

ATTN: Dealer Principals, Sales and Workshop Staff

SUBJECT: 1. 950 Adventure Excessive Engine Oil Consumption
 2. 950 Adventure Poor Engine Oil Pressure

MODEL: 950 Adventure Years 03/04

DATE: 1 Feb. 05

BULLETIN No: T-08-05

IMPORTANT INFORMATION

Dear Dealers,

1. Excessive Oil Consumption

If a customer claims excessive oil consumption, please check the following functions and components, to correct this failure.

1. It is essential, that the retrofit of the cylinder head nuts and washers has been conducted as outlined in Bulletin No. T-47-04 (**refer factory tech bulletin No – 0406/36/10**)
2. As the next important step, ventilation hose 600 30 087 000 has to be replaced by the new ventilation hose **part no. 600.30.087.100** with integrated "back pressure valve" which the 2005 series production model has fitted.
3. Please pay attention to the right oil capacity!
Please note: Normal oil consumption per 1000 km: 0,3 - 0,5 L.
In case of higher consumption (> 0,5 L/1000 km), there **MUST** be a serious technical defect.

If there is no satisfactory improvement after performance of all above mentioned checks and measures, there might be a problem at the cylinder or cylinder head. The consequence would be the replacement of the affected parts.

2. Poor Engine Oil Pressure

If a customer becomes aware of insufficient engine oil pressure, by noticing a flashing oil pressure indicator lamp in idle running. Please check the following points, to correct this failure.

Troubleshooting for engine oil pressure:

1. Check the mobility of ball valve in the oil tank valve. If the ball is blocked in the seal ring, oil flow is interrupted and no oil pressure can be built up.

In this case, please replace the ball valve with the new one (KTM part. no. 600 38 060 102 (check marking "C" instead of "B")).

2. As per Tech bulletin No. T-39-03 (refer factory tech bulletin No – 0307/38/01)check the oil hose too.

On occasion a tear in the Oil hose "A" (part no. 600 38 034 000) can occur. This can cause a low or no oil pressure condition.

This tear enables air to enter the oil pipe. Thereby the necessary vacuum to open the ball valve is reduced. Subsequently oil flow from the oil tank to the oil pump is interrupted.

As the tear is not noticeable from the outside, no oil discharge can be noticed.

If a dealer or customer reports a problem concerning missing oil pressure please inform them to check the oil hose at the indicated location(s) to prevent long troubleshooting or unnecessary engine disassembly.

In case a tear in the oil hose is detected a repair kit (spare part no. 600 38 060 160) is to be ordered. This kit contains a return valve with attached and clamped oil hose and a new one-ear clamp 18.5 mm.

3. Change engine oil and filter; clean oil screen and replace push rod with the new push rod (part no. 600 32 054 300)
4. Check fitting of oil pump screws

For a few seconds after the engine is started, low engine oil pressure can result in a noise from the cam chain tensioner. This has no technical influence and the noise should stop after a few seconds!

The recommendations outlined on this bulletin are only considered as trouble shooting information.

Parts and labour time for repair of damages have to be claimed via standard warranty or goodwill processing. Please when completing claims via the Dealer . Net quote the Factory Tech Bulletin number in the space provided on the claim form .