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# IMPORTANT INFORMATION/UPDATING INSTRUCTIONS

To be able to continue using the existing loose-leaf repair instructions, simply print the following pages and insert them in the existing repair instructions:

**1,3,7,9,13,15,20,21,32,34,39,45,50-52,62,64,65,67,69-71,73,86,88,90,93,97-104,109,111-171,173,187-189,214-217**

Remove page (s)	Replace by page (s)	Insert page (s)	after page
2-1	2-1		
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## KTM REPAIR MANUAL IN LOOSE-LEAF FORM

### STORING THE REPAIR MANUAL IN THE BINDER

- Put the index into the binder.
- Put the front page of the repair manual (210x297 mm) into the transparent pocket provided for this purpose on the outside of the binder.
- Put the spine label (170x45 mm) into the transparent pocket provided for this purpose on the spine of the binder.
- Put the summary list of contents (150x297 mm) into the transparent pocket provided for this purpose on the inside of the binder or insert this page at the beginning of the manual.
- Then insert the individual chapters of the manual between the sheets of the index according to the page number printed in the right bottom corner of each page.  
 Example: page no. 3-5                      3 = chapter 3                      5 = page 5  
 For example: All pages with a page number that begins with the digit 3, must be put under the index heading "Chapter 3".
- Index sheets that have not been marked with a certain chapter are for your personal convenience. The respective headings can be entered in the list of contents.





## EXPLANATION - UPDATING

<b>3.205.74-E</b>	<b>Repair Manual 125/200 SX, MXC, EXC</b> Basic version Model year 1999 (Engine number with first digit "9")	<b>3/1999</b>
<b>3.205.88-E</b>	<b>Updating of Rep.Manual 3.205.74-E</b> Model year 2000/2001 (2000: Engine number with first digit "0") (2001: Engine number with first digit "1")	<b>8/2000</b>
<b>3.210.27-E</b>	<b>Updating of Rep.Manual 3.205.74-E</b> Model year 2002 (Engine number with first digit "2")	<b>7/2001</b>
<b>3.206.005-E</b>	<b>Updating of Rep.Manual 3.205.74-E</b> Model year 2003 (Engine number with first digit "3")	<b>11/2002</b>
<b>3.206.017-E</b>	<b>Updating of Rep.Manual 3.205.74-E</b> Model year 2004 (Engine number with first digit "4")	<b>10/2003</b>
<b>3.206.021-E</b>	<b>Updating of Rep.Manual 3.205.74-E</b> Model year 2005 (Engine number with first digit "5")	<b>8/2004</b>
<b>3.206.031-E</b>	<b>Updating of Rep.Manual 3.205.74-E</b> Model year 2006 (Engine number with first digit "6")	<b>9/2005</b>

**Modification / Updating:**

Technical Details Model 2006, Changing brake fluid, Technical Specifications, tightening torques, Periodic Maintenance Schedule



## INTRODUCTION

This repair manual offers extensive repair-instructions and is an up-to-date version that describes the latest models of the series. However, the right to modifications in the interest of technical improvement is reserved without updating the current issue of this manual.

A description of general working procedures common in workshops has not been included. Safety rules common in the work shop have also not been listed. We take it for granted that the repairs are made by qualified professionally trained mechanics.

Read through the repair manual before beginning with the repair work.

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**⚠                      WARNING                      ⚠**

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**STRICT COMPLIANCE WITH THESE INSTRUCTIONS IS  
ESSENTIAL TO AVOID DANGER TO LIFE AND LIMB.**

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**!                      CAUTION                      !**

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**NON-COMPLIANCE WITH THESE INSTRUCTIONS CAN LEAD  
TO THE DAMAGE OF MOTORCYCLE COMPONENTS OR  
RENDER MOTORCYCLES UNFIT FOR RIDING !**

**“NOTE“ POINTS OUT USEFUL TIPS.**

Use only ORIGINAL KTM SPARE PARTS.

The KTM high performance engine is only able to meet user expectations if the maintenance work is performed regularly and professionally.



REG.NO. 12 100 6061

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

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## REPLY FAX FOR REPAIR MANUALS

We have made every effort to make our repair manuals as accurate as possible but it is always possible for a mistake or two to creep in.

To keep improving the quality of our repair manuals, we request mechanics and shop foremen to assist us as follows:

If you find any errors or inaccuracies in one of our repair manuals – whether these are technical errors, incorrect or unclear repair procedures, tool problems, missing technical data or torques, inaccurate or incorrect translations or wording, etc. – please enter the error(s) in the table below and fax the completed form to us at 0043/7742/6000/5349.

**NOTE:**

- Enter the complete item no. for the repair manual in column 1 (e.g.: **3.206.031-E**).  
You will find the number on the cover page or in the left margin on each right page of the manual.
- Enter the corresponding page number in the repair manual (e.g.: **5-7e**) in column 2.
- Enter the current text (inaccurate or incomplete) in column 3 by quoting or describing the respective passage of the text. If your text deviates from the text contained in the repair manual, please write your text in German or English if possible.
- Enter the correct text in column 4.

Your corrections will be reviewed and incorporated in the next issue of our repair manual.

Item no. of repair manual	Page	Current text	Correct text

Additional suggestions, requests or comments on our Repair Manuals (in German or English):

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Name mechanic/shop foreman

Company/work shop



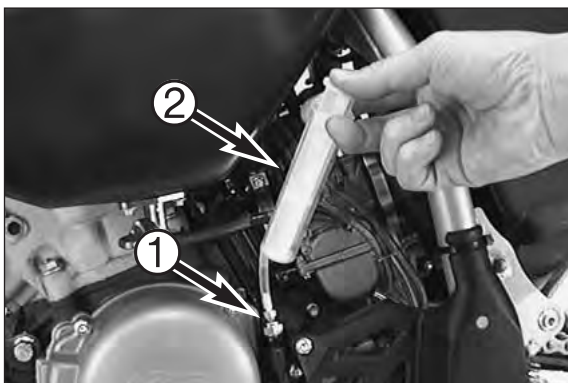
# GENERAL INFORMATION

# 2

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<b>BLEEDING THE HYDRAULIC CLUTCH</b> .....	<b>.2-2</b>
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### Bleeding the hydraulic clutch

- Remove screws and take off the cover together with the rubber bellows.
- At the slave cylinder of the clutch, remove the bleeder nipple ①. Mount the bleeder syringe ② which is filled with SAE 10 biodegradable hydraulic oil (ex. Motorex Kupplungs-Fluid 75).



- Refill oil, until it is discharged from the bore ③ of the master cylinder in a bubble-free state. Make sure that the oil does not overflow.

!

### CAUTION

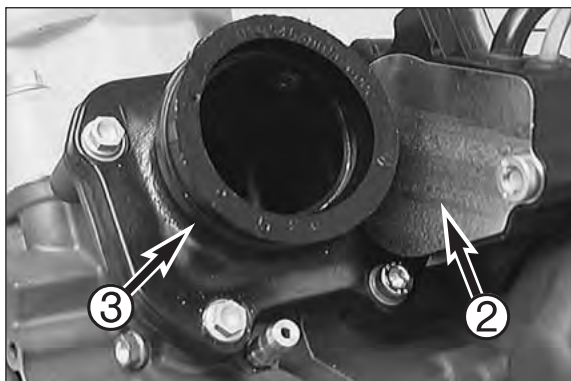
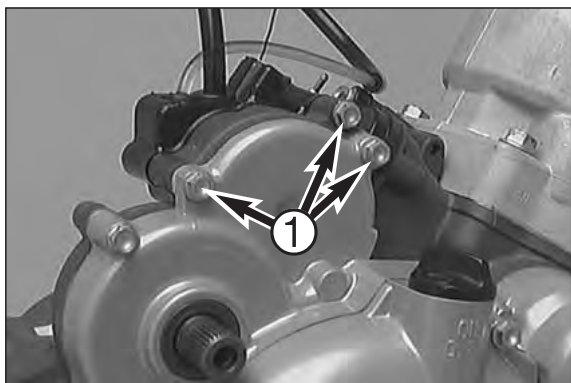
!

HAVING COMPLETED THE BLEEDING PROCEDURE, YOU HAVE TO VERIFY THAT THE OIL LEVEL IN THE MASTER CYLINDER IS CORRECT. ONLY USE SAE 10 BIODEGRADABLE HYDRAULIC OIL (EX. MOTOREX KUPPLUNGS-FLUID 75) WHEN REFILLING THE MASTER CYLINDER. NEVER USE BRAKE FLUID NOR MIX BIODEGRADABLE HYDRAULIC OILS WITH MINERAL OILS.

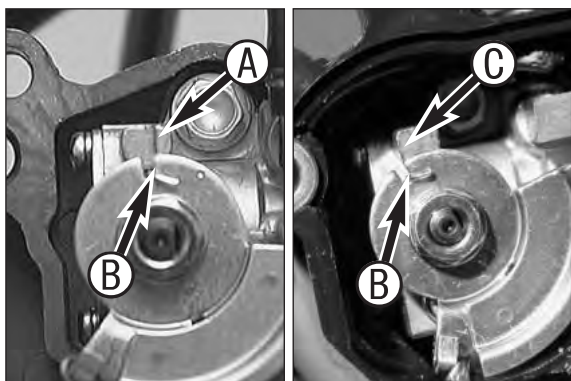
### Adjusting the oil pump (only with separate lubrication)

NOTE: Prior to adjusting the oil pump, you have to check and if necessary, adjust the clearance of the throttle cable.

- Loosen the 3 bolts ❶ of the oil pump housing and remove the oil pump cover ❷. To make adjustment and control easier, loosen the bolts of the intake flange ❸, remove 4 of them and move the flange side wards.



- If the oil pump has been adjusted correctly the mark ❶ must coincide with the notch ❷ on the cable pulley (except 125 EXE and 125 Supermoto).
- On 125 EXE and 125 Supermoto-models the notch ❷ must coincide with the edge ❸.



! **CAUTION** !

IF THE ADJUSTMENT OF THE OIL PUMP IS NOT CORRECT, THE ENGINE IS NOT SUPPLIED WITH THE CORRECT AMOUNT OF OIL AND THIS CAN RESULT IN ENGINE DAMAGE.

- If necessary, loosen the lock nut ❹ and correct the adjustment by turning the adjusting screw ❺ as required.
- Following the adjustment procedure, the lock nut has to be tightened again.

- Mount cover ❷ and flange ❸, tighten the 2 bolts.

