TECHNIK INFORMATION
TECHNICAL INFORMATION

KTM SPORTMOTORCYCLES

Dpt.:	No.: 0305/32/03-E	FH	12.05.2003

Customer Service

Subject:	**Clutch LC8 Motor / Technical Information Bulletin 0304/32/02-E**
Model:	**950 Adventure, 950 Adventure S**
Countries:	**All**

Dear KTM Distributor

Contrary to Technical Information bulletin **0304/32/02-E**, we are informing you that after extensive tests conducted by KTM Development Centre in Mattighofen as well as by Japanese suppliers, that the danger of the **steel support rings** breaking exists only on those where the **wall thickness is 0.8 mm**.

Long term high stress tests have indicated that the clutch can be operated without this support ring up to a maximum of 7500 km. On grounds of this research we are advising that all clutches with 0.8 mm support rings, regardless if the ring is loose or not, have the support ring cut and removed with the aide of metal shears (for prevention of metal chips). Should you encounter a clutch with a 1.0 mm support ring that is loose, then please also remove this support ring.

Upon the second maintenance inspection this outer clutch hub cpl. 60032001044 is to be replaced with a new one, which will of, course be, reimbursed by KTM.

In case you have already ordered a clutch basket, through KTM Spare-Parts Centre, we ask for your understanding that because of this new development we will cancel these orders. Furthermore, we ask that you order a new clutch basket only if the original is damaged. Otherwise, please remove the support ring as indicated above and continue to use the original clutch basket.

As part of the above mentioned inspection and service of the clutch, we require that you carry out the following retrofits, inspections and conversions in the order as they are presented.

We have provided the part numbers of the affected parts and ask that you order the needed parts through the KTM Spare-Parts Centre. In addition, we have provided the labour time for each individual operation which we ask you to add after the completion of such work and enter it into the warranty claim under the Code T390002970.

Please enter the Code **GUNLC803** into the “Failure Causing Part” field

In the attached MS Excel file you can see which motorcycles are affected by each adjustment (A number one (1) indicates motorcycle affected and a blank field indicates not applicable).

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Exchange-Retrofit

1) Monoshock replacement:
950 Adventure S 1 X Monoshock 1218.X762
950 Adventure 1 x Monoshock No. 1218.X776
Labour 25 minutes

2) Rear brake hose routing:
The brake hose supports (No. 54611076000) have to be mounted with the open side facing outwards (not towards the tire).
Labour 5 minutes

3) Sidestand replacement:
950 Adventure S 1 x sidestand No. 60003023000
950 Adventure 1 x sidestand No. 60003023100
Labour 10 minutes

4) Instrument cover replacement:
Remove temporary attached wear protector.
1 X Instrument cover replacement No. 60014070000
Labour 20 minutes

5) Chain fail protection nuts replacement:
The M6 nuts (Spare Parts-Catalogue motor Page 4, Picture 26) are to be replaced with self-locking nuts M6 DIN 985.
2 X SS-Nut No. 0985060003
Labour 10 minutes

6) Chain slide guard:
Hexagonal HH Collar screw M6 X 10 is to be replaced with Hexagonal HH Collarscrew M6 X 12 and torqued to 10 Nm.
2 x HH Collar screw No.0015060123
Labour 5 minutes

7) Clutch inspection:
Carry out the procedure as detailed on page 1.
1 x Clutch cover gasket No.60030025000
Labour 85 minutes

8) Water pump seal ring:
The shaft seal is to be replaced
1 x shaft seal 12 x 30 x 7 Viton No.0760123072
Labour 10 minutes

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9) Control piston:
The control piston in the oil pressure pump housing is to be replaced
1 X Control piston LC8 No. 60038028000
Labour 10 minutes

10) Install shims at oil pipe connection:
At oil pipe “A” (No. 60038060044), oil pipe “B” (No. 60038061044) and at the 10 mm plug (No. 60038024000) a shim has to be installed on the motor side (before the o-rings)
2 x Shim No. 60038060150
1 x Shim No. 60038061050
Labour 25 minutes

11) Installation of oil check valve:
The oil pipe “A” (No. 60038060044) is to be replaced with oil pipe No. 60038060100 (oil check valve mounted).
1 x Oil pipe No. 60038060100
Labour 5 minutes

12) Check Rotor mount:
It is required to check if the rotor allows itself to be removed with the rotor removal tool (No. 60029009000) at 120 Nm torque.

Before attempting to do this the front cylinder must be brought to TDC and the crankshaft locked with the locking screw. Immediately following the removal of the rotor screw please clean the threads in the crankshaft to prevent contaminants from entering the oil system.
Install the push screw for flywheel extractor into the crankshaft and leave in place for the possible regrinding of the rotor-crankshaft interface to prevent grinding compound from entering the oil circulation system.

The regrinding is to be done as follows:
After removing the rotor apply the finest grinding compound **(preferably Teroson 114.78B / finish compound)** evenly on the conical part of the crankshaft and the rotor (with removed freewheel).
Placing the rotor on the crankshaft apply axial pressure and turn the rotor repeatedly forwards and reverse through an angle of approximately 45°.

CAUTION: Too much material removal can result in a condition where the rotor may not become tight against the crankshaft anymore.

Having been reground, the rotor and crankshaft must be cleaned thoroughly with brake cleaner and then remounted. Another test must be conducted with 120 Nm to see if the rotor breaks loose. If not, the rotor should not be removed again. If it does break loose, the rotor and crankshaft should be ground again.
Before the rotor is remounted the threads of the screw and crankshaft are to be thoroughly cleaned to remove all traces of grease and then Loctite 243 applied.

1 X Rotor cover gasket No. 60030040100
1 X Stepless one ear clamp 22.6 mm No.00050226706
Labour 30 minutes

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After completion of the above tasks a test drive is to be conducted.
Labour 10 minutes

After successful replacement of the monoshock, the side stand, the control piston, oil line, and the instrument cover it is imperative that the parts be returned, with the failure part tag filled out in its entirety, to KTM-SMC.

Please ensure that a current price file has been downloaded to ensure a smooth transaction in Service.net.

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