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Symbols used

The symbols used are explained in the following.



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).



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

Formats used

The typographical and other formats used are explained in the following.

Own name Indicates a proprietary name.

Name[®] Identifies a protected name.

Brand[™] Identifies a brand in merchandise traffic.

Warranty

The work prescribed in the service schedule must be carried out by an authorized KTM workshop only and confirmed in the customer's service record; otherwise, all warranty claims will be void. No warranty claim can be honored for damage resulting from manipulation and/or other changes to the vehicle.

Fuel, oils, etc.

The fuels and lubricants named in the owner's manual must be used according to specifications.

Spare parts, accessories

Only use spare parts and accessories approved and/or recommended by KTM. KTM accepts no liability for other products and any resulting damage or loss.

You will find the current **KTM PowerParts** for your vehicle on the KTM website.
International KTM Website: <http://www.ktm.com>

Work rules

Special tools are necessary for some of the work. These are not included with the vehicle and can be ordered under the number in parentheses. Ex: valve spring compressor (59029019000)

During assembly, non-reusable parts (e.g. self-locking screws and nuts, seals and seal rings, O-rings, pins, lock washers) must be replaced by new parts.

If thread lock (e.g. **Loctite**[®]) is used for screw connections, be sure to comply with the manufacturer's specific instructions on its usage.

Parts that you want to reuse following repairs and servicing should be cleaned and checked for damage and wear. Change damaged or worn parts.

Following repairs or servicing, the vehicle must be checked for roadworthiness.

notes/warnings

Be sure to pay attention to the notes and warnings given here.

Info

Various notes and warning stickers are attached to the vehicle. Do not remove any notes and warning stickers. If they are missing, you or others may not recognize sources of danger and may therefore be injured.

Grades of risks

Danger

Indicates immediate danger that will invariably lead to severe or even fatal injury if the appropriate measures are not taken.

Warning

Indicates immediate danger that may lead to severe or even fatal injury 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.

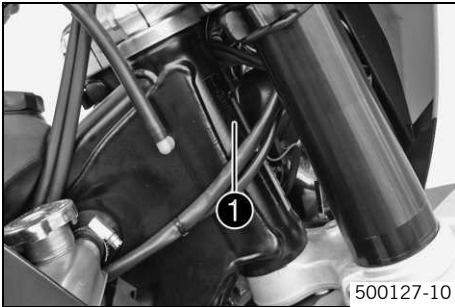
Warning

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

Repair manual

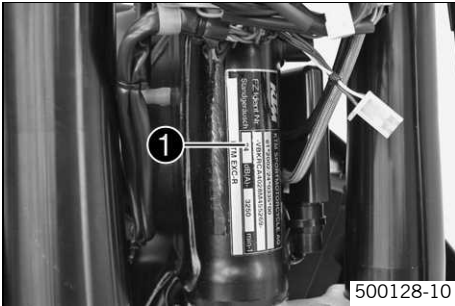
- It is imperative that you read this owner's manual carefully and completely before the start of work. It contains useful information and many tips on how to repair and maintain your vehicle.
- This manual assumes that the necessary special KTM tools and workplace and workshop equipment are available.

Chassis number



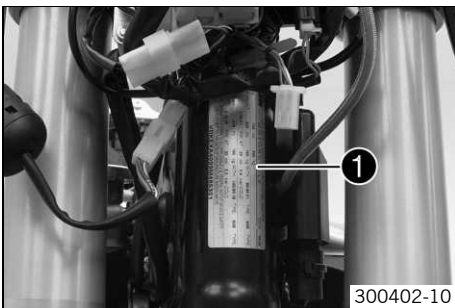
The chassis number ❶ is stamped on the steering head on the right.

Type label



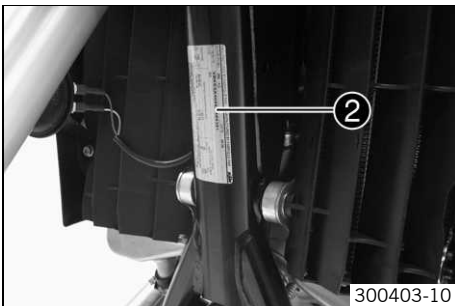
(EXC EU, EXC AUS, EXC SIX DAYS, XCR-W)

The type label ❶ is fixed to the front of the steering head.



(EXC USA)

The type label USA ❶ is fixed to the front of the steering head.



(EXC USA)

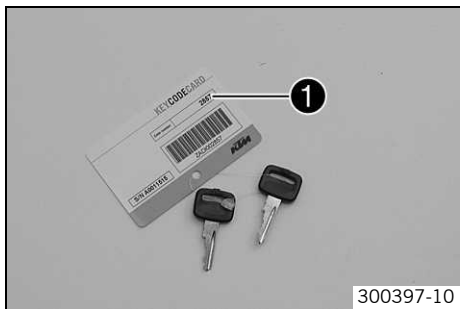
The type label Canada ❷ is fixed to the front of the front pipe.

Key number (all EXC models)



(EXC EU, EXC AUS, EXC-R SIX DAYS)

The key number ❶ is stamped on the key strap.



(EXC USA)

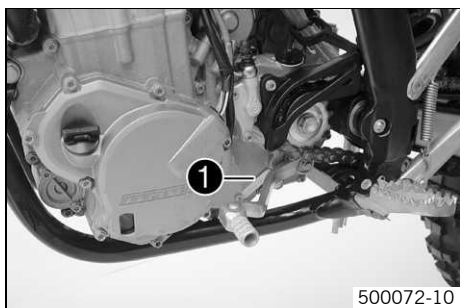
The key number ❶ is provided on the **KEYCODECARD**.



Info

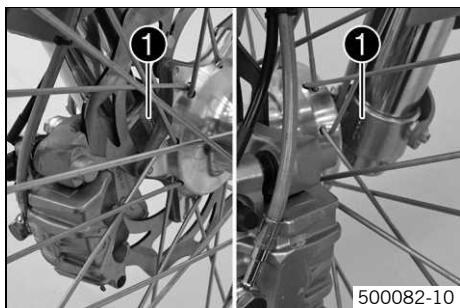
You need the key number to order a spare key. Keep the **KEYCODECARD** in a safe place.

Engine number



The engine number ❶ is stamped on the left side of the engine under the engine sprocket.

Fork part number



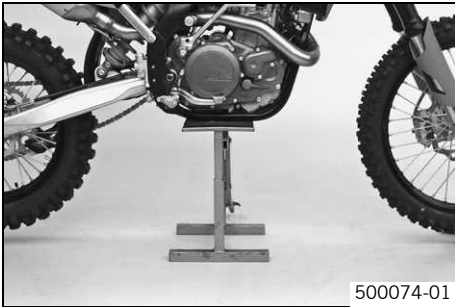
The fork part number ❶ is stamped on the inner side of the fork stub.

Shock absorber part number



The shock absorber part number ❶ is stamped on the top of the shock absorber above the adjusting ring on the engine side.

Jacking up the motorcycle



Note

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

- Always place the vehicle on a firm and even surface.

- Jack up the motorcycle underneath the engine. The wheels must no longer touch the ground.

Work stand (54829055000) (☛ p. 229)

- Secure the motorcycle against falling over.

Removing the motorcycle from the work stand

Note

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

- Always place the vehicle on a firm and even surface.

- Remove the motorcycle from the work stand.
- Remove the work stand.

Starting



Danger

Danger of poisoning Exhaust gases are poisonous and can result in unconsciousness and/or death.

- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in a closed space without an effective exhaust extraction system.

Note

Engine failure High engine speeds in cold engines have a negative effect on the service life of the engine.

- Always warm up the engine at low engine speeds.



Info

If the motorcycle is unwilling to start, the cause can be old fuel in the float chamber. The flammable elements of the fuel evaporate after a long time of standing.

If the float chamber is filled with fresh fuel, the engine starts immediately.

Press the starter for a maximum of 5 seconds. Wait for a least 5 seconds until trying again.

Motorcycle has been out of use for more than 1 week

- Empty the carburetor float chamber. (☛ p. 170)
- Turn handle ❶ of the fuel tap to the **ON** position. (Figure 500137-10 ☛ p. 65)
- ✓ Fuel can flow from the fuel tank to the carburetor.
- Remove the motorcycle from the stand.
- Shift gear to neutral.

(EXC USA)

- Turn the key in the ignition switch to the position ○.

(EXC USA)

- Turn the emergency OFF switch to the position ○.

(EXC AUS)

- Turn the emergency OFF switch to the position ○.

Engine cold

(EXC AUS, XC-W, EXC USA)

- Pull the choke lever out as far as possible.

(EXC EU, EXC SIX DAYS)

- Pull the choke lever to the stop.

- Press the electric starter button or press the kickstarter robustly through its full range.



Info

Don't open the throttle.

Starting the motorcycle for checking**Danger**

Danger of poisoning Exhaust gases are poisonous and can result in unconsciousness and/or death.



- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in a closed space without an effective exhaust extraction system.

**Info**


Press the starter for a maximum of 5 seconds. Wait for a least 5 seconds before trying again.

- Shift gear to neutral.

(EXC USA)

- Turn the key in the ignition switch to the position .
- Turn the emergency OFF switch to the position .

(EXC AUS)

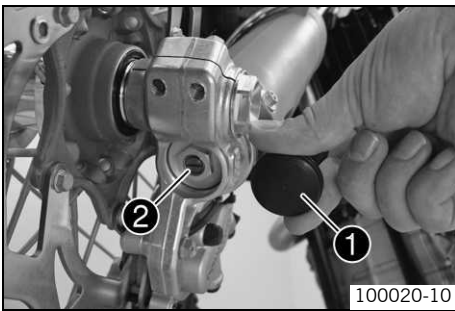
- Turn the emergency OFF switch to the position .
- Press the electric starter button or press the kickstarter robustly through its full range.

**Info**

Do not open the throttle.

Adjusting compression damping of fork

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



- Remove protection covers ❶.
- Turn adjusting screws ❷ clockwise until they stop.

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

- Turn back counterclockwise the number of clicks corresponding to the fork type.

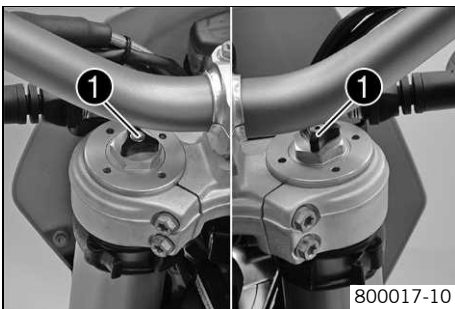
Compression damping	
Comfort	26 clicks
Standard	22 clicks
Sport	20 clicks

i Info
Turn clockwise to increase damping, turn counterclockwise to reduce suspension damping.

- Mount protection covers ❶.

Adjusting rebound damping of fork

i Info
The hydraulic rebound damping determines the fork suspension behavior.



- Turn adjusting screws ❶ clockwise until they stop.

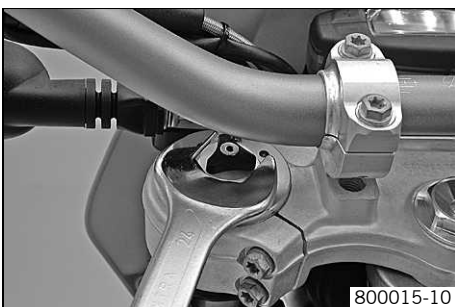
i Info
The adjusting screws ❶ are located at the top end of the fork legs. Make the same adjustment on both fork legs.

- Turn back counterclockwise the number of clicks corresponding to the fork type.

Rebound damping	
Comfort	24 clicks
Standard	22 clicks
Sport	22 clicks

i Info
Turn clockwise to increase damping, turn counterclockwise to reduce suspension damping.

Adjusting spring preload of the fork



- Turn adjusting screws counterclockwise until they stop.

i Info
Make the same adjustment on both fork legs.

- Turn back clockwise the number of turns corresponding to the fork type.

Spring preload - Preload Adjuster	
Comfort	2 turns
Standard	2 turns
Sport	4 turns



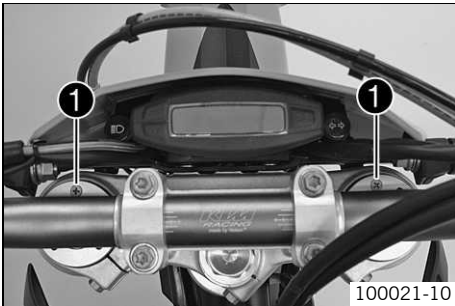
Info

Turn clockwise to increase spring preload, turn counterclockwise to reduce spring preload.

Adjusting the spring preload has no influence on the absorption setting of the rebound damping.

Basically, however, you should set the rebound damping higher with a higher spring preload.

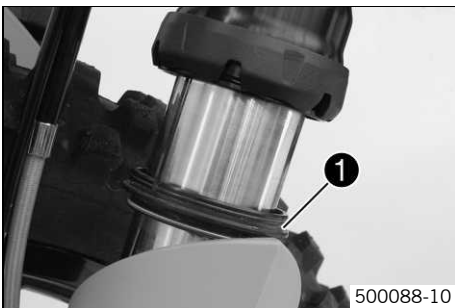
Bleeding fork legs



100021-10

- Jack up the motorcycle. (☛ p. 10)
- Remove bleeder screws ❶ briefly.
- ✓ Any excess pressure escapes from the interior of the fork.
- Mount and tighten bleeder screws.
- Remove the motorcycle from the work stand. (☛ p. 10)

Cleaning the dust boots of the fork legs



500088-10

- Jack up the motorcycle. (☛ p. 10)
- Loosen the fork protection. (☛ p. 13)
- Push dust boots ❶ of both fork legs downwards.



Info

The dust boots should remove dust and coarse dirt particles from the fork tubes. Over time, there is an ingress of dirt inside the boots. If this dirt is not removed, it may cause the oil seals to leak.



Warning

Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

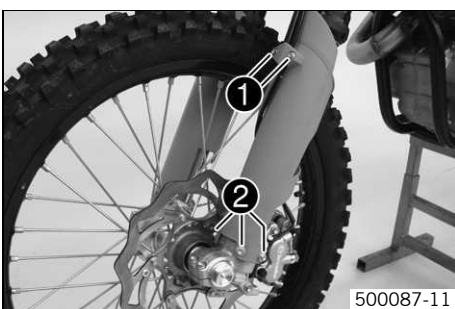
- Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.

- Clean and oil the dust boots and inner fork tube of both fork legs.

Universal oil spray (☛ p. 227)

- Press the dust boots back into their normal position.
- Remove excess oil.
- Position the fork protection. (☛ p. 14)
- Remove the motorcycle from the work stand. (☛ p. 10)

Loosening the fork protection



500087-11

- Remove screws ❶ and take off clamp.
- Remove screws ❷ on left fork leg. Push the fork protection downwards.
- Remove the screws on the right fork leg. Push the fork protection downwards.

Positioning the fork protection



- Position the fork protection on the left fork leg. Mount and tighten screws ❶.

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
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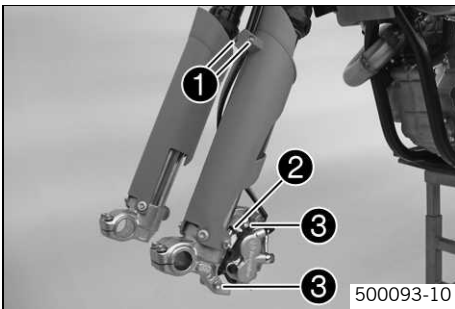
- Position the brake line and cable harness. Put the clamp on, mount and tighten screws ❷.

- Position the fork protection on the right fork leg. Mount and tighten screws.

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
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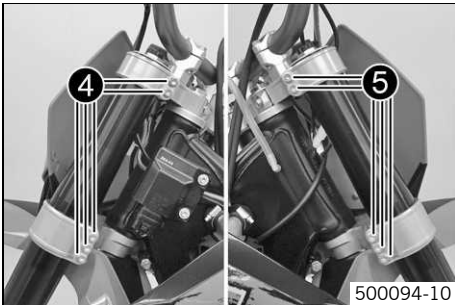
Removing the fork legs



- Remove the front wheel. (☛ p. 68)
- Remove screws ❶ and take off clamp.
- Remove cable clip ❷, remove screw ❸ and take off the brake caliper.
- Hang the brake caliper and the brake line loosely to the side.

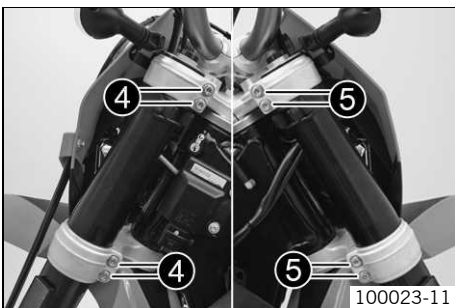
(EXC SIX DAYS, XC-W USA, EXC USA)

- Loosen screw ❹. Remove the fork leg on the left.
- Loosen screw ❺. Remove the fork leg on the right.

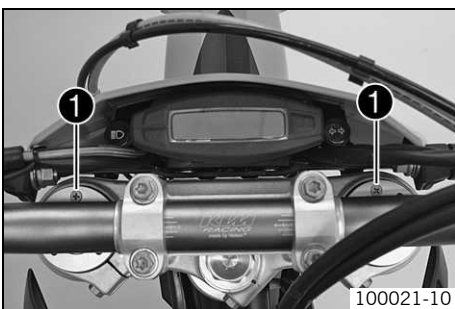


(EXC EU, EXC AUS, XC-W ZA)

- Loosen screw ❹. Remove the fork leg on the left.
- Loosen screw ❺. Remove the fork leg on the right.



Installing fork legs



- Position the fork legs.

i Info

The topmost milled groove in the fork leg must be flush to the upper edge of the upper triple clamp.

Position bleeder screws ❶ toward the front.