

# INSPECTION OF THE LOCKING PLATE SCREWS FOR THE CAMSHAFT AND BALANCER SHAFT

**AFFECTED MODELS:**  
**2019 690 ENDURO R**  
**2019 690 SMC R**

**RESTRICTIONS: AFFECTED MODELS ARE LINKED BY VIN IN KTM  
DEALER.NET**

## INITIAL INFORMATION:

It has been determined that during the engine assembly process that the locking plate screws shown in Fig.1 for the camshaft and balancer shaft possibly were not mounted correctly on the following models: 2019 690 Enduro R and 2019 690 SMC R.

These two screws must be removed, cleaned, have Loctite® 243™ applied and then tightened to a torque of 6 Nm to prevent any possible loosening of the screws.

Dealers must perform the screw inspection and remounting on all affected motorcycles in their inventory prior to any customer delivery. Please contact all of your customers who own affected motorcycles to have the camshaft and balancer shaft locking plate screws checked as soon as possible.

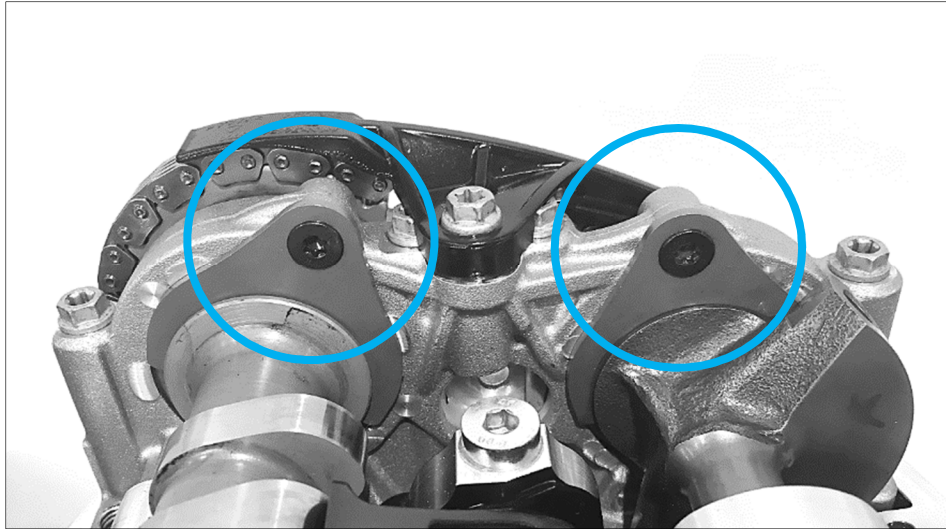


Fig. 1 – Locking plate mounting screws

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## KTM NORTH AMERICA, INC.

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www.ktm.com

**PROCEDURE FOR REPAIR:**

If you are uncertain about the repair process please consult the most recent repair manual.

1. Remove the seat.
2. Remove the side fairings.
3. Remove the air filter box.
4. Remove the valve cover.
5. Remove and clean the two camshaft and balancer shaft locking plate screws shown in figure 1.
6. Apply Loctite® 243™ to the screws and tighten them to a torque of 6 Nm.

Component	Screw	Torque	Remark
Internal Torx Countersunk screw	M5	6 Nm	Medium strength thread lock (e.g. Loctite® 243™)

**Install the components in reverse order**

7. Install the valve cover. (Make sure there is no damage to valve cover gasket)
8. Install the air filter box.
9. Install the side fairings.
10. Mount the seat.
11. Complete process with a test ride and check for leaks.

**VEHICLE LOCK INFORMATION:**

Unsold motorcycles that are linked to this technical information (TI) are locked in the vehicle history. The vehicle lock prevents the motorcycle from being retailed to a customer before the TI is performed. In order to unlock the vehicle you must perform the TI and then submit a TI claim. As soon as the TI claim is sent by the dealer the vehicle will be immediately and automatically unlocked so you can proceed to unlock and retail the motorcycle.

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**WARRANTY INPUT INFORMATION:**

**This Technical Bulletin only affects certain VIN numbers! Please check the VIN by performing a Motorcycle History search in KTM Dealer.net to determine if it's affected. If the motorcycle is affected you will see a link to the bulletin and its repair status in the history results. KTM North America will not warranty units whose VIN numbers are not linked as this bulletin does not apply to them. It is the responsibility of the dealer to determine if the unit requires this update by checking the vehicle history and understanding the instructions provided by this bulletin.**

Please note that when entering a warranty claim on an affected model, you must perform a vehicle history search, expand the **Technical information** window and click the orange arrow on the right side of the corresponding bulletin message.

You can now choose the TI Number from the list. The TI number for this procedure is according to the repairs performed and listed in the warranty claim input information; click **Continue with selected action code**.

The Warranty Claim is automatically entered for you, including parts & labor. You must enter additional information in the required fields marked with an asterisk "\*" before submitting the claim to KTM. The flat rate time for this repair is based on the action performed and provided in minutes.

<b>Warranty type:</b>
TI – Warranty
<b>Component group:</b>
36 – Valve drive
<b>Failure code:</b>
510 – Incorrect installation
<b>Failure causing part:</b>
0019050163S – Internal Torx countersunk head M5X16 10.9
<b>Campaign code, parts, labor:</b>
<b>Checking the lock plates for the valve drive</b> Campaign code <b>36_1181768_00</b> Labor: <b>60 Minutes</b> parts: <b>none</b>
<b>Are stock parts affected?:</b>
<b>No</b>

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