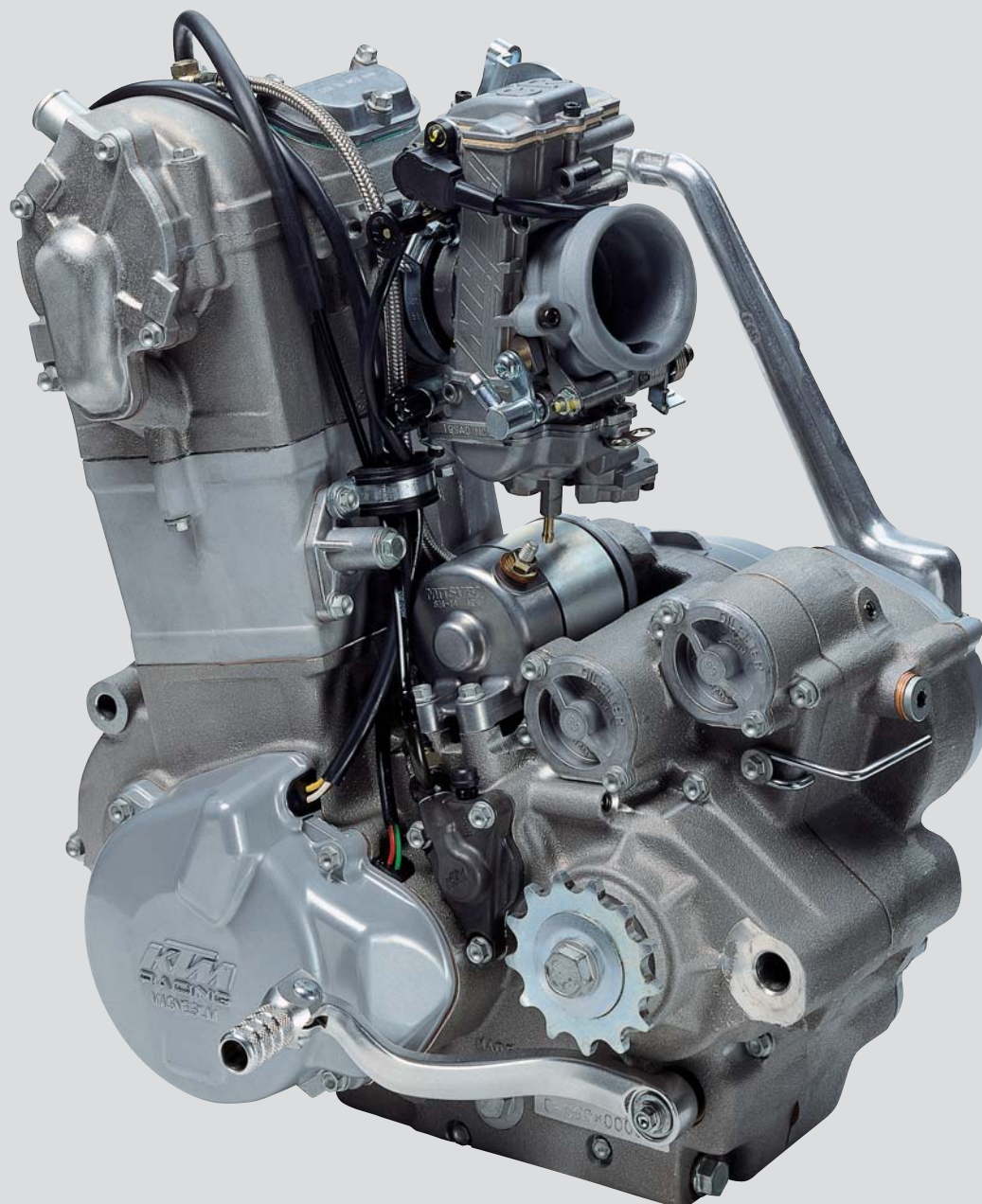


**250-525 SX, MXC, EXC RACING**

**KTM**  
SPORTMOTORCYCLES

**REPAIR MANUAL  
ENGINE**



**KTM**  
SPORTMOTORCYCLES

**KTM SPORTMOTORCYCLE AG**  
5230 Mattighofen  
Austria  
[www.ktm.at](http://www.ktm.at)



**250-525  
SX, MXC,  
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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:

**14, 21-24, 30-47, 50-52, 56-76, 79-92, 97-124, 134-140, 142, 150-154, 165-167**

Remove page (s)	Replace by page (s)	Insert page (s)	after page
2-1 / 2-7	2-1C	2-7C to 2-9C	
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9-1	9-1C		
9-10 to 9-13	9-10C to 9-16C		
10-1	10-1C	10-8C to 10-11C	
11-1	11-1C	11-11C to 11-13C	

## 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 on 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  
 All pages with a page number that begins with the digit 3, for example, 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

- 3.205.85-E**    **Repair Manual 400/520 SX, MXC, EXC RACING**  
Basic version Model year 2000  
(Engine number with first digit "0")  
  
2/2000
- 3.210.01-E**    **Updating of Rep.Manual 3.205.85-E**  
Model year 2001  
(Engine number with first digit "1")  
  
1/2001
- 3.210.44-E**    **Updating of Rep.Manual 3.205.85-E**  
Model year 2002  
(Engine number with first digit "2")  
  
2/2002
- 3.206.007-E**    **Updating of Rep.Manual 3.205.85-E**  
Model year 2003  
(Engine number with first digit "3")  
  
1/2003

**Modification / Updating:**

Technical Details Model 2003 (clutch, valve spring, camshaft gear, carburetor)

Technical Specifications, Periodic Maintenance Schedule, Wiring Diagrams



## 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 modes common in work shops 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** !

---

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

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„NOTE” POINTS OUT USEFUL TIPS.

Use only **ORIGINAL KTM SPARE PARTS** when replacing 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

KTM Austria's certificate of achievement for its quality system ISO 9001 is the beginning of an ongoing total reengineered quality plan for a brighter tomorrow.

KTM Sportmotorcycle AG  
5230 Mattighofen, Austria

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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 manual – 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 to table:

- Enter the complete item no. for the repair manual in column 1 (e.g.: **3.210.66-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.: **5-7c**) 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

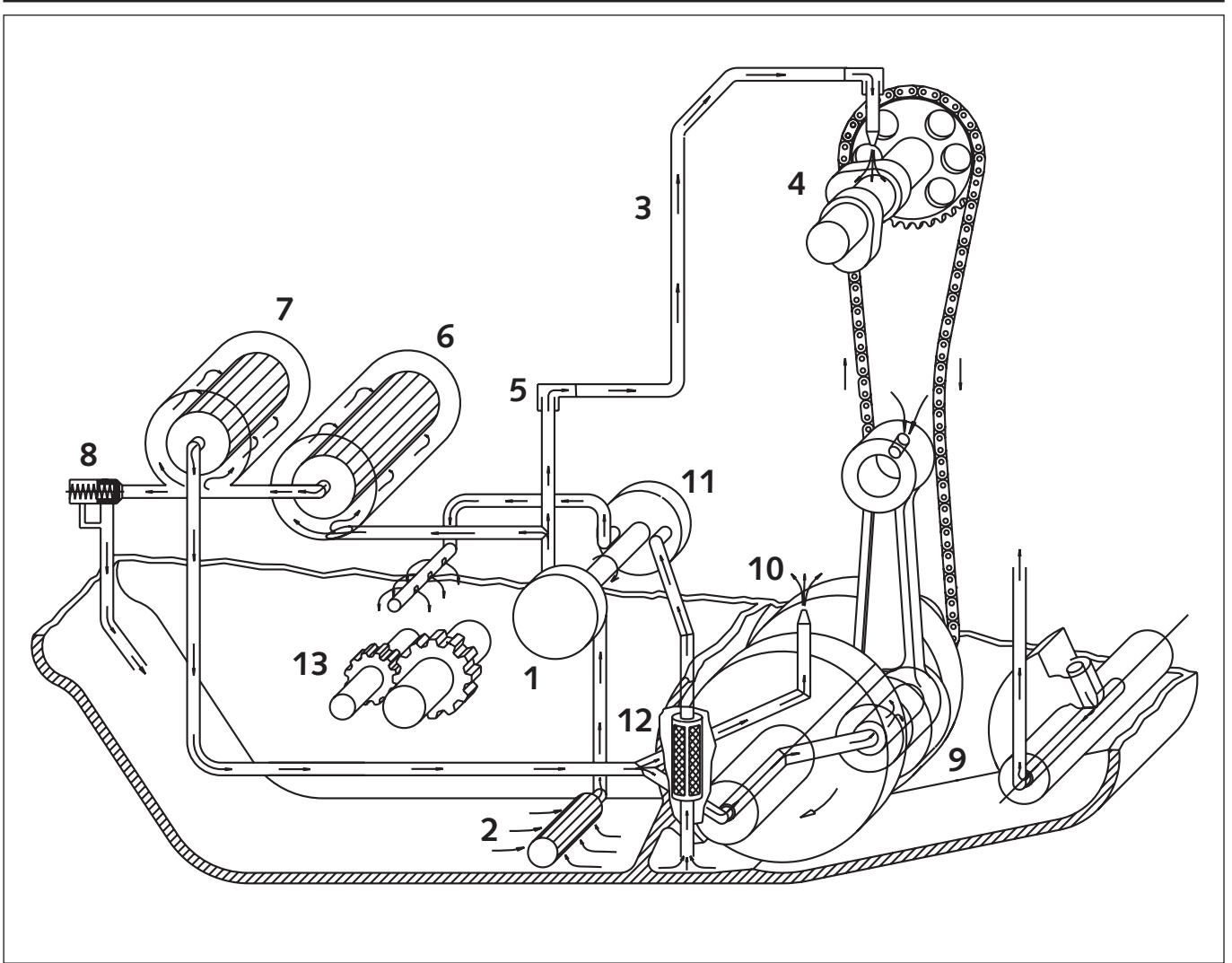
# GENERAL INFORMATION

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### Oil circuit

Via the long oil screen ②, the oil pump ① draws engine oil from the oil sump of the transmission. This engine oil flows through an oil line ③ into the cylinder head for camshaft lubrication ④; the oil quantity is controlled by the jet bolt ⑤. An oil duct branches off to the long oil filter ⑥ where the coarser particles contained in the engine oil are filtered away. Then, the engine oil arrives at the short oil filter ⑦ which also filters the fine particles.

Now, the purified engine oil is pumped past the bypass valve ⑧ to the conrod bearing ⑨ and sprayed from below onto the piston through a nozzle ⑩.

The second oil pump ⑪ draws the engine oil via the short oil screen ⑫ out of the crankcase, thereby lubricating the transmission gears ⑬.