– Keep coolant out of the reach of children.
– Do not allow coolant to come into contact with the skin, the eyes and clothing.
– Consult a doctor immediately if coolant is swallowed.
– Rinse the affected area immediately with plenty of water in the event of contact with the skin.
– Rinse eyes thoroughly with water and consult a doctor immediately if coolant gets into the eyes.
– Change clothing if coolant spills onto your clothing.

Condition
The motor is cold.

– Position the vehicle vertically on a level surface with the aid of another person.
– Remove the radiator cap.
– Check the coolant level in the radiator.

<table>
<thead>
<tr>
<th>Coolant level</th>
<th>10 mm (0.39 in)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td></td>
</tr>
</tbody>
</table>

> If the coolant level does not match the specified value:
  – Correct the coolant level.
18.4 Draining the coolant

Warning

Danger of scalding  During motorcycle operation, the coolant gets very hot and is under pressure.
- Do not remove the radiator cap, radiator hoses or other cooling system components when the motor is hot. Allow the motor and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.

Warning

Danger of poisoning  Coolant is toxic and a health hazard.
- Keep coolant out of the reach of children.
- Do not allow coolant to come into contact with the skin, the eyes and clothing.
- Consult a doctor immediately if coolant is swallowed.
- Rinse the affected area immediately with plenty of water in the event of contact with the skin.
- Rinse eyes thoroughly with water and consult a doctor immediately if coolant gets into the eyes.
- Change clothing if coolant spills onto your clothing.

Condition
The engine is cold.

Preparatory work
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)

Main work
- Position the motorcycle upright.
- Place an appropriate container under the motorcycle.
- Remove screws 1 and 2 with the seal ring.

Info
The screws are located under the electric motor and can be accessed through a recess in the motor guard.

- Remove radiator cap 3.
- Completely drain the coolant.
- Mount screws 1 and 2 with a new seal ring and tighten.

Guideline

<table>
<thead>
<tr>
<th>Component</th>
<th>Length</th>
<th>Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coolant drain plug M6</td>
<td></td>
<td>10 Nm (7.4 lbf ft)</td>
</tr>
</tbody>
</table>
18.5 Refilling with coolant

**Warning**

**Danger of poisoning**  
Coolant is toxic and a health hazard.  
- Keep coolant out of the reach of children.  
- Do not allow coolant to come into contact with the skin, the eyes and clothing.  
- Consult a doctor immediately if coolant is swallowed.  
- Rinse the affected area immediately with plenty of water in the event of contact with the skin.  
- Rinse eyes thoroughly with water and consult a doctor immediately if coolant gets into the eyes.  
- Change clothing if coolant spills onto your clothing.

**Condition**  
The motor is cold.

**Preparatory work**
- Deactivate the vehicle. ([p. 43](#))  
- Fold the seat up. ([p. 69](#))  
- Remove the Powerpack HV. ([p. 108](#))  
- Mount the protection cap. ([p. 71](#))

**Main work**
- Ensure that the screws 1 and 2 are tightened.

**Info**
The screws are located under the electric motor and can be accessed through a recess in the motor guard.

- Position the motorcycle upright.  
- Pour coolant in up to measurement A above the radiator fins.

**Guideline**

<table>
<thead>
<tr>
<th>Coolant</th>
<th>0.7 l (0.7 qt.)</th>
<th>Coolant (<a href="#">p. 143</a>)</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 mm (0.39 in)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Mount the radiator cap.

**Finishing work**
- Remove the protection cap. ([p. 71](#))  
- Install the Powerpack HV. ([p. 109](#))  
- Lock the seat. ([p. 69](#))  
- Go for a short test ride.  
- Check the cooling system for leaks.  
- Check the coolant level. ([p. 122](#))
18.6 Changing the coolant

**Warning**

**Danger of scalding** During motorcycle operation, the coolant gets very hot and is under pressure.

- Do not remove the radiator cap, radiator hoses or other cooling system components when the motor is hot. Allow the motor and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.

**Warning**

**Danger of poisoning** Coolant is toxic and a health hazard.

- Keep coolant out of the reach of children.
- Do not allow coolant to come into contact with the skin, the eyes and clothing.
- Consult a doctor immediately if coolant is swallowed.
- Rinse the affected area immediately with plenty of water in the event of contact with the skin.
- Rinse eyes thoroughly with water and consult a doctor immediately if coolant gets into the eyes.
- Change clothing if coolant spills onto your clothing.

### Condition

The engine is cold.

### Preparatory work

- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)

### Main work

- Position the motorcycle upright.
- Place an appropriate container under the motorcycle.
- Remove screws 1 and 2 with the seal ring.

**Info**

The screws are located under the electric motor and can be accessed through a recess in the motor guard.

- Remove radiator cap 3.
- Completely drain the coolant.
- Mount screws 1 and 2 with a new seal ring and tighten.

**Guideline**

<table>
<thead>
<tr>
<th>Component</th>
<th>M6</th>
<th>10 Nm (7.4 lbf ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coolant drain plug</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Pour coolant in up to level A above the radiator fins.

**Guideline**

<table>
<thead>
<tr>
<th>Level</th>
<th>10 mm (0.39 in)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coolant</td>
<td>0.7 l (0.7 qt.)</td>
</tr>
</tbody>
</table>

- Mount the radiator cap.

### Finishing work

- Remove the protection cap. (p. 71)
- Install the Powerpack HV. (p. 109)
– Lock the seat. (p. 69)
– Go for a short test ride.
– Check the cooling system for leaks.
– Check the coolant level. (p. 122)
19.1 Selecting the riding mode

Condition
Alternative 1
The motorcycle is stationary.
The motorcycle is ready for operation.

Alternative 2
The motorcycle is stationary.
The motorcycle is ready to drive.

Alternative 3
The motorcycle is moving.
≤ 5 km/h (≤ 3.1 mph)
The throttle grip is in the basic position.

- Press and hold riding mode button 1 for at least one second.
  ✓ The riding mode is activated when the tip switch is let go.

- Select one of the driving modes.
  The riding mode 1 is Economy: the motor torque is reduced by half.
  Riding mode 2 is Standard: the further the throttle grip is twisted open, the more the motor power increases.
  The riding mode 3 is Advanced: the greatest increase in power occurs immediately, after which the motor power increases more slowly.

Info
A red indicator lamp with the number 1, 2 or 3 shows the riding mode selected.
Three drive modes are available. The riding modes define how the vehicle will respond to operation of the throttle grip.
The figures contain approximate values for illustration purposes and do not show the actual response.
20.1 Changing the gear oil

**Warning**

**Danger of scalding**  Gear oil becomes very hot when the motorcycle is operating.
- Wear suitable protective clothing and safety gloves.
- If you have been scalded, hold the burn under lukewarm water immediately.

**Note**

**Environmental hazard**  Hazardous substances cause environmental damage.
- Dispose of oils, grease, cleaning agents, brake fluid etc. properly and in compliance with the applicable regulations.

**Info**

Drain the gear oil while the motor is warm.

**Preparatory work**
- Stand the motorcycle on a horizontal surface using the side stand.
- Deactivate the vehicle. (p. 43)
- Fold the seat up. (p. 69)
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)

**Main work**
- Position an appropriate container under the engine.
- Remove oil drain plug 1 with the magnet and seal ring.
- Remove screw plug 2 with the seal ring.
- Let the gear oil drain fully.
Mount the oil drain plug 1 with the magnet and seal ring and tighten it.
Guideline

| Oil drain plug with magnet | M12x1.5x12 | 20 Nm (14.8 lbf ft) |

Place the motorcycle on its left side with the aid of an assistant.

Fill special tool 3 with the specified quantity of gear oil.

| Gear oil | 0.2 l (0.2 qt.) | Gear oil (SAE 80W/90) | (p. 143) |

Fill the gear oil using the special tool.
Wipe away any excess gear oil.

The screw plug is not used for checking the oil level!

Mount and tighten screw plug 2 with the seal ring.
Guideline

| Oil seal plug | M10 | 8 Nm (5.9 lbf ft) |

Stand the motorcycle upright.

Finishing work
Install the Powerpack HV. (p. 109)
Lock the seat. (p. 69)
Go for a short test ride and check the motor has no leaks.
21.1 Cleaning the motorcycle

Note
Material damage  The vehicle and the Powerpack HV are not suitable for pressure cleaning.
The high pressure forces water into the electrical components, connectors, bearings, etc. As a result, compo-
nents may be damaged or destroyed.
– Never clean the vehicle and the Powerpack HV with a pressure cleaner or a powerful jet of water.

Note
Material damage  Water or dirt damage or destroy components.
– Always mount the protection cap after you have removed the Powerpack HV.
– Do not point the jet of water toward the battery discharge plug, even if the protection cap has been mounted.

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

Info
To maintain the value and appearance of the motorcycle over a long period, clean it regularly.
Avoid direct sunshine when cleaning the motorcycle.

Preparatory work
– Deactivate the vehicle. (p. 43)
– Fold the seat up. (p. 69)
– Remove the Powerpack HV. (p. 108)
– Mount the protection cap. (p. 71)

Main work
– Remove the coarse dirt particles with a gentle water jet.
– Spray the heavily soiled parts with a normal commercial motorcycle cleaner and clean using a brush.

Motorcycle cleaner (p. 145)

Info
Use warm water containing normal motorcycle cleaner and a soft sponge.
Never apply motorcycle cleaner to a dry vehicle; always rinse the vehicle with water first.
– After rinsing the motorcycle with a gentle spray of water, allow it to dry thoroughly.

Warning
Danger of accidents  Moisture and dirt impair the brake system.
– Brake carefully several times to dry out and remove dirt from the brake linings and the brake discs.
– Lubricate all sliding points and pivot points.
– Clean the chain. (p. 72)
- Treat bare metal (except for brake discs) with a corrosion inhibitor.

Preserving materials for paints, metal and rubber (p. 145)

- Treat all plastic parts and powder-coated parts with a mild cleaning and care product.

Special cleaner for glossy and matte paint finishes, metal and plastic surfaces (p. 145)

- Oil the steering lock.

Universal oil spray (p. 145)

**Finishing work**
- Install the Powerpack HV. (p. 109)
- Lock the seat. (p. 69)

## 21.2 Checks and maintenance steps for winter operation

**Info**
If you use the motorcycle in winter, salt can be expected on the roads. You should therefore take precautions against aggressive road salt.

If the vehicle was operated in road salt, clean it with cold water after riding. Warm water would enhance the corrosive effects of salt.

- Clean the motorcycle. (p. 130)
- Clean the brake system.

**Info**
After EVERY trip on salted roads, thoroughly wash the brake calipers and brake linings with cold water and dry carefully. This should be done after the parts are cooled down and while they are installed.

After riding on salted roads, thoroughly wash the motorcycle with cold water and dry it well.

- Treat the engine, the link fork, and all other bare or zinc-plated parts (except brake discs) with a wax-based corrosion inhibitor.

**Info**
Corrosion inhibitor must not come in contact with the brake discs as this would greatly reduce the braking force.

- Clean the chain. (p. 72)
22.1 Storage

Info
If the motorcycle is not being used for an extended length of time, additional measures are recommended. Have service work, repairs or conversions performed outside the motorcycling season, if possible. This allows you to avoid long waiting periods when the next season starts.

- Empty the Powerpack HV to below 30% charging level.
- Check all motorcycle parts for function and wear.
- Remove the Powerpack HV. (p. 108)
- Mount the protection cap. (p. 71)
- Remove the 12-V battery. (p. 98)
- Charge the Powerpack HV in charging mode Storage. (p. 117)

Guideline

<table>
<thead>
<tr>
<th>The service life of the Powerpack HV must not exceed 1 year.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ideal storage temperature of the Powerpack HV without direct sunlight</td>
</tr>
</tbody>
</table>

Info
Never store the Powerpack HV at higher temperatures as this would greatly accelerate the aging process.

- Charge the 12-V battery. (p. 99)

Guideline

| Storage temperature of the 12-V battery without direct sunlight | 0 ... 35 °C (32 ... 95 °F) |

Info
If the vehicle is placed on a lift stand, the tires and spring elements will be relieved of weight.

- Raise the motorcycle with a lift stand. (p. 57)
- Cover the vehicle with a tarp or a similar cover that is permeable to air.

Info
Do not use any non-porous materials, as moisture cannot escape and corrosion can occur.
22.2 Preparing for use after storage

Info
If the Powerpack HV has not been used for more than six months, start by discharging the Powerpack HV until the vehicle switches off with blink code 11. Then fully charge the Powerpack HV.

- Remove the motorcycle from the lift stand. (p. 57)
- Install the 12-V battery. (p. 98)
- Install the Powerpack HV. (p. 109)
- Perform checks and maintenance measures when preparing for use. (p. 40)
- Take a test ride.
23.1 Vehicle troubleshooting

The errors are indicated by the yellow malfunction indicator lamp and by acoustic signals that sound at the same time.

**Tip**
The first step to take in case of any error is to switch off the vehicle at the main switch, wait for 15 seconds, and then switch the vehicle back on.

If a fault is not eliminated by the measures specified here, or a blink code is not listed, an authorized KTM workshop will be happy to help you.

**Info**
The pause between the signals of the 1st digit is 0.25 seconds.

The pause between the 1st and 2nd digits is 1 second.

The pause between the signals of the 2nd digit is also 0.25 seconds.

The pause until the blink code repeats is 3 seconds.

<table>
<thead>
<tr>
<th>Faults</th>
<th>Possible cause</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blink code 11 on the vehicle</td>
<td>Powerpack HV discharged</td>
<td>• Charge the Powerpack HV. (p. 113)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Use the charged Powerpack HV.</td>
</tr>
<tr>
<td>Blink code 13 on the vehicle</td>
<td>Fault during charging</td>
<td>• Stop charging, switch off the main switch, and restart charging.</td>
</tr>
<tr>
<td>Blink code 22 on the vehicle</td>
<td>Overtemperature of the control unit</td>
<td>• Check the coolant level. (p. 122)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Check the radiator for dirt.</td>
</tr>
<tr>
<td>Blink code 23 on the vehicle</td>
<td>Overtemperature of the electric motor</td>
<td>• Check the coolant level. (p. 122)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Check the radiator for dirt.</td>
</tr>
<tr>
<td>Blink code 24 on the vehicle</td>
<td>Overtemperature of the Powerpack HV</td>
<td>• Allow the Powerpack HV to cool down.</td>
</tr>
<tr>
<td>Blink code 31 on the vehicle</td>
<td>Fault in the CAN communication</td>
<td>• Switch the main switch off and on.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Check the Powerpack HV for correct positioning.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Check the connection of the multifunction display for loose connectors.</td>
</tr>
<tr>
<td>Blink code 33 on the vehicle</td>
<td>Error in the communication with the Powerpack HV</td>
<td>• Switch the main switch off and on.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Check the Powerpack HV for correct positioning.</td>
</tr>
<tr>
<td>Blink code 34 on the vehicle</td>
<td>Error in the communication with the multifunction display</td>
<td>• Switch the main switch off and on.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Check the connection of the multifunction display for loose connectors.</td>
</tr>
<tr>
<td>Blink code 41 on the vehicle</td>
<td>Fault in the throttle grip</td>
<td>• Switch the main switch off and on.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Check the throttle grip for external damage.</td>
</tr>
<tr>
<td>Blink code 42 on the vehicle</td>
<td>Fault in the rotor position sensor</td>
<td>• Switch the main switch off and on.</td>
</tr>
<tr>
<td>Blink code 43 on the vehicle</td>
<td>Error in the Powerpack HV</td>
<td>• Switch the main switch off and on.</td>
</tr>
<tr>
<td>Blink code 44 on the vehicle</td>
<td>Fault in the 12 V supply</td>
<td>• Charge the 12-V battery. (p. 99)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Install a new 12 V battery.</td>
</tr>
<tr>
<td>Faults</td>
<td>Possible cause</td>
<td>Action</td>
</tr>
<tr>
<td>------------------------------------</td>
<td>------------------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Blink code 45 on the vehicle</td>
<td>Fault in the electric motor</td>
<td>– Switch the main switch off and on.</td>
</tr>
<tr>
<td>Blink code 46 on the vehicle</td>
<td>Error in the vehicle system wiring harness or in a switch</td>
<td>– Switch the main switch off and on.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>– Check the vehicle system wiring harness and plug-in connectors for external damage.</td>
</tr>
<tr>
<td>Blink code 51 on the vehicle</td>
<td>Electric motor control unit error</td>
<td>– Switch the main switch off and on.</td>
</tr>
<tr>
<td>Blink code 52 on the vehicle</td>
<td>Fault in the moisture monitor</td>
<td>– Switch the main switch off and on.</td>
</tr>
<tr>
<td>Blink code 53 on the vehicle</td>
<td>Error in the relay of the Powerpack HV</td>
<td>– Switch the main switch off and on.</td>
</tr>
<tr>
<td>Blink code 54 on the vehicle</td>
<td>Fault in the insulation monitor</td>
<td>– Clean and dry the discharge plug and discharge socket without compressed air.</td>
</tr>
<tr>
<td>Speedometer values deleted</td>
<td>The combination instrument battery is empty</td>
<td>– Change combination instrument battery. (p. 106)</td>
</tr>
<tr>
<td>(time, stop watch, lap times)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The high beam, low beam,</td>
<td>Fuse 3 blown</td>
<td>– Change the fuses of individual electrical power consumers. (p. 100)</td>
</tr>
<tr>
<td>position light, tail light, and</td>
<td></td>
<td></td>
</tr>
<tr>
<td>license plate lamp are not working</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The combination instrument, horn,</td>
<td>Fuse 4 blown</td>
<td>– Change the fuses of individual electrical power consumers. (p. 100)</td>
</tr>
<tr>
<td>brake light, and turn signal are</td>
<td></td>
<td></td>
</tr>
<tr>
<td>not working</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The faults are indicated by LED 1 on the battery charger. All of the following blink codes are displayed on the charger and refer to the charger itself.

### Tip
The first step to take in case of any fault is to switch off the battery charger, wait for 15 seconds, and then switch it back on. If a fault is not eliminated by the measures specified here, or a blink code is not listed, an authorized KTM workshop will be happy to help you.

### Info
The pause between the signals of the 1st digit is 0.25 seconds. The pause between the 1st and 2nd digits is 1 second. The pause between the signals of the 2nd digit is also 0.25 seconds. The pause until the blink code repeats is 3 seconds.

<table>
<thead>
<tr>
<th>Faults</th>
<th>Possible cause</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blink code 11 on battery charger</td>
<td>Fault in the charging cable</td>
<td>– Check the charging plug and charging cable for external damage and dirt and reconnect.</td>
</tr>
<tr>
<td>Blink code 12 on battery charger</td>
<td>Fault in the charging cable</td>
<td>– Check the charging plug and charging cable for external damage and dirt and reconnect.</td>
</tr>
<tr>
<td>Blink code 13 on battery charger</td>
<td>Fault in the charging cable</td>
<td>– Check the charging plug and charging cable for external damage and dirt and reconnect.</td>
</tr>
<tr>
<td>Blink code 51 on battery charger</td>
<td>Overtemperature of the battery charger</td>
<td>– Let the charger cool down. – Continue charging in a cooler location.</td>
</tr>
<tr>
<td>Blink code 63 on battery charger</td>
<td>Fault in the supply voltage</td>
<td>– Use the Normal charging mode. – Choose a socket closer to the central supply.</td>
</tr>
<tr>
<td>Blink code 65 on battery charger</td>
<td>Fault in the supply voltage</td>
<td>– Use the Normal charging mode. – Choose a socket closer to the central supply.</td>
</tr>
</tbody>
</table>
### 23.3 Troubleshooting Powerpack HV on the battery charger

The faults are indicated by LED 1 on the battery charger. All of the following blink codes are displayed on the battery charger and refer to the Powerpack HV.

#### Tip
The first step to take in case of any fault is to switch off the battery charger, wait for 15 seconds, and then switch it back on.
If a fault is not eliminated by the measures specified here, an authorized KTM workshop will be happy to help you.

#### Info
The pause between the signals of the 1st digit is 0.25 seconds.
The pause between the 1st and 2nd digits is 1 second.
The pause between the signals of the 2nd digit is also 0.25 seconds.
The pause until the blink code repeats is 3 seconds.

<table>
<thead>
<tr>
<th>Faults</th>
<th>Possible cause</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blink code 11 on battery charger</td>
<td>Charging fault</td>
<td>Check the charging plug and charging cable for external damage and dirt and reconnect.</td>
</tr>
<tr>
<td>Blink code 33 on battery charger</td>
<td>Overtemperature of the Powerpack HV</td>
<td>Allow the Powerpack HV to cool down.</td>
</tr>
<tr>
<td>Blink code 34 on battery charger</td>
<td>Undertemperature of the Powerpack HV</td>
<td>Place the Powerpack HV in a warmer location and allow it to warm up. Continue charging in a warmer location.</td>
</tr>
<tr>
<td>Blink code 36 on battery charger</td>
<td>Undertemperature of the Powerpack HV</td>
<td>Place the Powerpack HV in a warmer location and allow it to warm up. Continue charging in a warmer location.</td>
</tr>
<tr>
<td>Blink code 64 on battery charger</td>
<td>Charging cable detected in activated vehicle</td>
<td>Switch off the main switch on the vehicle and restart charging.</td>
</tr>
<tr>
<td>Blink code 65 on battery charger</td>
<td>Fault in the charging cable</td>
<td>Check the charging plug and charging cable for external damage and dirt and reconnect.</td>
</tr>
<tr>
<td>Blink code 66 on battery charger</td>
<td>Powerpack HV charging level too high for charging mode Storage</td>
<td>Empty the Powerpack HV to below 30%.</td>
</tr>
<tr>
<td>Blink code 73 on battery charger</td>
<td>Powerpack HV not enabled</td>
<td>Contact an authorized KTM workshop.</td>
</tr>
</tbody>
</table>
### 24.1 Engine

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary transmission</td>
<td>1:2.4</td>
</tr>
<tr>
<td>Cooling</td>
<td>Water cooling, permanent circulation of coolant by electric water pump</td>
</tr>
</tbody>
</table>

### 24.2 Engine tightening torques

<table>
<thead>
<tr>
<th>Description</th>
<th>Size</th>
<th>Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coolant drain plug</td>
<td>M6</td>
<td>10 Nm (7.4 lbf ft)</td>
</tr>
<tr>
<td>Oil seal plug</td>
<td>M10</td>
<td>8 Nm (5.9 lbf ft)</td>
</tr>
<tr>
<td>Oil drain plug with magnet</td>
<td>M12x1.5x12</td>
<td>20 Nm (14.8 lbf ft)</td>
</tr>
</tbody>
</table>

### 24.3 Capacities

#### 24.3.1 Gear oil

<table>
<thead>
<tr>
<th>Gear oil</th>
<th>Capacity</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.2 l (0.2 qt.)</td>
<td>Gear oil (SAE 80W/90) (p. 143)</td>
</tr>
</tbody>
</table>

#### 24.3.2 Coolant

<table>
<thead>
<tr>
<th>Coolant</th>
<th>Capacity</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.7 l (0.7 qt.)</td>
<td>Coolant (p. 143)</td>
</tr>
</tbody>
</table>

### 24.4 Chassis

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frame</td>
<td>Perimeter, steel-aluminum composite frame</td>
</tr>
<tr>
<td>Fork</td>
<td>WP XPLOR 5343</td>
</tr>
<tr>
<td>Suspension travel</td>
<td></td>
</tr>
<tr>
<td>front</td>
<td>250 mm (9.84 in)</td>
</tr>
<tr>
<td>rear</td>
<td>260 mm (10.24 in)</td>
</tr>
<tr>
<td>Fork offset</td>
<td>20 mm (0.79 in)</td>
</tr>
<tr>
<td>Shock absorber</td>
<td>WP XPLOR 5746</td>
</tr>
<tr>
<td>Brake system</td>
<td>Disc brakes, floating brake calipers</td>
</tr>
<tr>
<td>Brake discs - diameter</td>
<td></td>
</tr>
<tr>
<td>front</td>
<td>240 mm (9.45 in)</td>
</tr>
<tr>
<td>rear</td>
<td>220 mm (8.66 in)</td>
</tr>
<tr>
<td>Brake discs - wear limit</td>
<td></td>
</tr>
<tr>
<td>front</td>
<td>3.5 mm (0.138 in)</td>
</tr>
<tr>
<td>rear</td>
<td>3.5 mm (0.138 in)</td>
</tr>
<tr>
<td>Offroad tire pressure</td>
<td></td>
</tr>
<tr>
<td>front</td>
<td>0.9 bar (13 psi)</td>
</tr>
<tr>
<td>rear</td>
<td>0.7 bar (10 psi)</td>
</tr>
<tr>
<td>Street tire pressure</td>
<td></td>
</tr>
<tr>
<td>front</td>
<td>2 bar (29 psi)</td>
</tr>
<tr>
<td>rear</td>
<td>2 bar (29 psi)</td>
</tr>
<tr>
<td>Secondary ratio</td>
<td>11:48</td>
</tr>
<tr>
<td>Chain</td>
<td>5/8 x 1/4&quot; X-ring</td>
</tr>
<tr>
<td>Rear sprockets available</td>
<td>46, 48</td>
</tr>
<tr>
<td>Steering head angle</td>
<td>67°</td>
</tr>
<tr>
<td>Wheelbase</td>
<td>1,418 ± 10 mm (55.83 ± 0.39 in)</td>
</tr>
<tr>
<td>Ground clearance, unloaded</td>
<td>340 mm (13.39 in)</td>
</tr>
<tr>
<td>---------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>Seat height, unloaded</td>
<td>910 mm (35.83 in)</td>
</tr>
<tr>
<td>Homologated weight with Powerpack HV approx.</td>
<td>111 kg (245 lb.)</td>
</tr>
<tr>
<td>Maximum permissible front axle load</td>
<td>110 kg (243 lb.)</td>
</tr>
<tr>
<td>Maximum permissible rear axle load</td>
<td>170 kg (375 lb.)</td>
</tr>
<tr>
<td>Maximum permissible overall weight</td>
<td>280 kg (617 lb.)</td>
</tr>
</tbody>
</table>

### 24.5 Electrical system

| 12-V battery | LFP01 | Battery voltage: 12 V  
Nominal capacity: 2.0 Ah  
Maintenance-free |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Combination instrument battery</td>
<td>CR 2430</td>
<td>Battery voltage: 3 V</td>
</tr>
</tbody>
</table>
| Air-cooled lithium-ion battery (Powerpack HV) | 70145053100 | End of charging voltage: 300 V  
Voltage (nominal): 260 V  
Capacity: 3.9 kWh  
Weight: 29 kg (64 lb.)  
Approx. charging time in charging mode **Fast**, 0 % to 80 %: 75 min  
Approx. charging time in charging mode **Fast**, 0 % to 100 %: 105 min  
Approx. charging time in charging mode **Normal**, 0 % to 80 %: 90 min  
Approx. charging time in charging mode **Normal**, 0 % to 100 %: 135 min  
Maintenance-free |
| Battery charger for Powerpack HV (Option: Battery charger 1) | 70029074000 | Nominal voltage: 230 V  
Grid frequency: 50 Hz  
Power: 3,000 W |
| Battery charger for Powerpack HV (Option: Battery charger 2) | 70145074044 | Nominal voltage: 230 V  
Grid frequency: 50 Hz  
Power: 3,000 W |
| Fuse | 75011088010 | 10 A |
| Fuse | 75011088020 | 20 A |
| Headlight | HS1 / socket PX43t | 12 V  
35 / 35 W |
| Position light | W5W / socket W2.1x9.5d | 12 V  
5 W |
| Indicator lamps | W2.3W / socket W2x4.6d | 12 V  
2.3 W |
| Turn signal | R10W/socket BA15s | 12 V  
10 W |
| Brake/tail light | LED |
| License plate lamp | W5W/socket W2.1x9.5d | 12 V  
5 W |
24.6 Tires

<table>
<thead>
<tr>
<th>Front tire</th>
<th>Rear tire</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.75 - 21 M/C 45M TT MAXXIS TRIALMAXX</td>
<td>4.00 R 18 M/C 64M TL MAXXIS TRIALMAXX</td>
</tr>
</tbody>
</table>

The tires specified represent one of the possible series production tires. Additional information is available in the Service section under: http://www.ktm.com

24.7 Fork

<table>
<thead>
<tr>
<th>Fork article number</th>
<th>WP XPLOR 5343</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fork compression damping</td>
<td></td>
</tr>
<tr>
<td>Comfort</td>
<td>18 clicks</td>
</tr>
<tr>
<td>Standard</td>
<td>15 clicks</td>
</tr>
<tr>
<td>Sport</td>
<td>12 clicks</td>
</tr>
<tr>
<td>Rebound damping</td>
<td></td>
</tr>
<tr>
<td>Comfort</td>
<td>18 clicks</td>
</tr>
<tr>
<td>Standard</td>
<td>15 clicks</td>
</tr>
<tr>
<td>Sport</td>
<td>12 clicks</td>
</tr>
<tr>
<td>Spring length with preload spacer(s)</td>
<td>427 mm (16.81 in)</td>
</tr>
<tr>
<td>Spring rate</td>
<td></td>
</tr>
<tr>
<td>Weight of rider: 65 ... 75 kg (143 ... 165 lb.)</td>
<td>4.6 N/mm (26.3 lb/in)</td>
</tr>
<tr>
<td>Weight of rider: 75 ... 85 kg (165 ... 187 lb.)</td>
<td>4.8 N/mm (27.4 lb/in)</td>
</tr>
<tr>
<td>Weight of rider: 85 ... 95 kg (187 ... 209 lb.)</td>
<td>5.0 N/mm (28.6 lb/in)</td>
</tr>
<tr>
<td>Fork length</td>
<td>845 mm (33.27 in)</td>
</tr>
<tr>
<td>Fork oil per fork leg</td>
<td>383 ± 5 ml (12.95 ± 0.17 fl. oz.)</td>
</tr>
</tbody>
</table>

24.8 Shock absorber

<table>
<thead>
<tr>
<th>Shock absorber article number</th>
<th>WP XPLOR 5746</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low-speed compression damping</td>
<td></td>
</tr>
<tr>
<td>Comfort</td>
<td>18 clicks</td>
</tr>
<tr>
<td>Standard</td>
<td>15 clicks</td>
</tr>
<tr>
<td>Sport</td>
<td>12 clicks</td>
</tr>
<tr>
<td>High-speed compression damping</td>
<td></td>
</tr>
<tr>
<td>Comfort</td>
<td>2 turns</td>
</tr>
<tr>
<td>Standard</td>
<td>2 turns</td>
</tr>
<tr>
<td>Sport</td>
<td>1.5 turns</td>
</tr>
<tr>
<td>Rebound damping</td>
<td></td>
</tr>
<tr>
<td>Comfort</td>
<td>18 clicks</td>
</tr>
<tr>
<td>Standard</td>
<td>15 clicks</td>
</tr>
<tr>
<td>Sport</td>
<td>12 clicks</td>
</tr>
<tr>
<td>Spring preload</td>
<td>9 mm (0.35 in)</td>
</tr>
</tbody>
</table>
## TECHNICAL DATA

<table>
<thead>
<tr>
<th>Spring rate</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Weight of rider: 65 ... 75 kg (143 ... 165 lb.)</td>
<td>66 N/mm (377 lb/in)</td>
</tr>
<tr>
<td>Weight of rider: 75 ... 85 kg (165 ... 187 lb.)</td>
<td>68 N/mm (388 lb/in)</td>
</tr>
<tr>
<td>Weight of rider: 85 ... 95 kg (187 ... 209 lb.)</td>
<td>69 N/mm (394 lb/in)</td>
</tr>
</tbody>
</table>

| Spring length | 200 mm (7.87 in) |
| Gas pressure | 10 bar (145 psi) |
| Static sag | 25 mm (0.98 in) |
| Riding sag | 115 mm (4.53 in) |
| Fitted length | 367 mm (14.45 in) |

### Damper oil

| Shock absorber fluid (SAE 2.5) (50180751S1) (p. 144) |

### 24.9 Chassis tightening torques

<p>| Hose clamp, radiator | - | 2.4 Nm (1.77 lbf ft) |
| Screw, chain guard on chain sliding guard | <strong>EJOT PT</strong>® K60x20 | 2 Nm (1.5 lbf ft) |
| Screw, combination instrument on combination instrument bracket | <strong>EJOT DELTA PT</strong>® 45x12-Z | 1 Nm (0.7 lbf ft) |
| Screw, side cover | <strong>EJOT PT</strong>® K60x20 | 2 Nm (1.5 lbf ft) |
| Screw, spoiler | <strong>EJOT PT</strong>® K60x20AL | 2 Nm (1.5 lbf ft) |
| Screw, on and off switch | M3 | 0.4 Nm (0.3 lbf ft) |
| Screw, fixed grip | M4 | 5 Nm (3.7 lbf ft) |
| Spoke nipple | M4.5 | 6 Nm (4.4 lbf ft) |
| Clamp, wiring harness on engine | M5 | 6 Nm (4.4 lbf ft) |
| Remaining nuts, chassis | M5 | 5 Nm (3.7 lbf ft) |
| Remaining screws, chassis | M5 | 5 Nm (3.7 lbf ft) |
| Screw, battery terminal | M5 | 2.5 Nm (1.84 lbf ft) |
| Screw, cable cover on engine | M5 | 6 Nm (4.4 lbf ft) |
| Screw, shock absorber adjusting ring | M5 | 5 Nm (3.7 lbf ft) |
| Screws, throttle grip | M5 | 3 Nm (2.2 lbf ft) |
| Attaching Powerpack HV | M6 | 10 Nm (7.4 lbf ft) |
| Remaining nuts, chassis | M6 | 10 Nm (7.4 lbf ft) |
| Remaining screws, chassis | M6 | 10 Nm (7.4 lbf ft) |
| Screw for spoiler attachment | M6 | 6 Nm (4.4 lbf ft) |
| Screw, front brake disc | M6 | 14 Nm (10.3 lbf ft) |
| Screw, radiator bracket | M6 | 6 Nm (4.4 lbf ft) |
| Screw, rear brake disc | M6 | 14 Nm (10.3 lbf ft) |
| Nut, rear sprocket screw | M8 | 35 Nm (25.8 lbf ft) |
| Nut, rim lock | M8 | 10 Nm (7.4 lbf ft) |
| Remaining nuts, chassis | M8 | 25 Nm (18.4 lbf ft) |
| Remaining screws, chassis | M8 | 25 Nm (18.4 lbf ft) |</p>
<table>
<thead>
<tr>
<th>Description</th>
<th>Size</th>
<th>Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screw, bottom triple clamp</td>
<td>M8</td>
<td>18 Nm (13.3 lbf ft)</td>
</tr>
<tr>
<td>Screw, chain sliding piece</td>
<td>M8</td>
<td>15 Nm (11.1 lbf ft)</td>
</tr>
<tr>
<td>Screw, fork stub</td>
<td>M8</td>
<td>15 Nm (11.1 lbf ft)</td>
</tr>
<tr>
<td>Screw, front brake caliper</td>
<td>M8</td>
<td>25 Nm (18.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, handlebar clamp</td>
<td>M8</td>
<td>20 Nm (14.8 lbf ft)</td>
</tr>
<tr>
<td>Screw, rear brake caliper</td>
<td>M8</td>
<td>25 Nm (18.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, rear engine sprocket cover</td>
<td>M8</td>
<td>15 Nm (11.1 lbf ft)</td>
</tr>
<tr>
<td>Screw, side stand attachment</td>
<td>M8</td>
<td>25 Nm (18.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, subframe</td>
<td>M8</td>
<td>30 Nm (22.1 lbf ft)</td>
</tr>
<tr>
<td>Screw, top steering stem</td>
<td>M8</td>
<td>17 Nm (12.5 lbf ft)</td>
</tr>
<tr>
<td>Screw, top triple clamp</td>
<td>M8</td>
<td>22 Nm (16.2 lbf ft)</td>
</tr>
<tr>
<td>Screw, wheel speed sensor</td>
<td>M8</td>
<td>4.5 Nm (3.32 lbf ft)</td>
</tr>
<tr>
<td>Shoulder bolt for attaching Powerpack HV</td>
<td>M8</td>
<td>15 Nm (11.1 lbf ft)</td>
</tr>
<tr>
<td>Motor bracket screw</td>
<td>M10</td>
<td>60 Nm (44.3 lbf ft)</td>
</tr>
<tr>
<td>Remaining nuts, chassis</td>
<td>M10</td>
<td>45 Nm (33.2 lbf ft)</td>
</tr>
<tr>
<td>Remaining screws, chassis</td>
<td>M10</td>
<td>45 Nm (33.2 lbf ft)</td>
</tr>
<tr>
<td>Screw, cross bar</td>
<td>M10</td>
<td>45 Nm (33.2 lbf ft)</td>
</tr>
<tr>
<td>Screw, footrest bracket</td>
<td>M10</td>
<td>45 Nm (33.2 lbf ft)</td>
</tr>
<tr>
<td>Screw, handlebar support</td>
<td>M10</td>
<td>40 Nm (29.5 lbf ft)</td>
</tr>
<tr>
<td>Screw, motor guard</td>
<td>M10</td>
<td>30 Nm (22.1 lbf ft)</td>
</tr>
<tr>
<td>Screw, subframe top</td>
<td>M10</td>
<td>45 Nm (33.2 lbf ft)</td>
</tr>
<tr>
<td>Screw, bottom shock absorber</td>
<td>M12</td>
<td>80 Nm (59 lbf ft)</td>
</tr>
<tr>
<td>Screw, top shock absorber</td>
<td>M12</td>
<td>80 Nm (59 lbf ft)</td>
</tr>
<tr>
<td>Nut, swingarm pivot</td>
<td>M14x1.5</td>
<td>75 Nm (55.3 lbf ft)</td>
</tr>
<tr>
<td>Nut, rear wheel spindle</td>
<td>M20x1.5</td>
<td>80 Nm (59 lbf ft)</td>
</tr>
<tr>
<td>Screw, front wheel spindle</td>
<td>M20x1.5</td>
<td>35 Nm (25.8 lbf ft)</td>
</tr>
<tr>
<td>Screw, top steering head</td>
<td>M20x1.5</td>
<td>12 Nm (8.9 lbf ft)</td>
</tr>
</tbody>
</table>
Brake fluid DOT 4 / DOT 5.1

Standard/classification
- DOT

Guideline
- Use only brake fluid that complies with the specified standard (see specifications on the container) and that exhibits the corresponding properties.

Recommended supplier
Castrol
- REACT PERFORMANCE DOT 4
MOTOREX®
- Brake Fluid DOT 5.1

Coolant

Guideline
- Only use high-grade, silicate-free coolant with corrosion inhibitor additive for aluminum motors. Low grade and unsuitable antifreeze causes corrosion, deposits and frothing.
- Do not use pure water as only coolant is able to meet the requirements needed in terms of corrosion protection and lubrication properties.
- Only use coolant that complies with the requirements stated (see specifications on the container) and that has the relevant properties.

| Antifreeze protection to at least | −25 °C (−13 °F) |

The mixture ratio must be adjusted to the necessary antifreeze protection. Use distilled water if the coolant needs to be diluted.

The use of premixed coolant is recommended.

Observe the coolant manufacturer specifications for antifreeze protection, dilution and miscibility (compatibility) with other coolants.

Recommended supplier
MOTOREX®
- COOLANT M3.0

Fork oil (SAE 4) (48601166S1)

Standard/classification
- SAE (p. 146) (SAE 4)

Guideline
- Use only oils that comply with the specified standards (see specifications on the container) and that exhibit the corresponding properties.

Gear oil (SAE 80W/90)

Standard/classification
- SAE (p. 146) (SAE 80W/90)

Guideline
- Use only gear oils that comply with the specified standards (see specifications on the container) and that exhibit the required properties.

| Semi-synthetic gear oil |

Recommended supplier
MOTOREX®
- Gear Oil
Shock absorber fluid (SAE 2.5) (50180751S1)

Standard/classification
- SAE (p. 146) (SAE 2.5)

Guideline
- Use only oils that comply with the specified standards (see specifications on the container) and that exhibit the corresponding properties.
Chain cleaner
Recommended supplier
MOTOREX®
    - Chain Clean

High viscosity grease
Recommended supplier
SKF®
    - LGHB 2

Long-life grease
Recommended supplier
MOTOREX®
    - Bike Grease 2000

Motorcycle cleaner
Recommended supplier
MOTOREX®
    - Moto Clean

Off-road chain spray
Recommended supplier
MOTOREX®
    - Chainlube Offroad

Preserving materials for paints, metal and rubber
Recommended supplier
MOTOREX®
    - Moto Protect

Special cleaner for glossy and matte paint finishes, metal and plastic surfaces
Recommended supplier
MOTOREX®
    - Quick Cleaner

Universal oil spray
Recommended supplier
MOTOREX®
    - Joker 440 Synthetic
The SAE viscosity classes were defined by the Society of Automotive Engineers and are used for classifying oils according to their viscosity. The viscosity describes only one property of oil and says nothing about quality.
<p>| BIN | Battery identification number | Serial number of the Powerpack; this is linked to the vehicle's identification number |</p>
<table>
<thead>
<tr>
<th>Art. no.</th>
<th>Article number</th>
</tr>
</thead>
<tbody>
<tr>
<td>ca.</td>
<td>circa</td>
</tr>
<tr>
<td>cf.</td>
<td>compare</td>
</tr>
<tr>
<td>e.g.</td>
<td>for example</td>
</tr>
<tr>
<td>etc.</td>
<td>et cetera</td>
</tr>
<tr>
<td>i.a.</td>
<td>inter alia</td>
</tr>
<tr>
<td>no.</td>
<td>number</td>
</tr>
<tr>
<td>poss.</td>
<td>possibly</td>
</tr>
</tbody>
</table>
### 30.1 Yellow and orange symbols

Yellow and orange symbols indicate an error condition that requires prompt intervention. Active driving aids are also represented by yellow or orange symbols.

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>![Yellow and orange symbol]</td>
<td>The malfunction indicator lamp flashes – A fault is present in the vehicle electronic system.</td>
</tr>
</tbody>
</table>

### 30.2 Green and blue symbols

Green and blue symbols reflect information.

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>![Green and blue symbol]</td>
<td>The high beam indicator lamp lights up blue – The high beam is switched on.</td>
</tr>
<tr>
<td>![Green and blue symbol]</td>
<td>Turn signal indicator lamp flashes green – The turn signal is switched on.</td>
</tr>
</tbody>
</table>
112 European emergency number

Technical emergency number

http://www.ktm.com/rescuecard

Model example

RESCUE CARD
KTM Freeride E
2021

Powerpack HV
(high-voltage battery, 260 V)

12-V battery
for onboard network

Main switch

Ignition lock

High-voltage cabling
in motor housing

Art. no. 3214291en
09.2020
General information
– The KTM Freeride E is a high-voltage electric motorcycle with a lithium-ion battery (Powerpack HV, 260 V).
– The high-voltage components in the vehicle are identified by yellow warning labels.
– The high-voltage cables in the motor housing and in the Powerpack HV can be identified by the orange color of their insulation.
– Before beginning work on the vehicle, switch off main switch 1 to the right of the handlebar and ignition lock 2 on the right behind the head-light mask.

Version 1: Lightly damaged vehicle
(Orange high-voltage cable is not visible, no visible damage to Powerpack HV)
1. Switch off main switch 1 and ignition lock 2.
2. Unlock the seat 3 and fold it up.
3. Disconnect the 12-V battery 4.
4. Loosen the hex screws size 10 5.
5. Remove the Powerpack HV 6.

Version 2: Severely damaged vehicle
(Orange high-voltage cable is visible and/or metallic penetration of the Powerpack HV)

The intrinsic safety of the high-voltage system of the vehicle cannot be determined from the outside.

Using suitable high-voltage protective equipment, the vehicle must be de-energized by removing the Powerpack HV (high-voltage battery).

The following steps must be performed by persons with high-voltage training only!
1. Switch off main switch 1 and ignition lock 2.
2. Unlock the seat 3 and fold it up.
3. Disconnect the 12-V battery 4.
4. Loosen the hex screws size 10 5.
5. Removing the Powerpack HV (high-voltage battery, 260 V) 6.
6. Securing the Powerpack HV.

Version 3: Vehicle fire
– Contact the fire rescue service and inform them that a vehicle with a lithium-ion battery is on fire.
– In the event of a vehicle fire, the usual regulations for low-voltage systems apply.
– If the Powerpack HV was affected by the fire, the extinguishing and cooling process may take up to 24 hours. The surroundings must be protected accordingly.
– To cool a burning Powerpack HV, use large quantities of water.
– When using branch pipes and water as an extinguishing agent, maintain a safety distance of 1 m for spraying and 5 m for a full jet of water.
Fuel, oils, etc. ................................................. 13
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changing ......................................................... 103
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installing ......................................................... 102
removing ......................................................... 102
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checking ......................................................... 105
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