



**KTM** BIKE INDUSTRIES

# **BIKEPASS**

GREAT BRITAIN

## Content

Congratulations .....	3	Gear Shifting Adjustment .....	19
Safety and Behaviour .....	4	Brake Control (Cable) .....	20
Mountainbike   BMX   Dirt .....	5	Hydraulic Brakes Adjustment .....	20
Racing Bike .....	7	Handling of Carbon .....	21
Trekking   Trekking-Offroad   ATB .....	9	Accessories and Components .....	22
Children's Bike /Juvenile Road Bike .....	9	Maintenance and Care .....	22
City Bike   Touring Bike   Sports Bike .....	11	Warranty .....	24
Saddle Adjustment .....	12	Torque Specifications .....	26
Shifting Gears .....	14	Completion Certificate .....	27
Brakes .....	15		
Tyres .....	16		
Quick Release System for Wheels/Seat Posts .....	18		
Suspension Adjustment .....	19		

## Congratulations!

We would like to congratulate you on your decision to buy a KTM product. We are confident that your new bike will more than meet your expectations regarding function, design, and quality—now and in the future.

All of our bikes are manufactured employing the most modern production techniques and using material of the highest quality. They are equipped with the best components. Therefore please use your bike for its intended use only. More information on page 6-13.

A racing bike should not be ridden on earth roads and a trekking bike should not be ridden on downhill courses.

Inappropriate use can lead to material damage and serious accidents. In order to enjoy unlimited riding pleasure with your new KTM bike, we would like to ask you to carefully read this manual.



This QR-code guides you directly to the download area on our home page.

In case of kid bikes for children please make sure your child understands the contents of this manual especially regarding use and is able to handle the bike appropriately.



**Please make sure that your new KTM bike has been provided to you fully assembled, adjusted and with all necessary written material (component descriptions, guarantee etc). If, after reading the manual, you have any questions, contact your dealer.**

## Safety and Behaviour

1. Please adhere to all national laws and regulations of the road.
2. Take care that the frame size matches your size and that the equipment has been adjusted for you.
3. Before every ride, check whether brakes, lights, and other safety-relevant components are fully functional and error-free.
4. Always use lights when riding at night!
5. Never ride your bike in pairs (exception: in pairs in specific children's seats).
6. Consider other motorists and cyclists, people walking, and children and always reckon with the erratic behaviour of others.
7. Consider animals and plants when riding off the road.
8. Please mind that riding characteristics can change severely when transporting loads.
9. Wear appropriate protective equipment!
10. Do not adjust brakes or gearshift assembly while riding.
11. Not to lose control over your bike, don't take your hands off the handlebar.



**Adhere to traffic rules and take care of the environment when riding off the road.**

# DER NEUE TRENDSPORT: ALMRADLERN.



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## **MTB | BMX | Dirt**

Due to their design and equipment, these bikes are not intended for use on public roads. Before being used on public roads, the bike has to be retrofitted with lights, mudguards, etc. according to the particular national laws and regulations.

Bikes of this type are designed for riding in rough terrain. The safety-related equipment required for off-road use is included in the delivery and has to be checked regularly by the user or by an expert. If necessary, it needs to be repaired.

Neither manufacturer nor dealer take responsibility for any use beyond the intended one and for non-compliance with the safety-related directions of this manual and the resulting damage, respectively. This applies

especially to overload and incorrectly repaired defects. The total load is 118kg / 260lb (rider + luggage). Please note the load limits of component manufacturers in the supplement if applicable. Intended use also includes compliance with the manufacturer's operating, servicing, and maintenance conditions specified in the operating manual.



1 Top tube	5 Brake lever	9 Spokes	13 Hub	17 Bottom bracket shell with bottom bracket	21 Rear derailleur	25 Seat post	29 Seat post clamp
2 Headset	6 Head Tube	10 Rims	14 Down tube	18 Front derailleur	22 Seat stay	26 Seat tube	
3 Stem	7 Fork	11 Tyres	15 Crank arm	19 Chain stay	23 Rear brakes	27 Rear suspension	
4 Handlebar	8 Sprednja zavora	12 Valve	16 Pedal	20 Chain	24 Saddle	28 Pivot	

## Racing Bike

Due to their design and equipment, racing bikes are intended for use on public roads for the purpose of exercise and competitions. In order to be used legally on public roads, the bike may have to be retrofitted with head lights, reflectors, mudguards, etc. according to the particular national laws and regulations of specific countries. Please clarify this with your specialist dealer.

The safety-related equipment of the racing bike required for exercising or competitions is included in the delivery and has to be checked regularly by the user or by an expert. If necessary, it needs to be repaired. Neither manufacturer nor dealer take responsibility for any use going beyond the intended one and for no compliance with the safety-related directions of this manual and the resulting damage, respectively.

This applies especially to using the racing bike in off-road conditions, overload, and incorrectly repaired defects.

The total load is 118kg / 260lb (rider + luggage). Please note the load limits of component manufacturers in the supplement if applicable. Intended use also includes compliance with the manufacturer's operating, servicing, and maintenance conditions specified in the operating manual.





1 Top tube	5 Handlebar	9 Spokes	13 Hub	17 Front derailleur	21 Seat stay	25 Seat tube
2 Headset	6 Break levers with shifters	10 Rims	14 Down tube	18 Chain stay	22 Rear brakes	26 Seat post clamp
3 Stem	7 Front brakes	11 Tyres	15 Crank arm	19 Chain	23 Saddle	
4 Head Tube	8 Fork	12 Valve	16 Bottom bracket shell with bottom bracket	20 Rear derailleur	24 Seat post	

## **Trekking | Trekking-Offroad | ATB**

Due to their design and equipment (e.g. active and passive lighting equipment), these bikes are intended for use on public roads and paths. Bikes belonging to the trekking / off-road group do not comply with the requirements for use in traffic and have to be considered as sports equipment. Before being used on public roads, these bikes have to be retrofitted with lights, mudguards, etc. according to the particular national laws and regulations.

All of these bikes can be used in light off-road terrain. The safety-related equipment required for this type of riding is included in the delivery and has to be checked regularly by the user or by an expert. If necessary, it needs to be repaired.

Neither manufacturer nor dealer take responsibility for any use going beyond the intended one and for non-compliance with the safety-related directions of this manual and the resulting damage, respectively.

This applies especially to using the bike in extreme off-road conditions, overload, and incorrectly repaired defects. The total load is 118kg / 260lb (rider + luggage). Please note the load limits of component manufacturers in the supplement if applicable.

## **Children's Bike / Juvenile Road Bike**

BMX bikes and children's MTBs are excluded from use in traffic. These bikes have to be considered as sports equipment and have to be retrofitted with lights, mudguards, etc. according to the particular national laws and regulations. The safety-related equipment required for road bikes is included in the delivery and has to be checked regularly by the user or by an expert. If necessary, it needs to be repaired. Neither manufacturer nor dealer take responsibility for any use going beyond the intended one and for non-compliance with the safety-related directions of this manual and the resulting damage, respectively.

This applies especially to using these bikes in offroad conditions, overload, and incorrectly repaired defects. The total load is 60kg / 132lb (rider + luggage).

Intended use also includes compliance with the manufacturer's operating, servicing, and maintenance conditions specified in the operating manual.

It's the real  
experience of living  
that helps you  
wind down.



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arrive  
and revive

[www.austria.info](http://www.austria.info)

Find out how you can discover Austria's bike trails  
with KTM here: [www.austria.info](http://www.austria.info)

## **City Bike | Touring Bike | Sports Bike**

Due to their design and equipment (e.g. active and passive lighting equipment), these bikes are intended for use on public roads and paths.

The safety-related equipment required for this type of riding is included in the delivery and has to be checked regularly by the user or by an expert. If necessary, it needs to be repaired. Neither manufacturer nor dealer take responsibility for any use going beyond the intended one and for non-compliance with the safety-related directions of this manual and the resulting damage, respectively.

This applies especially to using the bike in extreme off-road conditions, overload, and incorrectly repaired defects.

The total load is 118kg / 260lb (rider + luggage). Please note the load limits of component manufacturers in the supplement if applicable.

Intended use also includes compliance with the manufacturer's operating, servicing, and maintenance conditions specified in the operating manual.



1	Top tube	5	Brake lever	9	Fork	13	Valve	17	Crank arm	21	Chain stay	25	Rear light	29	Seat post
2	Headset	6	Head Tube	10	Spokes	14	Hub dynamo	18	Bottom bracket shell with bottom bracket	22	Rear derailleur	26	Luggage carrier	30	Saddle
3	Stem	7	Head light	11	Rims	15	Down tube	19	Front derailleur	23	Kickstand	27	Rear brakes	31	Seat tube
4	Handlebar	8	Front brakes	12	Tyres	16	Pedal	20	Chain	24	Reflector	28	Seat stay	32	Seat post clamp

## Saddle Adjustment

The saddle is correctly adjusted when your heel reaches the pedal (when the pedal is at the lowest point) while your leg is completely straight. When you are pedaling your leg should be bent at the knee. See Image 1.

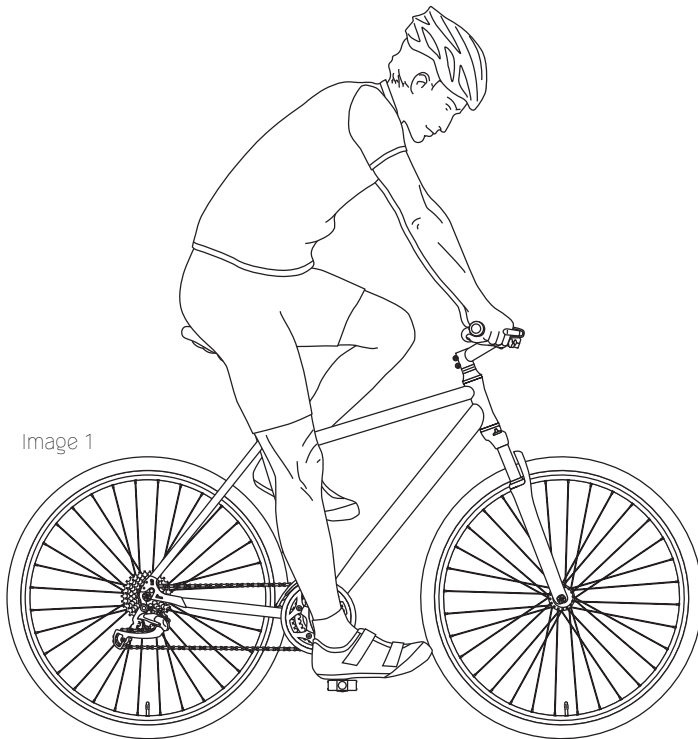


Image 1

While adjusting the height pay attention that the seat post does not exceed the maximum extension (see image 2)

If the seat post is not correctly inserted this may cause a fall or a broken frame.

If it is not possible to adjust the height this way, choose a larger frame.

A guideline to find your frame-size can be found in our catalogue or on [www.ktm-bikes.at/service](http://www.ktm-bikes.at/service)

The saddle should be assembled in horizontal position. You can use a water level to optimize your adjustment (image 3). The area in which the saddle rails should be clamped is marked on every saddle. Make sure you do not clamp the saddle outside the marking.

Use the given torques you can find on the saddle rails/

## Important information

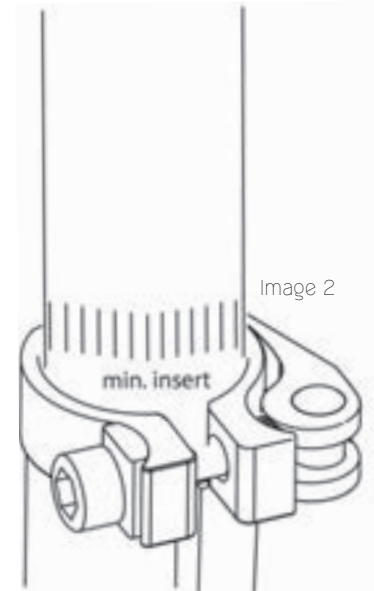


Image 2

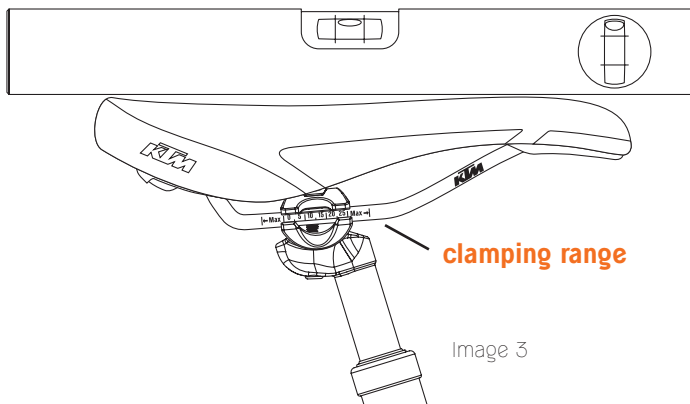


Image 3

seat post or in your user manual (see image 4).

If you have a seat post with two screws you have to check them mutually after you have tightened the screws to avoid unequal torques.



Image 4

Be careful not to assemble it back-to-front!

In principle the handlebar-height is correctly adjusted when the saddle and the stem are on the same level (see image 5). Please notice: At mountain and racing bikes the saddle top edge can be about 5-11 cm above the handlebar. At City-, Dirt-, Downhill- and Freeride-Bikes the handlebar should be about 15cm above the saddle top edge.

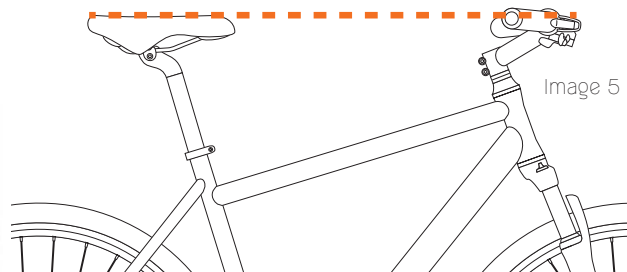


Image 5



**Attention:** While adjusting the handlebar height be careful not to push the stem over the marking. Otherwise stability cannot be guaranteed. High risk of falls!  
**Please notice:** Not every handlebar is height-adjustable. Pay attention to the screws' torques (see table page 33). Control the handles regularly!

## Shifting Gears

You will have the biggest benefit for your health paired with endurance and performance when pedaling with a frequency of about 60-90 revolutions/minute and a low effort. In order to maintain a perfect rhythm during changing conditions use the whole range of your

### Shifting Gears

- It is necessary to keep on pedaling with low effort-while shifting.
- The mobile parts of the shifting gear should be cleaned and adequately lubricated after a ride in the rain.
- Avoid a fast shifting through all gears. Never shift-while pedaling backward! Risk of a jammed chain.

Because of the huge variety of shifting control types it is not possible to explain each functioning. Therefore ask your dealer for further explanations or read the manufacturer's user manual carefully

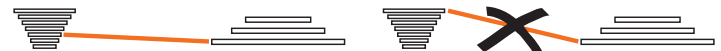
Derailleur gear: The right shifter moves the rear derailleur for the rear sprockets. The left shifter moves the front derailleur for the front chainrings.

The various chainrings/rear sprockets combinations determine the gear.

As soon as you have mastered the shifting your experience will show you which gear is the best for you.

To avoid excessive wear or damage of the chain, the chainring or the rear sprockets prefer the following combinations:

- Big chainring (front) – little rear sprockets
- Middle chainring (front) – middle rear sprockets
- Little chainring (front) – big rear sprockets



**A straight running chain should be preferred!**





As a rule the left brake lever operates the front brake while the right one operates the rear brake.

Exception: Bikes with a coaster brake. Their brake lever for the front brake is on the right side of the handlebar.

**BUT:** Depending on the model there can be a second brake lever for the rear brake on the right side of the handlebar.

In this case the brake lever for the front brake would be on the left side of the handlebar.

Pay attention not to lock up the wheels when applying the brake. A locked up wheel makes you lose grip and may cause a fall. Practice to apply the brakes in low-traffic locations which are suitable for this.

Never apply the brake too hard or too suddenly. Danger of being pitched over the handlebar. When applying the brake try to shift weight on the rear wheel by moving back on the saddle.

With a locked up front wheel the rider is not able to maintain balance through steering anymore and a fall is very probable.

A locked up rear wheel can career s dewards. Apply

both brakes for an optimal slow down.  
Important: when riding on loose or wet surfaces the braking distance is much longer.

Disc brakes do not work perfectly when they are new! They need about 30 - 100 applications for an optimal effectiveness.

**Attention:** With extended use, disc brakes can become very hot! Do not touch: risk of burn !



**For many, work on your KTM bike skills and special tools are required. Do not make any repairs or adjustments that you may not be fluent. Improperly performed repairs or adjustments can lead to accidents. Please let work on the brakes only perform from dealer and take note of the documents enclosed by the component manufacturers.**

## Tyres

### Tyre pressure:

The tyre pressure should be adapted to the manufacturer's recommendation. Always pay attention to the recommendations on the tyre's sidewall [e.g. min. 3 bar (42, 6 psi) - max. 4,5 bar (65 psi)]

Guideline for tyre pressure:

Type of bike	Air pressure
Trekking bike & MTB - tarmac	3,5 - 4 bar
Trekking bike & MTB - light terrain	3 - 3,5 bar
Trekking bike & MTB - rough terrain	2,5 - 3 bar
Racing bike	Min. 6.5bar - max. allowed as per manufacturer information

### Tyre puncture:

Inside the bicycle tyre is a tube.

(Exception: tubeless systems - in that case please read the manufacturer's manuals)

What to do when having a tyre puncture:

- Dismantle the wheel
- Push all the air out of the tube
- Remove the tyre on one side from the rim with a tyre lever
- Easily inflate the new or repaired tube and put it into the tyre
- Put the valve through the hole in the rim
- Pull the tyre to both sides over the rim

When inflating pay attention the tube is not squeezed between tyre and rim!

Optimal pressure: see guideline on the left side!

Afterwards make sure the brake's are fully operative!

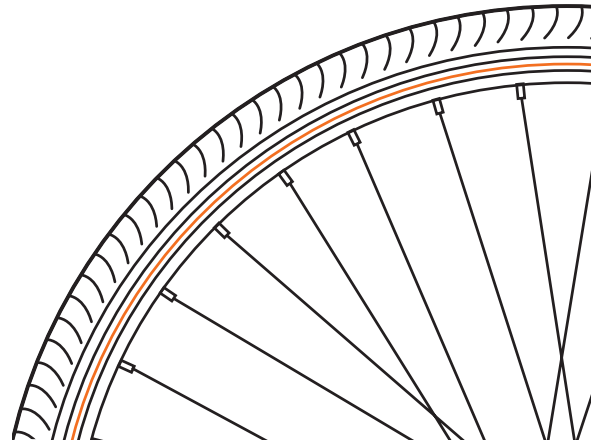
## Rims

Please notice that bikes equipped with rim brakes have a huge effect concerning the rims wear.

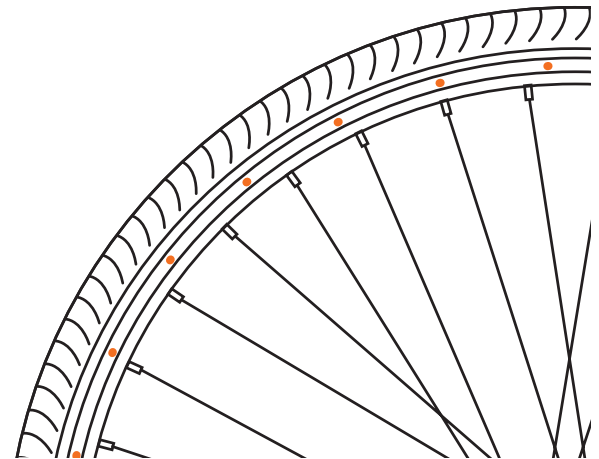
When doing long downhill-rides and/or riding during wet conditions (rain, snow) the rim can show signs of wear even after a short period of time.

Every type equipped with rim brakes (ex works) have special wear indicators (except racing bikes). Depending on the type this can be a hollow (see image 1) or little points (see image 2) on the rim. Further there can be an invisible wear indicator which signalizes a defect rim through a crack.

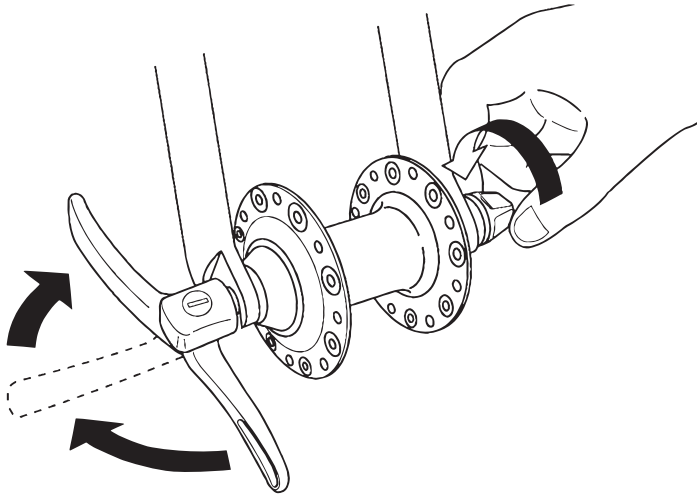
Im. 1



Im. 2



## Quick Release System for Wheels/Seat Post



### **IMPORTANT:**

Riding with a not properly locked quick release system may cause falls and serious injuries! The following is very important:

1. If you have any questions concerning the right use of the quick release system read the user manual carefully or contact your dealer!

2. It is important to learn how to montage and use the quick realease system properly in order to fix the wheels / seat post correctly!
3. Before every ride check your quick release systems!

The quick release system's lever has to be closed with force so that the quick release system does not open during the ride.

If it can be closed to easily the nut on the other side has to be tightened up a bit. Now you should feel more resistance when closing the lever. If the lever can still be closed too easily repeat the tightening up of the nut.

**SILBERREGION**

*Karwendel*

**Natur trifft Kultur**

Besuchen Sie die Mountainbike Region der Alpen  
[www.mtb-region.at](http://www.mtb-region.at)



**FT** FACTORY TEAM

# KTM PARTS UND BEKLEIDUNG...

**FL** FACTORY LINE



**FC** FACTORY CHARACTER



*...exklusiv bei Ihrem  
Fachhändler erhältlich*

**FL** FACTORY LADY



## **Suspension Adjustment**

Please adhere to the enclosed manufacturer's directions and manuals in case you have purchased a KTM bike with a suspension fork or a suspended rear. Generally speaking all suspension elements should be adjusted so that about 20 to 30% of travel are used under load (rider's weight + luggage). This is known as negative travel.

Only an ideally adjusted suspension gives you an optimum of handling, comfort, and safety for your rides. Frames with adjustable travel usually feature two different pivot points for the rear shock. Please note that by changing the pivot point, the transmission ratio of the rear changes and the tension of the shock has to be adjusted.

In case of air shocks this is done by changing the air pressure, and in case of spring-loaded shocks by changing the pre-load and exchanging the spring, respectively.

Blocked suspensions can damage suspension elements, frame, and bearings. Please see the enclosed manufacturer's directions for all adjustment options.

## **Gear Shifting Adjustment**

Many of our forks and shocks are fitted with a so called lock-out function. This function prevents bobbing which for example occurs when riding out of saddle. Please note however that a complete locking of the fork is not possible due to technical reasons. Never use this function when riding on difficult surfaces in rough terrain.

Due to the constant enhancements in the field of gearshift assemblies, it is not possible to provide precise directions of operation for the various types of gearshifts in this brochure. Every KTM bike comes with adjustment directions for the mounted type of gearshift. Please contact your KTM dealer in case you have not been given this type of information upon delivery.

Due to the material of the gearshift components (cables, etc.) settling in, it might be necessary to readjust them during the riding-in period.



## Brake Control (Cable)

The distance between rim and brake pad should be between 1.5 and 2 mm. Adjustments can be done on the screw at the brake levers or directly at the brakes.

Pay attention there is no oil, lubricants or grease on the brake pads.

Furthermore the brake pad must be exactly at the rim and may in no case touch the tyre.

Read the brake manufacturer's user manual carefully!


## Hydraulic Brakes Adjustment

### Disc brakes, hydraulic rim brakes

In case your KTM bike is equipped with hydraulic brakes, please read the manufacturer's operating instructions enclosed with the bike.

Please note that disc brakes require a breaking-in period of 30 - 100 braking actions to reach their full braking power.

Only trained experts should be working on hydraulic systems.



A lot of the work on your KTM bike requires technical knowledge and specific tools. Do not carry out any repair work or adjustments you are not in perfect command of. Incorrectly performed repair work or adjustments can lead to accidents. Please have work on brakes carried out by a specialist dealer only and furthermore adhere to the enclosed component manufacturer's material.



Under no circumstances disc brakes or their coverings should get in touch with lubricants / oils. The loss of braking power would be the result!

## Handling of Carbon

As a basic principle every frame including the fork has to undergo a close and periodic visual inspection for damages (e.g. cracks, colour changes, etc.). Impact loads can lead to damages not visible from the outside like delamination (dissolution of the fibres from the surrounding polymer matrix) in the lower layers of the laminate which drastically reduce capacity and therefore also safety. After accidents, crashes, or similar mechanical loads, frame and fork cannot be ridden anymore for safety reasons.

Adhere to the relevant manufacturer's directions of use for the mounted accessories! Carbon parts, e.g. handlebars, can delaminate if screw joints on collars are fastened too tight. Observe the specified tightening torques or ask your specialist dealer.

### Mounting

Please only use accessories and components approved for use with carbon frames and featuring the correct size. Please only use appropriate special tools for all mounting work. Please strictly observe the specified torque specifications for all mounting work.

Mounting areas (seat tube, head tube, etc.) must not be greased. Seat tube and bearing seats must not be countersunk, copy-milled, or machined in any other way.

KTM carbon frames are not suited for use on so called trainers (e.g. by Elite). Use on rollers without mounts is possible. Never use transport systems and assembly stands with clamping holders. The frame can get damaged or put beyond use by the untypical loads of the clamping mechanism.

### Care and Cleaning of Aluminium and Carbon

Only use commercially available care products for paints and cold or lukewarm water in combination with washing-up liquid. Never clean carbon with solvents, alcohol, hot water with alkaline additives, and high-pressure cleaners.

## MIT RÜCKENWIND DURCH DEN BAYERISCHEN WALD



Entdecken Sie den Bayerischen Wald und seine Vielfalt,  
bequemer als je zuvor, auf einem eBike von KTM.

[WWW.BAYERISCHER-WALD.DE/EBIKE](http://WWW.BAYERISCHER-WALD.DE/EBIKE)

## Accessories & Equipment

### Carrier

The carriers on our bikes correspond to the EN14872 norm.

The max. load is imprinted on the carrier and may not be exceeded.

### Bike trailer

Concerning your choice and the montage of a trailer contact your KTM dealer. Please notice that the trailer's weight (including the content) has to be added to the bike's max. load.

### Child-carrier seat

Concerning your choice and the montage of a child-carrier seat contact your KTM dealer. Carbon frames are generally not suitable for the use of child-carrier seats. Please take note of the max. load of the bike and of the carrier

**Luggage or a child seat influences the usual handling of the bicycle substantially.**

**With the extra weight the cyclist might lose control over his bike and starts fishtailing. Among others the braking distance is extended. Familiarize you self with the changed properties and adjust your driving style accordingly.**



## Maintenance & Care

**Attention:** Never let your child remain seated in the child-carrier seat of an unguarded standing bike! The bike can fall over and your child can get seriously injured.

We recommend that a service is done once a year by your KTM dealer (see completion certificate). Small maintenance works should be done after the following guideline:

Maintenance work	Interval
Check tyre pressure	after every ride
Check brake's wear	monthly
Clean and lubricate chain	monthly or when very dirty
Check gear shifting	quarterly
Check wheels and spokes-suspense	quarterly
Check all screws	quarterly
Dealer service	once a year

A service should be done by your KTM dealer after the first 300-500 kilometres!

Especially the screws and cables 'work' a lot in this time!

## **Good care is paid!**

### **Exchanging Intervals for Chains and Cogsets**

Chains should be renewed after 1500–3000 km in order to avoid unnecessary wear of the chainrings and therefore increased costs! The chain's mileage depends on the use-intensity and the care. Let your KTM dealer check the chain and the cassette regularly.

### **Caution when Using Bicycle Trainers and Rollers**

KTM bikes may not be used without appropriate devices and preparation on rollers and trainers. No sweat should come in contact with the varnish. The varnish is not sweat-resistant. Appropriate sweat-catchers (e.g. „Elite“) are offered by certain dealers. Please notice: Carbon-frames are principally not suitable for rollers/trainers.

### **Exchange of Handlebars, Stems, Seat posts and other small parts!**

The named things should be changed after 2 years or 5000 km for safety reasons and replaced by new ones. When over-stressed (e.g. crash) the named components should be exchanged.

In constantly use of your bike such as in bad weather conditions the service intervals must be reduced significantly. Please note that certain environmental influences such as road salt in the winter or salted sea air

might injure the surfaces of your bike. Even though the manufacturer processes very carefully, this cannot be prevented. In this case a weekly bikewash is absolutely necessary.

A well maintained bike has a higher life expectancy and your pleasure lasts longer. If there are sharp edges in case of broken parts, these have to be immediately eliminated by an expert to avoid the risk of injury.

Care and cleaning of aluminium and carbon Use only tepid water with a small amount of mild cleaning agent combined with a sponge. Never clean with solvents, alcohol, hot water with alkaline supplements and high pressure cleaner/hosepipes. Caution: Do not use any polish on matt paints.

**Please also take care that brake pads are checked and exchanged regularly since brake pads often have metal cores, which can damage the braking surface.**



## Warranty

KTM bikes are built using the latest technologies. They are equipped with the best components from well-known manufacturers. This is why KTM grants the original purchaser a five-year warranty on aluminium frames including rear-ends and a three-year warranty on forks for material and processing defects when buying a completely mounted bike. The warranty for frames depends on compliance with the service intervals, please see below. The warranty for forks only applies to KTM forks. Otherwise the manufacturer terms apply.

The five-year warranty on the aluminium frame only applies in case the frame is inspected by an authorised KTM dealer once a year.

The inspection has to be confirmed by the KTM dealer with stamp and signature. The warranty period for the frame is reduced from 5 to 3 years if such an inspection does not take place. The owner of the KTM bike has to bear the expenses for inspection and maintenance.

### **Coding of Your Bike:**

Various organisations offer frame coding for reasons of a better protection against theft. Please note that this coding interferes with the surface structure of the frame and can damage the surface of paints. Generally speaking, coding is not recommended for lightweight frames.

KTM bikes and KTM forks made from carbon come with a three-year warranty. For bikes which undergo extreme stresses and strains (DH, dirt freeride) the warranty period is also limited to 3 years. The warranty periods begin with the date of purchase. These warranties are only granted original purchasers by an authorised KTM dealer. Purchases through internet auctions are excluded.

In case of a warranty claim KTM by its sole discretion has the choice of either repairing the defective part or replacing it with an equivalent or superior one. There is no claim for an identical colour and design composition. Non-defective parts are only

replaced at the warrantee's expense. Warranty Wearing parts are excluded from the warranty as long as they have been damaged by regular wear and tear. These parts are as follows: rims in connection with rim brakes, paint, brake pads and brake disks, saddles, grips, tyres, handlebars, stems, seat posts, bearings and seals of moving parts, sprockets, chain rings, pulleys, brake and gearshift cables as well as lamps.

KTM cannot accept any warranty for damages arising through modifying or mounting any accessories not suited for the given type of bike and through improper use.

At the end of the operating manual there is a completion certificate, a copy of which stays with the specialist dealer and is filed in the customer database after it has been acknowledged and signed by the buyer.

This completion certificate must be produced together with the defective bike or part should a warranty claim arise. It serves as proof of purchase without which no complaints are possible.

On principle the warranty applies globally. Please contact the point of sale to submit your warranty claim and produce your warranty certificate. The dealer will then take the required steps.

Should this not be possible, please contact the national KTM importer. Warranty claims cannot be enforced if the original construction or the equipment has been changed or the bike has been used in improper conditions.

With this warranty KTM grants a voluntary manufacturer's warranty. Additional claims from national statutory rights remain unaffected.

**Please note that different warranty periods might apply to eBike models. Contact your specialist dealer or refer to the enclosed eBike operating manual for more information.**



## Recommended torque

Stema	
Ritchey WCS	Fork 5Nm - Rizer 5Nm
Ritchey PRO	Fork 5Nm - Rizer 5Nm
Ritchey COMP	Fork 5Nm - Rizer 5Nm
Ritchey OE	Fork 5Nm - Rizer 5Nm
Ritchey OE adjustable	Fork 5Nm - Rizer 5Nm
Kalloy AS 820	Fork M6/ 10Nm ; Rizer M5/ 6Nm
Kalloy AS 009 / AS 021	Fork M6/ 5Nm ; Rizer M5/ 5Nm
Kalloy ASKT3	Fork M6/ 8Nm ; Rizer M6/ 8Nm
	angular adjustable M6/10Nm;
Kalloy ALKT1; ALKT2; ALKT3	set screw M8/25Nm adjustable angle M6/10Nm
Kalloy AL 231	set screw M8/25Nm; Rizer M6/ 8Nm
Kalloy AL 820	set screw M8/25Nm; Rizer M5/ 5Nm adjustable angle M6/10Nm
Truativ Holzfeller DM 318	Fork 9Nm ; Rizer 6-8Nm

Shimano	Handles		
<b>Innenlager</b>			
Four cornered shaft	50-70 Nm	Ergon GP1	5Nm
10 mm allen screw	35-50 Nm	Ergon GP2	5Nm
Hollowtech	35-50 Nm	Ergon GP3	7Nm
8mm allen screw (XTR 07)	45-55 Nm	Velo	2Nm
plastic screw (XT, LX)	0.7-1.5 Nm	Comus	1,5Nm
crank	10-15 Nm		
derailleur	5-7 Nm		
rope fixation	5-7 Nm		
rear derailleur	8-10 Nm		
rope fixation	5-7 Nm		
Gear/brake lever	6-8 Nm		
sprocket	30-50Nm		
Thru axle	35-45 Nm		
Brake disc Centerlock	40 Nm		
Brake disc 6-holes	2-4 Nm		
Brake calipper	6-8 Nm		
V-Brake	5-7 Nm		
Rope fixation	6-8 Nm		
Side-pull calipper brake (Strada)	8-10 Nm		

Seatposts	
Ritchey WCS Carbon	14-16 Nm
Ritchey WCS Carbon 1 Bolt	12 Nm
Ritchey WCS	14-16 Nm
Ritchey PRO Carbon	14-16 Nm
Ritchey PRO	14-16 Nm
Ritchey COMP	14-16 Nm
Ritchey OE	14-16 Nm
Kateem PM 510	8-10 Nm
Postmoderne PM 780 E	17-19 Nm
Kalloy SP 359 ungef.	22 Nm
Kalloy SP 368	12 Nm
Kalloy SP 614	12 Nm
Kalloy SP 504	22 Nm
Satori SP 382	9-10 Nm

Components	
Rear derailleur	Manufacturer's description
Front derailleur	Manufacturer's description
Brake	Manufacturer's description
Gear- and brake lever	Manufacturer's description

Magura	
Brake lever	4 Nm
Brake disk	4 Nm
Brake calippert	6 Nm

Rohloff R14	
Eccentric screw (bottom bracket)	8-10 Nm

Frames	
bottle boss screw	Alu-Rahmen 5Nm Brake disc Centerlock 40 Nm Carbon-Rahmen 4Nm
seat post clamp alloy frame	8 Nm
seat post clamp carbon frame	10 Nm



Dein Logenplatz

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## Completion Certificate

Buyer's name:

Model:

Date of purchase:

Frame number:

Stamp / signature:

<b>1nd-year service</b>	<b>2nd-year service</b>
<b>Stamp / signature:</b>	<b>Stamp / signature:</b>
The bike has been checked extensively for defects by an authorised specialist dealer. Wearing parts found faulty have been exchanged and defects have been resolved. After the service the bike is in a well-maintained and faultless state.	The bike has been checked extensively for defects by an authorised specialist dealer. Wearing parts found faulty have been exchanged and defects have been resolved. After the service the bike is in a well-maintained and faultless state.
<b>3nd-year service</b>	<b>4nd-year service</b>
<b>Stamp / signature:</b>	<b>Stamp / signature:</b>
The bike has been checked extensively for defects by an authorised specialist dealer. Wearing parts found faulty have been exchanged and defects have been resolved. After the service the bike is in a well-maintained and faultless state.	The bike has been checked extensively for defects by an authorised specialist dealer. Wearing parts found faulty have been exchanged and defects have been resolved. After the service the bike is in a well-maintained and faultless state.

## BIKE-PASS

In case of a warranty claim a copy of this page or a warranty claim by your dealer, from which you have purchased this bike, has to be filed with us. Please carefully retain this bike pass!

**With their signature the dealer warrants to have delivered the bike to the customer in ride worthy condition.**

### BIKE

Type/Model/Item No. ....

Frame No. ....

Colour .....

Gearshift.....

is a quality product made from high-quality materials manufactured with high precision. Within the framework of the European warranty directions we grant below buyer a warranty for faultless function and careful manufacturing.

Mr/Ms:.....

.....

Company stamp and signature of KTM specialist dealer  
Sold and delivered in ride worthy condition on:

## PRODAJALEC

Date .....

Type .....

Frame No. ....

Colour .....

Mr/Ms .....

Street .....

City .....

**With their signature the customer confirms to have received the bike in ride worthy condition.**

Buyer's signature:

.....

## INFO-CARD

Model

Frame No.

Company stamp of KTM specialist dealer  
Sold on:



## KTM FAHRRAD GMBH

Harlochner Straße 13  
5230 Mattighofen, Austria  
[www.ktm-bikes.at](http://www.ktm-bikes.at)



[www.alpine-pearls.com](http://www.alpine-pearls.com)



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