

Here's my setup procedure.

- Wheel bearings seals popped off with a very small screwdriver, pack with grease, put the seals back on, reinstall. Make sure you take the C clip off before removing the seal, if it has one. You need to pull the wheel seals to get at the bearings, of course. I use BelRay waterproof grease.
  - It'd be a good idea to replace the too soft rear wheel spacers right away before they cost you spacers and bearings, too. There are after market ones available with hard steel where the seals ride. These will save you money.
  - Chain rollers bearings (where applicable). They push out easily once the roller is off but you have to take a screwdriver and push from the inside middle as there is a plastic divider between the bearings. Grease like wheel bearings. (Does not apply to 04 and later)
  - Rear brake pivot bearings. Push them out and grease as above.
  - Swingarm bearings. Just grease these by forcing grease into the needle bearings in place and roll them a bit. Be careful not to dislodge any of the needles if your swingarm does not a caged bearing.
  - Steering stem bearings. You'll have to grease the bottom one in place as it's pressed on.
  - Front and rear caliper slide pins. Not the brake pad pins but the guide pins that the calipers actually float on. You have to remove the wheel and pads to slide them apart.
  - Remove the chain adjuster bolts, apply anti-sieze and re-install.
  - Silicone all the mounting holes on the swingarm like the chain buffer and rear brake line guides.
  - If the swingarm does not have drain holes from the factory, drill 1/8" holes on the very bottom of the swingarm close to axle block area.
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- Blue loctite the shifter bolt, kickstarter bolt, bolts under the rear fender that hold it to the subframe and the big bolt that holds the front of the fender brace to the fender on some XCW models.
  - Blue loctite the little plastic knob on the headlight push/pull switch on the models that have them.
  - Red loctite the 4 main subframe bolts. Since they're larger and coarse threaded, the red is not permanent in this application.

\*\*The newer KTM's are coming with a lot of the above stuff loctited from the factory these days. The problem is if you break any of the bolts loose to check for tightness or to see if they're loctited, you have to remove the bolt, clean it and the female end up and re-loctite it. \*\*

-Check your spokes (get a good quality 6.8mm spoke wrench for them) and every bolt for tightness for the first couple of rides until they settle in. Don't overdue it on the smaller bolts or spokes, though.

-Cut a 4" or so piece of old dirtbike intertube and slip it over the bottom of the shock and ziptie it over the joint. That helps keep some of the mud and dirt out of the joint, too. Here's a picture:

[http://jebruns.com/pictures/heim\\_guard.jpg](http://jebruns.com/pictures/heim_guard.jpg)

-Remove the shocks lower heim bearing bushings and grease the lower heim but ONLY with BelRay Waterproof grease. Some grease will eat the teflon in the joint and BelRay is the only one that I personally know for sure won't do that. I used to run them dry per the manual but I've been using Belray the last few bikes and the heim's are much better for it. On my 2014, it was even greased from the factory.

-Re-torque the engine frame bolts. Check all radiator, brakes, clutch, oil levels.

Most of the above is just normal for me with any new bike I get. KTM's seem to come with pretty good grease so you may be able to get by without doing some of it but I'd rather be safe than sorry.