

HANDLING CAMSHAFT DAMAGE

INFORMATION TYPE BULLETIN

AFFECTED MODELS:

2018 - 2020 790 ADVENTURE AND 790 ADVENTURE R

2018 - 2020 790 DUKE

BASIC INFORMATION:

Even though complaints have been reported about the camshafts on the 790 Duke/Adventure MY 2018- 2020 models, examinations of the allegedly defective camshafts have shown that a large proportion of these camshafts are in order. In these cases, it is not a question of wear, but usually only of discoloration or running marks that have formed on the running surface of the cams or on the bearing points of the shafts. To avoid further unnecessary repairs and to counteract any inquiries, the following procedure has been defined:

If a customer comes to a dealer with the suspicion of damage to the camshaft, the dealer must first check whether the oil level in the engine is correct, and the service history is complete. If the dealer suspects damage to the camshaft, the dealer must carry out a test drive and check whether the following symptoms are present cumulatively:

- noticeably poor starting behavior
- clearly audible, unusual running noises from the engine
- noticeably reduced engine power

No symptoms are recognizable:

If the above-mentioned Symptoms cannot be detected, no further inspection or repair is required. If the customer nevertheless insists on an inspection being carried out, the customer must bear the costs of the inspection himself.

The symptoms are clearly recognizable:

If the above-mentioned Symptoms are clearly recognizable, it can be assumed that there is damage to the camshafts and/or the finger followers.

Camshafts and finger followers must be checked for wear (see KTB2409 Limit pattern for camshaft wear assessment) and damaged parts must be replaced. The engine oil and oil filter must also be changed as part of the repair. The costs incurred will be borne by KTM under warranty or subsequently under goodwill.

Note: The warranty claim must be accompanied by informative pictures before and after cleaning the running surfaces of the cams and the bearing points of the camshafts. In the event of unjustified warranty claims that do not fulfill the criteria of this Technical Bulletin and KTB2409, the warranty claim will be charged back.

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PROCEDURE FOR REPAIR:

We shall not provide a description of general workshop methods. Likewise, safety rules that apply in a workshop are not specified here. It is assumed that the repair work will be performed by a fully trained mechanic who has completed training or has a corresponding qualification. In the event of uncertainty, the most recent repair manual must be consulted.

In the interest of clarity, some components may be shown disassembled or may not be shown at all. It is not always necessary to disassemble the component to perform the activity in question. Please follow the instructions in the text.

In addition to KTB2409, the following images should be used as a basis for the decision:

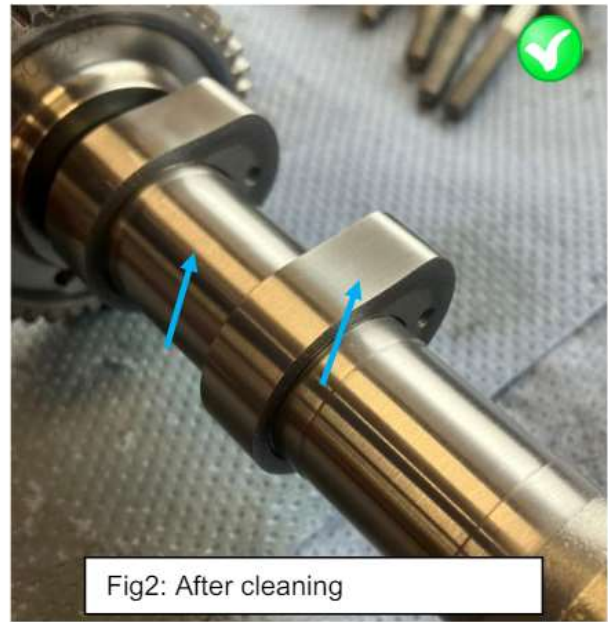


Fig. 1: Discoloration and marks immediately after removal from the engine.

Fig. 2: Cleaning can completely remove the discoloration and traces. The surface of the camshaft is undamaged and does not need to be replaced.

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Fig. 3: Despite cleaning, a clearly perceptible run-in mark remains, camshaft is worn.

Fig. 4: Despite cleaning, clearly visible pitting remains, camshaft is worn.



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