DEAR HUSQVARNA MOTORCYCLES CUSTOMER

Congratulations on your decision to purchase a Husqvarna motorcycle. You are now the owner of a state-of-the-art sports vehicle which, with appropriate care, will bring you pleasure for a long time to come.

We wish you good and safe riding at all times!

Enter the serial numbers of your vehicle below.

<table>
<thead>
<tr>
<th>Vehicle identification number (p. 13)</th>
<th>Dealer’s stamp</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine number (p. 13)</td>
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The Owner’s Manual contained the latest information for this model series at the time of going to print. However, minor differences due to further developments in design cannot be ruled out completely.

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Stallhofnerstraße 3
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TX 300i (F2401U5)
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1.1 Symbols used

The meaning of specific symbols is described below.

- Indicates an expected reaction (e.g. of a work step or a function).

- Indicates an unexpected reaction (e.g. of a work step or a function).

All work marked with this symbol requires specialist knowledge and technical understanding. In the interests of your own safety, have these jobs performed by an authorized Husqvarna Motorcycles workshop. There, your motorcycle will be optimally cared for by specially trained experts using the specialist tools required.

- Indicates a page reference (more information is provided on the specified page).

- Indicates information with more details or tips.

- Indicates the result of a testing step.

- Indicates the end of an activity including potential rework.

1.2 Formats used

The typographical formats used in this document are explained below.

<table>
<thead>
<tr>
<th>Proprietary name</th>
<th>Indicates a proprietary name.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name®</td>
<td>Indicates a protected name.</td>
</tr>
<tr>
<td>Brand™</td>
<td>Indicates a brand available on the open market.</td>
</tr>
<tr>
<td>Underlined terms</td>
<td>Refer to technical details of the vehicle or indicate technical terms, which are explained in the glossary.</td>
</tr>
</tbody>
</table>
2.1 Use definition – intended use

This vehicle has been designed and built to withstand the normal stresses and strains of racing. This vehicle complies with the currently valid regulations and categories of the top international motorsports organizations.

Info
Only operate this vehicle in closed-off areas remote from public road traffic. This motorcycle is designed for use in offroad endurance competition and not primarily for use in motocross.

2.2 Misuse

The vehicle must only be used as intended. Dangers can arise for people, property and the environment through use not as intended. Any use of the vehicle beyond the intended and defined use constitutes misuse. Misuse also includes the use of operating and auxiliary fluids which do not meet the required specification for the respective use.

2.3 Safety advice

A number of safety instructions need to be followed to operate the product described safely. Therefore read this instruction and all further instructions included carefully. The safety instructions are highlighted in the text and are referred to at the relevant passages.

Info
Various information and warning labels are attached in prominent locations on the product described. Do not remove any information or warning labels. If they are missing, you or others may not recognize dangers and may therefore be injured.

2.4 Degrees of risk and symbols

Danger
Identifies a danger that will immediately and invariably lead to fatal or serious permanent injury if the appropriate measures are not taken.

Warning
Identifies a danger that is likely to lead to fatal or serious injury if the appropriate measures are not taken.

Caution
Identifies a danger that may lead to minor injuries if the appropriate measures are not taken.

Note
Identifies a danger that will lead to considerable machine and material damage if the appropriate measures are not taken.

Note
Indicates a danger that will lead to environmental damage if the appropriate measures are not taken.
2.5 Tampering warning

Tampering with the noise control system is prohibited. Federal law prohibits the following acts or the causing thereof:

1. The removal or rendering inoperative by any person other than for purposes of servicing, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use, or
2. the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below:

1. Removal or puncturing of the main silencers, baffles, header pipes or any other components which conduct exhaust gases.
2. Removal or puncturing of parts of the intake system.
3. Lack of proper maintenance.
4. Replacing moving parts of the vehicle, or parts of the exhaust system or intake system, with parts other than those specified by the manufacturer.

2.6 Safe operation

**Danger**

**Danger of accidents** A rider who is not fit to ride poses a danger to him or herself and others.
- Do not operate the vehicle if you are not fit to ride due to alcohol, drugs or medication.
- Do not operate the vehicle if you are physically or mentally impaired.

**Danger**

**Danger of poisoning** Exhaust gases are toxic and inhaling them may result in unconsciousness and death.
- Always make sure there is sufficient ventilation when running the engine.
- Use effective exhaust extraction when starting or running the engine in an enclosed space.

**Warning**

**Danger of burns** Some vehicle components become very hot when the vehicle is operated.
- Do not touch any parts such as the exhaust system, radiator, engine, shock absorber, or brake system before the vehicle parts have cooled down.
- Let the vehicle parts cool down before you perform any work on the vehicle.

Only operate the vehicle when it is in perfect technical condition, in accordance with its intended use, and in a safe and environmentally compatible manner.
The vehicle should only be used by trained persons.
Have malfunctions that impair safety immediately eliminated by an authorized Husqvarna Motorcycles workshop.
Adhere to the information and warning labels on the vehicle.
2.7 Protective clothing

**Warning**
Risk of injury  Missing or poor protective clothing presents an increased safety risk.
- Wear appropriate protective clothing such as helmet, boots, gloves as well as trousers and a jacket with protectors on all rides.
- Always wear protective clothing that is in good condition and meets the legal regulations.

In the interest of your own safety, Husqvarna Motorcycles recommends that you only operate the vehicle while wearing protective clothing.

2.8 Work rules

Unless specified otherwise, the ignition must be turned off during all work (models with ignition lock, models with remote key) or the engine must be at a standstill (models without ignition lock or remote key).

Special tools are necessary for certain tasks. The tools are not a component of the vehicle, but can be ordered using the number in parentheses. Example: bearing puller (15112017000)

During assembly, use new parts to replace parts which cannot be reused (e.g. self-locking screws and nuts, expansion screws, seals, sealing rings, O-rings, pins, and lock washers).

In the case of certain screws, a screw adhesive (e.g. Loctite®) is required. Observe the manufacturer's instructions.

If thread locker (e.g., Precote®) has already been applied to a new part, do not apply any additional thread locker.

After disassembly, clean the parts that are to be reused and check them for damage and wear. Change damaged or worn parts.

After completing a repair or service work, check the operating safety of the vehicle.

2.9 Environment

If you use your motorcycle responsibly, you can ensure that problems and conflicts do not occur. To protect the future of the motorcycle sport, make sure that you use your motorcycle legally, display environmental consciousness, and respect the rights of others.

When disposing of used oil, other operating and auxiliary fluids, and used components, comply with the laws and regulations of the respective country.

Because motorcycles are not subject to the EU regulations governing the disposal of used vehicles, there are no legal regulations that pertain to the disposal of an end-of-life motorcycle. Your authorized Husqvarna Motorcycles dealer will be glad to advise you.

2.10 Owner’s Manual

It is important that you read this Owner’s Manual carefully and completely before making your first trip. The Owner’s Manual contains useful information and many tips on how to operate, handle, and service your motorcycle. Only then will you find out how to customize the vehicle ideally for your own use and how you can protect yourself from injury.

Keep the Owner’s Manual in an accessible place to enable you to refer to it as needed.

If you would like to know more about the vehicle or have questions on the material you read, please contact an authorized Husqvarna dealer.

The Owner’s Manual is an important component of the vehicle and must be handed over to the new owner if the vehicle is sold.
3.1 Manufacturer warranty, implied warranty

The work prescribed in the service schedule must only be carried out in an authorized Husqvarna Motorcycles workshop and confirmed in the Husqvarna Motorcycles Dealer.net, as otherwise all warranty claims will be void. Damage or secondary damage caused by tampering with and/or conversions on the vehicle are not covered by the manufacturer warranty.

3.2 Fuel, auxiliary substances

Note

Environmental hazard  Improper handling of fuel is a danger to the environment.
– Do not allow fuel to enter the groundwater, the soil, or the sewage system.

Use fuels and auxiliary substances in accordance with the Owner’s Manual and specification.

3.3 Spare parts, accessories

For your own safety, only use spare parts and accessory products that are approved and/or recommended by Husqvarna Motorcycles and have them installed by an authorized Husqvarna Motorcycles workshop. Husqvarna Motorcycles accepts no liability for other products and any resulting damage or loss.
The article numbers of some spare parts and accessory products are specified in parentheses in the descriptions. Your authorized Husqvarna Motorcycles dealer will be glad to advise you.

The current Husqvarna Motorcycles accessories for your vehicle are available from your authorized Husqvarna Motorcycles dealer and on the Husqvarna Motorcycles website.
International Husqvarna Motorcycles website: www.husqvarna-motorcycles.com

3.4 Service

A prerequisite for perfect operation and prevention of premature wear is that the service, care, and tuning work on the engine and chassis is properly carried out as described in the Owner’s Manual. An incorrect suspension setting can lead to damage and breakage of chassis components.
Use of the vehicle under difficult conditions, such as on sand or on wet and muddy surfaces, can result in significantly increased wear of components, such as the drive train, brake system, or suspension components. For this reason, it may be necessary to inspect or replace parts before the next scheduled service.
It is imperative that you adhere to the stipulated run-in times and service intervals. If you observe these exactly, you will ensure a much longer service life for your motorcycle.
The relevant mileage or time interval is whichever occurs first.

3.5 Figures

The figures contained in the manual may depict special equipment.
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.
3.6 Customer service

Your authorized Husqvarna Motorcycles dealer will be happy to answer any questions you may have regarding your vehicle and Husqvarna Motorcycles.

A list of authorized Husqvarna Motorcycles dealers can be found on the Husqvarna Motorcycles website. International Husqvarna Motorcycles website: www.husqvarna-motorcycles.com
4.1 View of vehicle, front left (example)

1. Clutch lever (p. 15)
2. Fuel tank filler cap
3. Air filter box cover
4. Side stand (p. 19)
5. Shift lever (p. 19)
6. Engine number (p. 13)
4.2 View of vehicle, rear right (example)

1. 2-stroke oil tank cap
2. Switch-off button (p. 15)
3. Start button (p. 16)
4. Throttle grip (p. 15)
5. Hand brake lever (p. 15)
6. Foot brake lever (p. 19)
7. Level viewer for brake fluid, rear
5.1 Vehicle identification number

The vehicle identification number 1 is stamped on the right side of the steering head.

5.2 Type label

The type label 1 is fixed to the front of the steering head.

5.3 Engine number

The engine number 1 is embossed on the left side of the engine above the engine sprocket.

5.4 Fork part number

The fork part number 1 is stamped on the inner side of the fork stub.
5.5 Shock absorber article number

The shock absorber article number 1 is stamped on the top of the shock absorber above the adjusting ring towards the engine side.
6.1 Clutch lever

Clutch lever 1 is fitted on the handlebar on the left. The clutch is activated hydraulically and adjusts itself automatically.

6.2 Hand brake lever

The hand brake lever 1 is located on the right side of the handlebar. The front brake is engaged using the hand brake lever.

6.3 Throttle grip

Throttle grip 1 is fitted on the right side of the handlebar.

6.4 Switch-off button

Switch-off button 1 is fitted on the left side of the handlebar.

Possible states

- The switch-off button  is in the basic position – in this position, the ignition circuit is closed and the engine can be started.
- The switch-off button  is pressed – in this position, the ignition circuit is interrupted, a running engine stops, and a non-running engine will not start.
### 6.5 Map switch

The map switch is fitted on the right side of the handlebar.

**Possible states**
- Map switch in position I – The ignition timing map **Performance** is active in this position.
- Map switch in position II – The ignition timing map **Soft** is active in this position.

### 6.6 Start button

Start button is fitted on the right side of the handlebar.

**Possible states**
- The start button is in the basic position
- The start button is pressed – In this position, the starter motor is actuated.

### 6.7 Overview of indicator lamps

**Possible states**
- Malfunction indicator lamp lights up/flashes yellow – The OBD has detected an error in the vehicle electronics. Stop, and contact an authorized Husqvarna Motorcycles workshop.
- The fuel level warning lamp lights up yellow – The fuel level has reached the reserve mark.
- The oil level warning lamp lights up red – Oil level has reached the MIN marking. Ride for no more than until the remaining fuel in the tank is depleted and at the next opportunity refuel with 2-stroke oil.

### 6.8 Opening fuel tank filler cap

**Danger**

**Fire hazard** Fuel is highly flammable.

The fuel in the fuel tank expands when warm and can escape if overfilled.
- Do not fuel the vehicle in the vicinity of open flames or lit cigarettes.
- Switch off the engine for refueling.
- Make sure that no fuel is spilled; particularly not on hot parts of the vehicle.
- If any fuel is spilled, wipe it off immediately.
- Observe the specifications for refueling.
**Warning**

**Danger of poisoning**  Fuel is poisonous and a health hazard.
- Avoid skin, eye and clothing contact with fuel.
- Immediately consult a doctor if you swallow fuel.
- Do not inhale fuel vapors.
- In case of skin contact, rinse the affected area with plenty of water.
- Rinse the eyes thoroughly with water, and consult a doctor in case of fuel contact with the eyes.
- Change your clothing in case of fuel spills on them.
- Keep fuels correctly in a suitable canister, and out of the reach of children.

**Note**

**Environmental hazard**  Improper handling of fuel is a danger to the environment.
- Do not allow fuel to enter the groundwater, the soil, or the sewage system.

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6.9  **Closing the fuel tank filler cap**

- Press release button 1, turn the fuel tank filler cap counterclockwise, and lift it off.

6.10  **Opening 2-stroke oil tank cap**

- Fold loop 1 upward.
- Turn the 2-stroke oil tank cap counterclockwise and pull it up.
6.11 Closing 2-stroke oil tank cap

- Put the 2-stroke oil tank cap on and turn it clockwise.
- Fold loop 1 down.
  ✓ The 2-stroke oil tank cap engages.

6.12 Cold start button

The cold start button 1 is fitted on the side of the throttle valve body.
If the engine is cold and the ambient temperature is low, the electronic fuel injection system extends the injection time. To help the engine burn the increased fuel quantity, it must be supplied with additional oxygen by pulling the cold start button.

**Info**
If the engine is warm, the cold start button must be deactivated.

**Possible states**
- The cold start button is activated – The cold start button is pulled out all the way and turned by a ¼ turn.
- The cold start button is deactivated – A further ¼ turn returns the cold start button back to the basic position.

6.13 Idle speed adjusting screw

The idle setting of the throttle valve body substantially influences the vehicle’s starting behavior, a stable idle speed, and the vehicle’s response when the throttle is opened.
An engine with a correctly set idle speed is easier to start than an engine with the idle speed set incorrectly.
The idle speed is adjusted using the idle speed adjusting screw 1.

**Info**
If the idle speed is high, the engine is slow to run, the engine brake is low and the throttle response is aggressive, the adjustment screw must be turned clockwise. If the idle speed is low, the engine is running fast, the engine brake is high and the throttle response is not clean, the adjusting screw must be turned counterclockwise.
6.14 Shift lever

Shift lever 1 is mounted on the left of the engine.

The gear positions can be seen in the figure. The neutral or idle position is between the first and second gears.

6.15 Foot brake lever

Foot brake lever 1 is located in front of the right footrest. The foot brake lever is used to activate the rear brake.

6.16 Side stand

The side stand 1 is located on the left of the vehicle.
The side stand is used for parking the motorcycle.

**Info**
When you are riding, side stand 1 must be folded up and secured with rubber strap 2.

### 6.17 Service hour counter

The service hour counter 1 is fitted in front of the handlebar. It shows the total number of service hours of the engine. The service hour counter begins counting when the engine is started and stops when the engine is switched off.

**Info**
The value indicated by the service hour counter cannot be cleared or adjusted.
## 7.1 Advice on preparing for first use

### Danger
**Danger of accidents** A rider who is not fit to ride poses a danger to him or herself and others.
- Do not operate the vehicle if you are not fit to ride due to alcohol, drugs or medication.
- Do not operate the vehicle if you are physically or mentally impaired.

### Warning
**Risk of injury** Missing or poor protective clothing presents an increased safety risk.
- Wear appropriate protective clothing such as helmet, boots, gloves as well as trousers and a jacket with protectors on all rides.
- Always wear protective clothing that is in good condition and meets the legal regulations.

### Warning
**Danger of crashing** Different tire tread patterns on the front and rear wheel impair the handling characteristic.
Different tire tread patterns can make the vehicle significantly more difficult to control.
- Make sure that only tires with a similar tire tread pattern are fitted to the front and rear wheel.

### Warning
**Danger of accidents** An unadapted riding style impairs the handling characteristic.
- Adapt your riding speed to the road conditions and your riding ability.

### Warning
**Danger of accidents** The vehicle is not designed to carry passengers.
- Do not ride with a passenger.

### Warning
**Danger of accidents** The brake system fails in the event of overheating.
If the foot brake lever is not released, the brake linings drag continuously.
- Take your foot off the foot brake lever when you are not braking.

### Warning
**Danger of accidents** Total weight and axle loads influence the handling characteristic.
- Do not exceed the maximum permissible overall weight or the axle loads.

### Warning
**Risk of misappropriation** People who act without authorization endanger themselves and others.
- Do not leave the vehicle unattended if the engine is running.
- Protect the vehicle against access by unauthorized persons.

### Info
When using your motorcycle, remember that others may feel disturbed by excessive noise.

- Make sure that the pre-sale inspection work has been carried out by an authorized Husqvarna Motorcycles workshop.
  
  ✔️ You will receive a delivery certificate when the vehicle is handed over.
- Before riding for the first time, read the entire Owner’s Manual carefully.
- Get to know the controls.
- Adjust the basic position of the clutch lever. (☞ p. 77)
– Adjust the basic position of the hand brake lever. (p. 80)
– Adjust the basic position of the foot brake lever. (p. 86)
– Set the basic position of the shift lever. (p. 113)
– Get used to the handling characteristics of the motorcycle on a suitable surface before undertaking more challenging trips.

**Info**

Your motorcycle is not approved for use on public roads. When off road, it is recommended that you are accompanied by another person on another vehicle so that you can help each other.

– Try also to ride as slowly as possible and in a standing position to get a better feel for the motorcycle.
– Do not make any off-road trips that exceed your ability and experience.
– Hold the handlebar firmly with both hands and keep your feet on the footrests when riding.
– Do not take luggage along.
– Do not exceed the maximum permissible weight and the maximum permissible axle loads.

**Guideline**

| Maximum permissible overall weight | 335 kg (739 lb.) |
| Maximum permissible front axle load | 145 kg (320 lb.) |
| Maximum permissible rear axle load | 190 kg (419 lb.) |

– Check the spoke tension. (p. 96)

**Info**

The spoke tension must be checked after half an hour of operation.

– Run in the engine. (p. 22)

### 7.2 Running in the engine

– During the running-in phase, do not exceed the specified engine performance.

**Guideline**

<table>
<thead>
<tr>
<th>Maximum engine performance</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>During the first 3 operating hours</td>
<td>&lt; 70 %</td>
</tr>
<tr>
<td>During the first 5 operating hours</td>
<td>&lt; 100 %</td>
</tr>
</tbody>
</table>

– Avoid fully opening the throttle!

### 7.3 Starting power of lithium-ion batteries at low temperatures

Lithium-ion batteries are far lighter than lead batteries, have a low self-discharge rate, and have more starting power at temperatures over 15 °C (60 °F). At low temperatures, however, the starting power of lithium-ion batteries drops to below that of lead batteries.

Multiple starting attempts may be needed. Press the start button for 5 seconds, and wait 30 seconds between attempts. The pauses are necessary so that the heat created can distribute through the lithium-ion battery and the lithium-ion battery is not damaged.

If the charged lithium-ion battery is unable to actuate the electric starter when temperatures are below 15 °C (60 °F), the battery is
not faulty, but needs to be warmed up internally to increase its starting power (current output). The starting power increases as the battery warms up.

### 7.4 Preparing the vehicle for difficult operating conditions

**Info**
Use of the vehicle under difficult conditions, such as on sand or on wet and muddy circuits/surfaces, can lead to considerably more rapid wear of components such as the drive train, brake system, or suspension components. For this reason, it may be necessary to inspect or replace parts before the next scheduled service.

- Clean the air filter and air filter box. *(p. 63)*

**Info**
Check the air filter approx. every 30 minutes.

- Check the electrical connector for humidity and corrosion and to ensure it is firmly seated.
  - If humidity, corrosion, or damage is found:
    - Clean and dry the connector, or change it if necessary.

**Difficult operating conditions are:**
- Rides on dry sand. *(p. 23)*
- Rides on wet sand. *(p. 24)*
- Rides on wet and muddy circuits. *(p. 25)*
- Rides at high temperatures or slow riding. *(p. 26)*
- Riding at low temperatures and in snow. *(p. 27)*

### 7.5 Preparing the vehicle for riding on dry sand

- Check the radiator cap.

<table>
<thead>
<tr>
<th>Value on the radiator cap</th>
<th>1.8 bar (26 psi)</th>
</tr>
</thead>
</table>

- If the indicated value does not correspond to the setpoint value:

**Warning**

**Danger of scalding** During motorcycle operation, the coolant gets very hot and is under pressure.

- Do not open the radiator, the radiator hoses or other cooling system components if the engine or the cooling system are at operating temperature.
- Allow the cooling system and the engine to cool down before you open the radiator, the radiator hoses or other components of the cooling system.
- In the event of scalding, rinse the area affected immediately with lukewarm water.

- Change the radiator cap.
7.6 Preparing the vehicle for riding on wet sand

- Check the radiator cap.

<table>
<thead>
<tr>
<th>Condition</th>
<th>1.8 bar (26 psi)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value on the radiator cap</td>
<td>1.8 bar (26 psi)</td>
</tr>
</tbody>
</table>

» If the indicated value does not correspond to the setpoint value:
Warning
Danger of scalding  During motorcycle operation, the coolant gets very hot and is under pressure.

- Do not open the radiator, the radiator hoses or other cooling system components if the engine or the cooling system are at operating temperature.
- Allow the cooling system and the engine to cool down before you open the radiator, the radiator hoses or other components of the cooling system.
- In the event of scalding, rinse the area affected immediately with lukewarm water.

- Change the radiator cap.
- Mount the air filter rain cover.

Air filter rain cover (79006921000)

Info
Observe the fitting instructions for Husqvarna Motorcycles accessories.

- Clean the chain.

Chain cleaner (p. 140)
- Mount the steel sprocket.
- Grease the chain.

Universal oil spray (p. 141)
- Clean the radiator fins.
- Straighten the bent radiator fins carefully.

Condition
Regular use in sand
- Change the piston every 10 operating hours.

7.7 Preparing the vehicle for riding on wet and muddy circuits

- Mount the air filter rain cover.

Air filter rain cover (79006921000)

Info
Observe the fitting instructions for Husqvarna Motorcycles accessories.
7.8 Preparing vehicle for high temperatures or slow riding

- Check the radiator cap.

| Value on the radiator cap | 1.8 bar (26 psi) |

- If the indicated value does not correspond to the setpoint value:

**Warning**

**Danger of scalding** During motorcycle operation, the coolant gets very hot and is under pressure.

- Do not open the radiator, the radiator hoses or other cooling system components if the engine or the cooling system are at operating temperature.
- Allow the cooling system and the engine to cool down before you open the radiator, the radiator hoses or other components of the cooling system.
- In the event of scalding, rinse the area affected immediately with lukewarm water.

- Change the radiator cap.

- Adjust the secondary drive to the road conditions.

**Info**

The engine oil heats up quickly when the clutch is operated frequently due to an excessively high secondary ratio.

- Clean the chain.

| Chain cleaner (p. 140) |

- Clean the radiator fins.
- Straighten bent radiator fins carefully.
- Check the coolant level. (p. 104)
7.9 Preparing the vehicle for low temperatures or snow

- Mount the air filter rain cover.

| Air filter rain cover (79006921000) |

**Info**
Observe the fitting instructions for Husqvarna Motorcycles accessories.
8.1 Checks and maintenance measures when preparing for use

**Info**
Before every trip, check the condition of the vehicle and ensure that it is safe to operate. The vehicle must be in perfect technical condition when it is being operated.

- Check the gear oil level. (p. 119)
- Check the front brake fluid level. (p. 81)
- Check the rear brake fluid level. (p. 86)
- Check the front brake linings. (p. 82)
- Check the brake linings of the rear brake. (p. 88)
- Check that the brake system is functioning properly.
- Check the coolant level. (p. 104)
- Check the chain for dirt. (p. 70)
- Check the chain, rear sprocket, engine sprocket, and chain guide. (p. 73)
- Check the chain tension. (p. 71)
- Check the tire condition. (p. 95)
- Check tire pressure. (p. 95)
- Check the spoke tension. (p. 96)

**Info**
The spoke tension must be checked regularly as incorrect spoke tension will strongly impair riding safety.

- Clean the dust boots of the fork legs. (p. 49)
- Bleed the fork legs. (p. 48)
- Check the air filter.
- Check the settings of all controls and ensure that they can be operated smoothly.
- Check all screws, nuts, and hose clamps regularly for tightness.
- Check the fuel level.

8.2 Starting the vehicle

**Danger**
**Danger of poisoning** Exhaust gases are toxic and inhaling them may result in unconsciousness and death.
- Always make sure there is sufficient ventilation when running the engine.
- Use effective exhaust extraction when starting or running the engine in an enclosed space.

**Note**
**Engine damage** High revving speed with a cold engine negatively impacts the lifespan of the engine.
- Always run the engine warm at a low speed.
8.3 Starting off

**Info**

The plug-in stand must be removed before riding.

When you are riding, the side stand must be folded up and secured with rubber strap.

- Pull the clutch lever, shift into first gear, release the clutch lever slowly and at the same time open the throttle carefully.

8.4 Shifting, riding

**Warning**

**Danger of accidents**

If you change down at high engine speed, the rear wheel blocks and the engine races.

- Do not change into a low gear at high engine speed.

**Info**

If you hear unusual noises while riding, stop immediately, switch off the engine, and contact an authorized Husqvarna Motorcycles workshop.

First gear is used for starting off and for steep inclines.

- Shift into a higher gear when conditions allow (incline, road situation, etc.). To do so, release the throttle while simultaneously pulling the clutch lever, shift into the next gear, release the clutch lever and open the throttle.
- If the choke function has been activated, deactivate it after the engine has warmed up.
- After reaching maximum speed by fully opening the throttle grip, turn the throttle back so it is ¾ open. This will barely reduce the speed, but fuel consumption will be considerably lower.
Always open the throttle only as much as the engine can handle – abrupt throttle opening increases fuel consumption.

To shift down, apply the brakes and close the throttle at the same time.

Pull the clutch lever and shift into a lower gear, release the clutch lever slowly, and either open the throttle or shift again.

Switch off the engine if running at idle speed or stationary for a long time.

Guideline

\[ \geq 2 \text{ min} \]

Avoid frequent or lengthy slipping of the clutch. This causes the gear oil, engine and cooling system to heat up.

Ride at a low engine speed instead of at a high engine speed with a slipping clutch.

### 8.5 Applying the brakes

**Warning**
**Danger of accidents** Excessively forceful application of the brakes blocks the wheels.
– Adjust application of the brakes to the respective riding situation and riding surface conditions.

**Warning**
**Danger of accidents** A spongy pressure point on the front or rear brake reduces braking efficiency.
– Check the brake system and do not continue riding until the problem is eliminated. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

**Warning**
**Danger of accidents** Moisture and dirt impair the brake system.
– Brake carefully several times to dry out and remove dirt from the brake linings and the brake discs.

On sandy, wet, or slippery surfaces, use the rear brake mostly if possible.

Always finish braking before you go into a bend. Change down to a lower gear appropriate to your road speed.

Use the braking effect of the engine on long downhill stretches. Change down one or two gears, but do not over-rev the engine. You will have to apply the brakes far less frequently as a result and the brake system will not overheat.

### 8.6 Stopping, parking

**Warning**
**Risk of misappropriation** People who act without authorization endanger themselves and others.
– Do not leave the vehicle unattended if the engine is running.
– Protect the vehicle against access by unauthorized persons.

**Warning**
**Danger of burns** Some vehicle components become very hot when the vehicle is operated.
– Do not touch any parts such as the exhaust system, radiator, engine, shock absorber, or brake system before the vehicle parts have cooled down.
– Let the vehicle parts cool down before you perform any work on the vehicle.
Note

Material damage  The vehicle may be damaged by incorrect procedure when parking.
Significant damage may be caused if the vehicle rolls away or falls over.
The components for parking the vehicle are designed only for the weight of the vehicle.

– Park the vehicle on a firm and level surface.
– Ensure that nobody sits on the vehicle when the vehicle is parked on a stand.

Note

Fire hazard  Hot vehicle components pose a fire hazard and explosion risk.

– Do not park the vehicle near to materials which are highly flammable or explosive.
– Allow the vehicle to cool down before covering it.

– Apply the brakes on the motorcycle.
– Shift the transmission to neutral position.
– Press and hold the switch-off button \( \text{ while the engine is idling until the engine stops.} \)
– Park the motorcycle on firm ground.

8.7 Transporting

Note

Danger of damage  The parked vehicle can roll away or fall over.

– Park the vehicle on a firm and level surface.

Note

Fire hazard  Hot vehicle components pose a fire hazard and explosion risk.

– Do not park the vehicle near to materials which are highly flammable or explosive.
– Allow the vehicle to cool down before covering it.

– Switch off the engine.
– Use tension belts or other suitable devices to secure the motorcycle against falling over or rolling away.
8.8 Refueling

**Danger**

*Fire hazard* Fuel is highly flammable.
The fuel in the fuel tank expands when warm and can escape if overfilled.
- Do not fuel the vehicle in the vicinity of open flames or lit cigarettes.
- Switch off the engine for refueling.
- Make sure that no fuel is spilled; particularly not on hot parts of the vehicle.
- If any fuel is spilled, wipe it off immediately.
- Observe the specifications for refueling.

**Warning**

*Danger of poisoning* Fuel is poisonous and a health hazard.
- Avoid skin, eye and clothing contact with fuel.
- Immediately consult a doctor if you swallow fuel.
- Do not inhale fuel vapors.
- In case of skin contact, rinse the affected area with plenty of water.
- Rinse the eyes thoroughly with water, and consult a doctor in case of fuel contact with the eyes.
- Change your clothing in case of fuel spills on them.

**Note**

*Environmental hazard* Improper handling of fuel is a danger to the environment.
- Do not allow fuel to enter the groundwater, the soil, or the sewage system.

---

Switch off the engine.

Open fuel tank filler cap. (p. 16)

Fill the fuel tank with fuel up to a maximum of level A.

**Guideline**

<table>
<thead>
<tr>
<th>Dimension A</th>
<th>35 mm (1.38 in)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Total fuel tank capacity, approx</th>
<th>8.5 l (2.25 US gal)</th>
<th>Super unleaded (ROZ 95/RON 95/PON 91) (p. 139)</th>
</tr>
</thead>
</table>

**Info**

- Do not refuel using pre-mixed fuel.

Close the fuel tank filler cap. (p. 17)
8.9 Adding 2-stroke oil

**Warning**

**Engine failure**  The engine will not be lubricated unless there is 2-stroke oil in the oil tank.

If the oil level warning light lights up, the 2-stroke oil is sufficient for the remaining tank of fuel.

- As soon as the oil level warning light lights up, ride for no longer than until the remaining fuel in the tank is depleted.
- At the next opportunity add 2-stroke oil before you refuel.
- Time the oil pump if the 2-stroke oil hose has been removed or the 2-stroke oil tank has been fully depleted in error.

- Open 2-stroke oil tank cap. (p. 17)
- Fill the 2-stroke oil tank up to the lower edge A of the filler neck.

**Guideline**

| 2-stroke oil tank content approx. | 0.6 l (0.6 qt.) | Engine oil, 2-stroke (p. 138) |

- Close 2-stroke oil tank cap. (p. 18)
### 9.1 Additional information

Any further work that results from the compulsory work or from the recommended work must be ordered separately and invoiced separately.

Different service intervals may apply in your country, depending on the local operating conditions. Individual service intervals and scopes may change in the course of technical developments. The most up-to-date service schedule can always be found on Husqvarna Motorcycles Dealer.net. Your authorized Husqvarna Motorcycles dealer will be glad to advise you.

### 9.2 Required work

<table>
<thead>
<tr>
<th>Every 40 operating hours</th>
<th>Every 20 operating hours</th>
<th>Every 10 operating hours</th>
<th>After 5 operating hours</th>
<th>After 1 operating hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Read out the fault memory using the Husqvarna Motorcycles diagnostics tool.</td>
<td>○</td>
<td>○</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check that the electrical system is functioning properly.</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check and charge the 12-V battery.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Change the gear oil. (p. 120)</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the front brake linings. (p. 82)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the brake linings of the rear brake. (p. 88)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the brake discs. (p. 80)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the brake lines for damage and leakage.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the rear brake fluid level. (p. 86)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the free travel of the foot brake lever. (p. 85)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the frame. (p. 75)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the link fork. (p. 75)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Checking the fork bearing for play.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Checking the shock absorber heim joint for play.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the shock absorber linkage.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the tire condition. (p. 95)</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check tire pressure. (p. 95)</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the wheel bearing for play.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the wheel hubs.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the rim run-out.</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the spoke tension. (p. 96)</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the chain, rear sprocket, engine sprocket, and chain guide. (p. 73)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the chain tension. (p. 71)</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Grease all moving parts (e.g., hand lever, chain, ...) and check for smooth operation.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check/correct the fluid level of hydraulic clutch. (p. 77)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the front brake fluid level. (p. 81)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check steering head bearing play. (p. 55)</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Change the spark plug and spark plug connector.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check all hoses (e.g., fuel, cooling, bleeder, drainage hoses, etc.) and sleeves for cracking, tightness, and correct routing.</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the antifreeze and coolant level. (p. 103)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the cables for damage and for routing without kinks.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>
### 9.3 Recommended work

<table>
<thead>
<tr>
<th>Every 80 operating hours</th>
<th>Every 40 operating hours</th>
<th>Every 20 operating hours</th>
<th>Every 10 operating hours</th>
<th>After 20 operating hours / Every 20 operating hours</th>
<th>After 10 operating hours / Every 10 operating hours</th>
<th>every 48 months</th>
<th>every 12 months</th>
</tr>
</thead>
<tbody>
<tr>
<td>Change the front brake fluid.</td>
<td>● ●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Change the rear brake fluid.</td>
<td>● ●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Change the hydraulic clutch fluid. (p. 78)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Lubricate the steering head bearing. (p. 56)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Clean the pressure sensor hose.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Service the fork.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Perform the shock absorber service.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the electric starter drive.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Change the fuel filter.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Check the reed valve housing, reed valve and intake flange.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Change the oil pump; clean the oil screen.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Clean the oil screen in the oil tank.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Clean the protection cap of the pressure sensor.</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Change the coolant. (p. 107)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Perform minor engine service. (Check the exhaust control for functioning and smooth operation. Check the clutch.)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Interval</td>
<td>Action Description</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Every 80 operating hours</td>
<td>Perform major engine service including removing and installing the engine. Change the piston and check the cylinder. Change the connecting rod, conrod bearing and crank pin. Clean the hose connections of the pressure sensor. Check the transmission and the shift mechanism. Change all engine bearings.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Every 40 operating hours</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>After 20 operating hours / Every 20 operating hours</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Every 12 months</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Every 48 months</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- One-time interval
- Periodic interval
10.1 Checking the basic chassis setting with the rider's weight

Info
When adjusting the basic chassis setting, first adjust the shock absorber and then the fork.

- For optimal motorcycle riding characteristics and to avoid damage to forks, shock absorbers, link fork and frame, the basic settings of the suspension components must match the rider’s weight.
- In the delivered condition, Husqvarna motorcycles are adjusted for an average rider’s weight (with full protective clothing).

Guideline

| Standard rider weight | 75 … 85 kg (165 … 187 lb.) |

- If the rider’s weight is above or below this range, the basic setting of the suspension components must be adjusted accordingly.
- Small weight differences can be compensated by adjusting the spring pretension of the shock absorber, but in the case of large weight differences, the springs must be replaced.

10.2 Air suspension XACT 5448

Air suspension **WP XACT 5448** is used in the fork. In this system, suspension is located in the left fork leg and damping in the right fork leg. As fork springs are no longer required, a significant weight advantage is achieved when compared to conventional forks. The response on slightly uneven surfaces is significantly improved.

In normal driving mode, suspension is provided exclusively by an air cushion. A steel spring is located in the left fork leg as an end stop.

Info

If the fork is frequently overloaded, then the air pressure in the fork must be increased to avoid damage to the fork and frame.

The air pressure in the fork can be quickly adjusted to the rider’s weight, surface conditions and the rider’s preference using a fork airpump. The fork does not have to be dismantled. The time consuming mounting of harder or softer fork springs is not required. If the air chamber loses air due to a damaged seal, the fork will still not sag. In this case the air is retained in the fork. The suspension travel is maintained as far as possible. The damping becomes harder and the riding comfort reduces. As with a conventional fork, the damping can be adjusted in rebound and compression stages.
The rebound adjuster is located at the lower end of the right fork leg. The compression adjuster is located at the upper end of the right fork leg.

### 10.3 Compression damping of the shock absorber

The compression damping of the shock absorber is divided into two ranges: high-speed and low-speed. High-speed and low-speed refer to the compression speed of the rear wheel suspension and not to the vehicle speed. The high-speed compression adjuster has an effect, for example, when landing after a jump: the rear wheel suspension compresses quickly. The low-speed compression adjuster has an effect, for example, when riding over long ground swells: the rear wheel suspension compresses slowly. These two ranges can be adjusted separately, although the transition between high-speed and low-speed is gradual. Thus, modifications in the high-speed range affect the compression damping in the low-speed range and vice versa.

### 10.4 Adjusting the low-speed compression damping of the shock absorber

**Caution**

Risk of injury Parts of the shock absorber will move around if the shock absorber is detached incorrectly.  
The shock absorber is filled with highly compressed nitrogen.  
- Please follow the description provided. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

**Info**
The effect of the low-speed compression adjuster can be seen in slow to normal compression of the shock absorber.

- Turn adjusting screw 1 clockwise with a screwdriver as far as the last perceptible click.

**Info**
Do not loosen fitting 2!

- Turn counterclockwise by the number of clicks corresponding to the shock absorber type.

<table>
<thead>
<tr>
<th>Lowspeed compression damping</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comfort</td>
</tr>
<tr>
<td>Standard</td>
</tr>
<tr>
<td>Sport</td>
</tr>
</tbody>
</table>

**Info**
Turn clockwise to increase the damping; turn counterclockwise to reduce the damping.
10.5 Adjusting the high-speed compression damping of the shock absorber

**Caution**

Risk of injury Parts of the shock absorber will move around if the shock absorber is detached incorrectly.

The shock absorber is filled with highly compressed nitrogen.

– Please follow the description provided. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

**Info**

The effect of the high-speed compression adjuster can be seen in fast compression of the shock absorber.

- Turn adjusting screw 1 all the way clockwise with a socket wrench.

**Info**

Do not loosen fitting 2!

- Turn counterclockwise by the number of turns corresponding to the shock absorber type.

**Guideline**

<table>
<thead>
<tr>
<th>Highspeed compression damping</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Comfort</td>
<td>2.5 turns</td>
</tr>
<tr>
<td>Standard</td>
<td>2 turns</td>
</tr>
<tr>
<td>Sport</td>
<td>1.5 turns</td>
</tr>
</tbody>
</table>

**Info**

Turn clockwise to increase the damping; turn counterclockwise to reduce the damping.

10.6 Adjusting the rebound damping of the shock absorber

**Caution**

Risk of injury Parts of the shock absorber will move around if the shock absorber is detached incorrectly.

The shock absorber is filled with highly compressed nitrogen.

– Please follow the description provided. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)
10 TUNING THE CHASSIS

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10.7 Measuring the rear wheel dimension unloaded

Preparatory work
- Raise the motorcycle with a lift stand. (p. 48)

Main work
- Position the sag gage in the rear axle and measure the distance to marking SAG on the rear fender.

<table>
<thead>
<tr>
<th>Sag gauge (00029090500)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sag gage pin (00029990010)</td>
</tr>
</tbody>
</table>

- Note down the value as dimension A.

Finishing work
- Remove the motorcycle from the lift stand. (p. 48)
10.8 Checking the static sag of the shock absorber

- Measure dimension \( A \) of rear wheel unloaded. (p. 40)
- Hold the motorcycle upright with aid of an assistant.
- Measure the distance again between the rear axle and marking SAG on the rear fender using the sag gage.
- Note the value as dimension \( B \).

**Info**
The static sag is the difference between measurements \( A \) and \( B \).

- Check the static sag.

<table>
<thead>
<tr>
<th>Static sag</th>
<th>35 mm (1.38 in)</th>
</tr>
</thead>
</table>

» If the static sag is less or more than the specified value:
- Adjust the spring preload of the shock absorber. (p. 42)

10.9 Checking the riding sag of the shock absorber

- Measure dimension \( A \) of rear wheel unloaded. (p. 40)
- With another person holding the motorcycle, the rider, wearing full protective clothing, sits on the seat in a normal sitting position (feet on footrests) and bounces up and down a few times.
  - The rear wheel suspension levels out.
- Another person again measures the distance between the rear axle and marking SAG on the rear fender using the sag gage.
- Note the value as dimension \( C \).

**Info**
The riding sag is the difference between measurements \( A \) and \( C \).

- Check riding sag.

**Guideline**

<table>
<thead>
<tr>
<th>Riding sag</th>
<th>105 mm (4.13 in)</th>
</tr>
</thead>
</table>

» If the riding sag differs from the specified measurement:
- Adjust the riding sag. (p. 43)
10.10 Adjusting the spring preload of the shock absorber

**Caution**

*Risk of injury*  Parts of the shock absorber will move around if the shock absorber is detached incorrectly.

The shock absorber is filled with highly compressed nitrogen.

- Please follow the description provided. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

**Info**

Before changing the spring preload, make a note of the present setting, e.g., by measuring the spring length.

---

**Preparatory work**

- Raise the motorcycle with a lift stand. (p. 48)
- Remove the shock absorber. (p. 58)
- After removing the shock absorber, clean it thoroughly.

**Main work**

- Loosen screw 1.
- Turn adjusting ring 2 until the spring is no longer under tension.

**Guideline**

| Spring preload | 7 mm (0.28 in) |

**Info**

Depending on the static sag and/or the riding sag, it may be necessary to increase or decrease the spring preload.

- Tighten screw 1.

**Guideline**

| Screw, shock absorber adjusting ring | M5 | 5 Nm (3.7 lbf ft) |

**Finishing work**

- Install the shock absorber. (p. 60)
- Remove the motorcycle from the lift stand. (p. 48)
10.11 Adjusting the riding sag

**Preparatory work**
- Raise the motorcycle with a lift stand. (p. 48)
- Remove the shock absorber. (p. 58)
- After removing the shock absorber, clean it thoroughly.

**Main work**
- Choose and mount a suitable spring.

**Guideline**

| Weight of rider: 65 … 75 kg (143 … 165 lb.) | 39 N/mm (223 lb/in) |
| Weight of rider: 75 … 85 kg (165 … 187 lb.) | 42 N/mm (240 lb/in) |
| Weight of rider: 85 … 95 kg (187 … 209 lb.) | 45 N/mm (257 lb/in) |

**Info**
The spring rate is shown on the outside of the spring.

**Finishing work**
- Install the shock absorber. (p. 60)
- Remove the motorcycle from the lift stand. (p. 48)
- Check the static sag of the shock absorber. (p. 41)
- Check the riding sag of the shock absorber. (p. 41)
- Adjust the rebound damping of the shock absorber. (p. 39)

10.12 Checking the basic setting of the fork

**Info**
For various reasons, no exact riding sag can be determined for the fork.

- Smaller differences in the rider's weight can be compensated for by the fork air pressure.
- However, if the fork frequently bottoms out (hard end stop on compression), the fork air pressure must be increased, within the specified values, to avoid damage to the fork and frame.
- If the fork feels unusually hard after extended periods of operation, the fork legs need to be bled.
10.13 Adjusting the fork air pressure

**Warning**

**Danger of accident**  Modifications to the suspension setting may seriously alter the handling characteristic.

Extreme modifications to the suspension setting may cause a serious deterioration in the handling characteristic and overload components.

- Only make adjustments within the recommended range.
- Ride slowly to start with after making adjustments to get the feel of the new handling characteristic.

**Info**

Check or adjust the air pressure under the same conditions at the earliest 5 minutes after switching off the engine.

The air suspension is located in the left fork leg. The pressure and rebound damping is located in the right fork leg.

**Preparatory work**

- Raise the motorcycle with a lift stand. (p. 48)

**Main work**

- Remove protection cap 1.
- Push together fork airpump 2 fully.

**Info**

Fork airpump (79412966100)

- Connect the fork airpump to the left fork leg.
  - The fork airpump indicator switches on automatically.
  - A little air escapes from the fork leg when connecting.

**Info**

This is due to the volume of the hose and not due to a defect in the fork airpump or the fork. Observe the accompanying instructions for Husqvarna Motorcycles accessories.

- Adjust the air pressure as specified.

**Guideline**

<table>
<thead>
<tr>
<th>Air pressure</th>
<th>9.6 bar (139 psi)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gradual changing of the air pressure in steps of</td>
<td>0.2 bar (3 psi)</td>
</tr>
<tr>
<td>Minimum air pressure</td>
<td>7 bar (102 psi)</td>
</tr>
<tr>
<td>Maximum air pressure</td>
<td>12 bar (174 psi)</td>
</tr>
</tbody>
</table>

**Info**

Never adjust the air pressure to a value outside the stated range.

- Disconnect the fork airpump from the left fork leg.
When disconnecting, excess pressure will escape from the hose – the fork leg itself does not lose any air.

The fork airpump indicator switches off automatically after 80 seconds.

Mount the protection cap.

**Info**
Only mount the protection cap by hand.

**Finishing work**
- Remove the motorcycle from the lift stand. (p. 48)

### 10.14 Adjusting the compression damping of the fork

**Info**
The hydraulic compression damping determines the fork suspension behavior.

- Turn adjuster 1 clockwise all the way.

**Info**
Adjuster 1 is located at the upper end of the right fork leg.

- Turn counterclockwise by the number of clicks corresponding to the fork type.

<table>
<thead>
<tr>
<th>Guideline</th>
<th>Compression damping</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comfort</td>
<td>17 clicks</td>
</tr>
<tr>
<td>Standard</td>
<td>12 clicks</td>
</tr>
<tr>
<td>Sport</td>
<td>7 clicks</td>
</tr>
</tbody>
</table>

**Info**
Turn clockwise to increase damping; turn counterclockwise to reduce damping during compression.

### 10.15 Adjusting the rebound damping of the fork

**Info**
The hydraulic rebound damping determines the fork suspension behavior.

- Take off protection cap 1.
- Turn adjusting screw 2 clockwise all the way.

**Info**
Adjusting screw 2 is located at the lower end of the right fork leg.

- Turn counterclockwise by the number of clicks corresponding to the fork type.
10 TUNING THE CHASSIS

Guideline

<table>
<thead>
<tr>
<th>Rebound damping</th>
<th>Comfort</th>
<th>23 clicks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Standard</td>
<td>18 clicks</td>
</tr>
<tr>
<td></td>
<td>Sport</td>
<td>13 clicks</td>
</tr>
</tbody>
</table>

Info

Turn clockwise to increase the damping; turn counterclockwise to reduce damping when the shock absorber rebounds.

- Mount protection cap 1.

10.16 Handlebar position

The holes on the handlebar supports are placed at a distance of A from the center.

| Hole distance A | 3.5 mm (0.138 in) |

The handlebar can be mounted in 2 different positions. In this way, the handlebar can be mounted in the most comfortable position for the rider.

10.17 Adjusting the handlebar position

Warning

Danger of accidents A repaired handlebar poses a safety risk.

If the handlebar is bent or straightened, the material becomes fatigued. The handlebar may break as a result.

- Change the handlebar if the handlebar is damaged or bent.

Preparatory work

- Remove the handlebar cushion.
Main work

- Remove screws 1. Take off the handlebar clamp. Remove the handlebar and lay it to one side.

**Info**

Cover the components to protect them against damage.
Do not kink the cables and lines.

- Remove screws 2. Take off handlebar supports 3.
- Position rubber bushings 4 and push through nuts 5 from below.
- Place the handlebar supports in the required position.

**Info**

The handlebar supports are longer and higher on one side.
Position the left and right handlebar supports evenly.

- Mount and tighten screws 2.

**Guideline**

<table>
<thead>
<tr>
<th>Screw, handlebar support</th>
<th>M10</th>
<th>40 Nm (29.5 lbf ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Loctite® 243™</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Position the handlebar.

**Info**

Make sure the cables and wiring are positioned correctly.

- Position the handlebar clamp.
- Mount screws 1 but do not tighten yet.
- First bolt the handlebar clamp with screws 1 onto the longer, higher side of the handlebar supports so that both parts touch.
- Tighten screws 1 evenly.

**Guideline**

| Screw, handlebar clamp | M8 | 20 Nm (14.8 lbf ft) |

Finishing work

- Mount the handlebar cushion.
11 SERVICE WORK ON THE CHASSIS

11.1 Raising the motorcycle with a lift stand

Note
Material damage The vehicle may be damaged by incorrect procedure when parking. Significant damage may be caused if the vehicle rolls away or falls over. The components for parking the vehicle are designed only for the weight of the vehicle.

– Park the vehicle on a firm and level surface.
– Ensure that nobody sits on the vehicle when the vehicle is parked on a stand.

– Raise the motorcycle at the frame underneath the engine.

Lift stand (81329955100)

✓ Neither wheel is in contact with the ground.
– Secure the motorcycle against falling over.

11.2 Removing the motorcycle from the lift stand

Note
Material damage The vehicle may be damaged by incorrect procedure when parking. Significant damage may be caused if the vehicle rolls away or falls over. The components for parking the vehicle are designed only for the weight of the vehicle.

– Park the vehicle on a firm and level surface.
– Ensure that nobody sits on the vehicle when the vehicle is parked on a stand.

– Remove the motorcycle from the lift stand.
– Remove the lift stand.
– To park the motorcycle, press side stand 1 to the ground with your foot and lean the motorcycle on it.

Info
When you are riding, the side stand must be folded up and secured with rubber strap.

11.3 Bleeding the fork legs

Preparatory work
– Raise the motorcycle with a lift stand. (See p. 48)
11.4  Cleaning the dust boots of the fork legs

Preparatory work
- Raise the motorcycle with a lift stand. (p. 48)
- Remove the fork protector. (p. 50)

Main work
- Push dust boots 1 of both fork legs downward.

Info
The dust boots remove dust and coarse dirt particles from the inside fork tubes. Over time, dirt can accumulate behind the dust boots. If this dirt is not removed, the seals rings behind can start to leak.

Warning
Danger of accidents  Oil or grease on the brake discs reduces the braking effect.
- Always keep the brake discs free of oil and grease.
- Clean the brake discs with brake cleaner when necessary.

- Clean and oil the dust boots and inside fork tubes of both fork legs.

Universal oil spray (p. 141)
- Press the dust boots back into their installation position.
- Remove excess oil.

Finishing work
- Install the fork protector. (p. 50)
- Remove the motorcycle from the lift stand. (p. 48)
11.5 Removing the fork protector

- Remove screws 1 on the left fork leg. Take off the clamp.
- Remove screws 2 on the left fork leg. Take off the left fork protector.
- Remove screws 3 on the right fork leg. Take off the right fork protector.

11.6 Installing the fork protector

- Position the fork protector on the left fork leg. Mount and tighten screws 1.

**Guideline**

| Remaining screws, chassis | M6 | 10 Nm (7.4 lbf ft) |

- Position the brake line and clamp. Mount and tighten screws 2.
- Position the fork protector on the right fork leg. Mount and tighten screws 3.

**Guideline**

| Remaining screws, chassis | M6 | 10 Nm (7.4 lbf ft) |

11.7 Removing the fork legs

**Preparatory work**

- Raise the motorcycle with a lift stand. (p. 48)
- Remove the front wheel. (p. 91)

**Main work**

- Remove screws 1 and take off the clamp.
- Remove screws 2 and take off the brake caliper.
- Allow the brake caliper and brake line to hang loosely to the side.

**Info**

Do not actuate the hand brake lever when the front wheel is removed.
11.8 Installing the fork legs

Main work
- Position the fork legs.
  - Air bleeder screw 1 of the right fork leg is positioned to the front.
  - Valve A of the left fork leg faces the front.

Info
Grooves are milled into the side of the upper end of the fork legs. The second milled groove (from the top) must be flush with the upper edge of the upper triple clamp.
The air suspension is located in the left fork leg. The pressure and rebound damping is located in the right fork leg.

- Tighten screws 2.
  Guideline
  | Screw, top triple clamp | M8   | 17 Nm (12.5 lbf ft) |

- Tighten screws 3.
  Guideline
  | Screw, bottom triple clamp | M8   | 12 Nm (8.9 lbf ft) |

- Position the brake caliper. Mount and tighten screws 4.
  Guideline
  | Screw, front brake caliper | M8   | 25 Nm (18.4 lbf ft) Loctite® 243™ |

- Position the brake line and the clamp. Mount and tighten screws 5.

Finishing work
- Install the front wheel. (p. 92)
11.9 Removing the lower triple clamp

**Preparatory work**
- Raise the motorcycle with a lift stand. (p. 48)
- Remove the front wheel. (p. 91)
- Remove the fork legs. (p. 50)
- Remove the start number plate. (p. 57)
- Remove front fender. (p. 57)
- Remove the handlebar cushion.

**Main work**
- Take off cable holder 1 in front of the left radiator.
- Remove screw 2.
- Remove screw 3.
- Remove the upper triple clamp with the handlebar and hang them to the side.

---

**Info**
- Cover the components to protect them against damage.
- Do not kink the cables and lines.

- Remove O-ring 4. Remove protective ring 5.
- Remove the lower triple clamp with the steering stem.
- Remove the upper steering head bearing.
11.10 Installing the lower triple clamp

Main work
- Clean the bearing and sealing elements, check for damage, and grease.
  - High viscosity grease (p. 140)
- Insert the lower triple clamp with the steering stem. Mount the upper steering head bearing.
- Check whether upper steering head seal 1 is correctly positioned.
- Slide on protective ring 2 and O-ring 3.

- Position the upper triple clamp with the handlebar.
- Mount screw 4 but do not tighten yet.

- Position the fork legs.
  - Air bleeder screw 5 of the right fork leg is positioned to the front.
  - Valve A of the left fork leg faces the front.

Info
Grooves are milled into the side of the upper end of the fork legs. The second milled groove (from the top) must be flush with the upper edge of the upper triple clamp.
The air suspension is located in the left fork leg. The pressure and rebound damping is located in the right fork leg.
- Tighten screws 6.
  Guideline
  
  | Screw, bottom triple clamp | M8 | 12 Nm (8.9 lbf ft) |

- Tighten screw 4.
  Guideline
  
  | Screw, top steering head | M20x1.5 | 12 Nm (8.9 lbf ft) |

- Mount and tighten screw 7.
  Guideline
  
  | Screw, top steering stem | M8 | 20 Nm (14.8 lbf ft) | Loctite® 243™ |

- Using a plastic hammer, tap lightly on the upper triple clamp to avoid stresses.
- Tighten screws 9.
  Guideline
  
  | Screw, top triple clamp | M8 | 17 Nm (12.5 lbf ft) |

- Secure wiring harness and clutch line with cable holder 9.

- Position the brake caliper. Mount and tighten screws 10.
  Guideline
  
  | Screw, front brake caliper | M8 | 25 Nm (18.4 lbf ft) | Loctite® 243™ |

- Position the brake line and the clamp. Mount and tighten screws 11.

**Finishing work**
- Install front fender. (p. 58)
- Install the start number plate. (p. 57)
- Install the front wheel. (p. 92)
– Check that the wiring harness, throttle cables, and brake and clutch lines can move freely and are routed correctly.
– Check steering head bearing play. (p. 55)
– Remove the motorcycle from the lift stand. (p. 48)
– Mount the handlebar cushion.

11.11 Checking steering head bearing play

**Warning**

Danger of accidents Incorrect steering head bearing play impairs the handling characteristic and damages components.

– Correct incorrect steering head bearing play immediately. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

**Info**

If the vehicle is operated for a lengthy period with play in the steering head bearing, the bearings and the bearing seats in the frame can become damaged over time.

Preparatory work
– Raise the motorcycle with a lift stand. (p. 48)

Main work
– Move the handlebar to the straight-ahead position. Move the fork legs to and fro in the direction of travel.

Play should not be detectable on the steering head bearing.

» If there is detectable play:
  – Adjust steering head bearing play. (p. 56)
  – Move the handlebar to and fro over the entire steering range.

It must be possible to move the handlebar easily over the entire steering range. There should be no detectable detent positions.

» If detent positions are detected:
  – Adjust steering head bearing play. (p. 56)
  – Check the steering head bearing and change if necessary.

Finishing work
– Remove the motorcycle from the lift stand. (p. 48)
11 SERVICE WORK ON THE CHASSIS

11.12 Adjusting steering head bearing play

**Preparatory work**
- Raise the motorcycle with a lift stand. (p. 48)
- Remove the handlebar cushion.

**Main work**
- Loosen screws 1.
- Remove screw 2.
- Loosen and retighten screw 3.

**Guideline**

<table>
<thead>
<tr>
<th>Screw, top steering head</th>
<th>M20x1.5</th>
<th>12 Nm (8.9 lbf ft)</th>
</tr>
</thead>
</table>

- Using a plastic hammer, tap lightly on the upper triple clamp to avoid stresses.
- Tighten screws 1.

**Guideline**

<table>
<thead>
<tr>
<th>Screw, top triple clamp</th>
<th>M8</th>
<th>17 Nm (12.5 lbf ft)</th>
</tr>
</thead>
</table>

- Mount and tighten screw 2.

**Guideline**

<table>
<thead>
<tr>
<th>Screw, top steering stem</th>
<th>M8</th>
<th>20 Nm (14.8 lbf ft)</th>
</tr>
</thead>
</table>

| Loctite® 243™ |

**Finishing work**
- Check steering head bearing play. (p. 55)
- Remove the motorcycle from the lift stand. (p. 48)
- Mount the handlebar cushion.

11.13 Lubricating the steering head bearing

- Remove the lower triple clamp. (p. 52)
- Install the lower triple clamp. (p. 53)

**Info**

The steering head bearing is cleaned and lubricated in the course of removal and installation.
11.14 Removing the start number plate

- Remove screw 1.
- Remove screw 2 and take off the brake line guide and start number plate.

11.15 Installing the start number plate

- Position the brake line and brake line guide on the start number plate.
- Mount and tighten screw 1.
- Position the start number plate.
  - The holding lugs engage in the fender.
- Mount and tighten screw 2.

11.16 Removing front fender

Preparatory work
- Remove the start number plate. (p. 57)

Main work
- Remove screws 1 and 2. Remove front fender.
11.17 Installing front fender

Main work
- Position front fender. Mount and tighten screws 1 and 2.

Guideline

<table>
<thead>
<tr>
<th>Remaining screws, chassis</th>
<th>M6</th>
<th>10 Nm (7.4 lbf ft)</th>
</tr>
</thead>
</table>

Finishing work
- Install the start number plate. (p. 57)

11.18 Removing the shock absorber

Preparatory work
- Raise the motorcycle with a lift stand. (p. 48)

Main work
- Remove the cable ties.
- Remove screws 1 with the washers.
- Detach the frame protector in area A and take it off.
- Remove screw 2.
- Remove fitting 3.

Info
- Raise the link fork slightly to be able to remove the screws more easily.
- Press angle lever 4 toward the rear.
- Press linkage lever 5 downward.

- Remove screws 6.
- Pull off foot brake cylinder from the push rod.

- Remove the connecting link of the chain.

  **Info**

  Cover the components to protect them against damage.

- Take off the chain.

- Remove nut 7 and pull out the swingarm pivot.
- Push the link fork back and secure it against falling over.

- Hold the shock absorber and remove screw 8.
- Remove the shock absorber carefully at the bottom.
11 SERVICE WORK ON THE CHASSIS

11.19 Installing the shock absorber

**Main work**
- Carefully position the shock absorber into the vehicle from the bottom.
- Mount and tighten screw 1.

**Guideline**

<table>
<thead>
<tr>
<th>Screw, top shock absorber</th>
<th>M10</th>
<th>60 Nm (44.3 lbf ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loctite® 2701™</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- Position the link fork and mount the swingarm pivot.

**Info**
Pay attention to flat area A.

- Mount and tighten nut 2.

**Guideline**

<table>
<thead>
<tr>
<th>Nut, fork pivot</th>
<th>M16x1.5</th>
<th>100 Nm (73.8 lbf ft)</th>
</tr>
</thead>
</table>

- Mount the chain.
- Connect the chain with the connecting link.

**Guideline**
The closed side of the chain joint lock must face in the direction of travel.

- Position the foot brake cylinder.
  ✓ Push rod 3 engages in the foot brake cylinder.
  ✓ The dust boot is correctly positioned.
- Mount and tighten screws 4.

**Guideline**

<table>
<thead>
<tr>
<th>Remaining screws, chassis</th>
<th>M6</th>
<th>10 Nm (7.4 lbf ft)</th>
</tr>
</thead>
</table>

- Position the angle lever and linkage lever.
- Mount and tighten fitting 5.

**Guideline**

<table>
<thead>
<tr>
<th>Nut, linkage lever on angle lever</th>
<th>M14x1.5</th>
<th>60 Nm (44.3 lbf ft)</th>
</tr>
</thead>
</table>

**Info**
Pay attention to flat area B.

- Mount and tighten screw 6.
11.20 Removing the seat

Preparatory work
- Remove the air filter box cover. (p. 62)

Main work
- Remove screw 1.
  
  - Raise the rear of the seat, pull the seat back, and lift it off.
11.21 Mounting the seat

**Main work**
- Mount the front of the seat on the collar bushing of the fuel tank and the rear in the bracket.
- Push the seat forward.
- Make sure that the seat is locked in correctly.

- Mount and tighten screw ①.

**Guideline**
Remaining screws, chassis: M6 10 Nm (7.4 lbf ft)

**Finishing work**
- Install the air filter box cover. (p. 62)

11.22 Removing the air filter box cover

- Pull off the air filter box cover sideways in areas ①, ② and ③ and take off toward the rear.

11.23 Installing the air filter box cover

- Attach catch ① of the air filter box in area ① and push forward.
11.24 Removing the air filter

**Note**

*Engine damage*  Unfiltered intake air has a negative effect on the service life of the engine. Dust and dirt will enter the engine without an air filter.

- Never start to use the vehicle without an air filter.

**Note**

*Environmental hazard*  Hazardous substances cause environmental damage.

- Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.

**Preparatory work**

- Remove the air filter box cover. (p. 62)

**Main work**

- Detach retaining tab 1. Remove air filter with air filter support.
- Remove air filter from air filter support.

11.25 Cleaning the air filter and air filter box

**Note**

*Environmental hazard*  Hazardous substances cause environmental damage.

- Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.

**Info**

Do not clean the air filter with fuel or petroleum since these substances attack the foam.

**Preparatory work**

- Remove the air filter box cover. (p. 62)
- Remove the air filter. (p. 63)
Main work
– Wash the air filter thoroughly in special cleaning liquid and allow it to dry properly.

Air filter cleaner (p. 140)

Info
• Only press the air filter to dry it, never wring it out.

– Oil the dry air filter with a high-grade air filter oil.

Oil for foam air filter (p. 140)

– Clean the air filter box.
– Clean the intake flange and check it for damage and tightness.

Finishing work
– Install the air filter. (p. 64)
– Install the air filter box cover. (p. 62)

11.26 Installing the air filter

Main work
– Mount the clean air filter on the air filter support.
– Grease the air filter in area A.

Long-life grease (p. 140)

– Insert the air filter and position top retaining pin 1 in bushing B.
  ✔ The air filter is correctly positioned.
– Secure the bottom retaining pin with holding tab 2.

Info
• If the air filter is not mounted correctly, dust and dirt may enter the engine and result in damage.

Finishing work
– Install the air filter box cover. (p. 62)
### 11.27 Removing the main silencer

**Warning**

**Danger of burns**  The exhaust system gets very hot when the vehicle is driven.
- Allow the exhaust system to cool down before performing any work on the vehicle.

- Remove screws 1 with the washers.
- Pull off the main silencer from the manifold at exhaust sleeve 2.

![Image of removing main silencer](V01585-10)

### 11.28 Installing the main silencer

- Position the main silencer in exhaust sleeve 1.
- Mount and tighten screws 2 with the washers.

**Guideline**

<table>
<thead>
<tr>
<th>Remaining screws, chassis</th>
<th>M6</th>
<th>10 Nm (7.4 lbf ft)</th>
</tr>
</thead>
</table>

![Image of installing main silencer](V01586-10)

### 11.29 Changing the glass fiber yarn filling of the main silencer

**Warning**

**Danger of burns**  The exhaust system gets very hot when the vehicle is driven.
- Allow the exhaust system to cool down before performing any work on the vehicle.

**Info**

Over time, the fibers of the rock wool escape into the air, and the main silencer “burns out”. Not only is the noise level higher, but the performance characteristics change.

**Preparatory work**
- Remove main silencer. (**p. 65**)
Main work
- Remove screws 1. Pull out inner tube 2 with O-ring 3.
- Pull glass fiber yarn filling 4 from the inner tube.
- Clean the parts that need to be reinstalled and check for damage.
- Mount new glass fiber yarn filling 4 on the inner tube.
- Push outer tube 5 over the inner tube with the new glass fiber yarn filling and the O-ring.
- Mount and tighten all screws 1.

Guideline

<table>
<thead>
<tr>
<th>Screws on main silencer</th>
<th>M5</th>
<th>7 Nm (5.2 lbf ft)</th>
</tr>
</thead>
</table>

Finishing work
- Install the main silencer. (p. 65)

11.30 Removing the right side cover

Preparatory work
- Remove the air filter box cover. (p. 62)
- Remove the seat. (p. 61)

Main work
- Detach side cover in area A, pull off sideways in area B and take off toward the rear.
11.31 Installing the right side cover

Main work
- Attach side cover with the holding lugs A from below and push upward.
- Engage the side cover in areas B and C.

Finishing work
- Mount the seat. (p. 62)
- Install the air filter box cover. (p. 62)

11.32 Removing the fuel tank

Danger
Fire hazard  Fuel is highly flammable.  The fuel in the fuel tank expands when warm and can escape if overfilled.
- Do not fuel the vehicle in the vicinity of open flames or lit cigarettes.
- Switch off the engine for refueling.
- Make sure that no fuel is spilled; particularly not on hot parts of the vehicle.
- If any fuel is spilled, wipe it off immediately.
- Observe the specifications for refueling.

Warning
Danger of poisoning  Fuel is poisonous and a health hazard.
- Avoid skin, eye and clothing contact with fuel.
- Immediately consult a doctor if you swallow fuel.
- Do not inhale fuel vapors.
- In case of skin contact, rinse the affected area with plenty of water.
- Rinse the eyes thoroughly with water, and consult a doctor in case of fuel contact with the eyes.
- Change your clothing in case of fuel spills on them.
- Keep fuels correctly in a suitable canister, and out of the reach of children.

Preparatory work
- Remove the air filter box cover. (p. 62)
– Remove the seat. (p. 61)
– Remove the right side cover. (p. 66)

**Main work**
– Unplug connector 1 of the fuel pump.
– Clean quick release coupling 2 thoroughly with compressed air.

**Info**
Under no circumstances should dirt enter into the fuel line. Dirt in the fuel line clogs the injection valve!

– Disconnect the quick release coupling.

**Info**
Remaining fuel may flow out of the fuel hose.

– Mount wash cap set 3.

**Wash cap set (81212016100)**

– Remove screws 4.

– Remove screw 5 with the rubber bushing.
– Pull the fuel tank breather hose off the fuel tank lid.

– Pull both spoilers laterally off the radiator and lift off the fuel tank.
11.33 Installing the fuel tank

**Danger**

**Fire hazard**  Fuel is highly flammable.  
The fuel in the fuel tank expands when warm and can escape if overfilled.  
– Do not fuel the vehicle in the vicinity of open flames or lit cigarettes.  
– Switch off the engine for refueling.  
– Make sure that no fuel is spilled; particularly not on hot parts of the vehicle.  
– If any fuel is spilled, wipe it off immediately.  
– Observe the specifications for refueling.

**Warning**

**Danger of poisoning**  Fuel is poisonous and a health hazard.  
– Avoid skin, eye and clothing contact with fuel.  
– Immediately consult a doctor if you swallow fuel.  
– Do not inhale fuel vapors.  
– In case of skin contact, rinse the affected area with plenty of water.  
– Rinse the eyes thoroughly with water, and consult a doctor in case of fuel contact with the eyes.  
– Change your clothing in case of fuel spills on them.

**Main work**

– Check the throttle cable routing. (p. 75)  
– Position the fuel tank and fit the two spoilers laterally to the radiator.  
– Make sure that no cables or throttle cables are trapped or damaged.

– Attach the fuel tank breather hose.  
– Mount and tighten screw 1 with the rubber bushing.  
**Guideline**

| Remaining screws, chassis | M6   | 10 Nm (7.4 lbf ft) |

– Mount and tighten screws 2.  
**Guideline**

| Remaining screws, chassis | M6   | 10 Nm (7.4 lbf ft) |
11 SERVICE WORK ON THE CHASSIS

- Plug in connector 3 for the fuel pump.
- Remove the wash cap set and thoroughly clean the quick release coupling using compressed air.

**Info**
Under no circumstances should dirt enter into the fuel line. Dirt in the fuel line clogs the injection valve!

- Spray silicone spray onto a lint-free cleaning cloth and lightly lubricate the O-ring of the quick-release coupling.

Silicone spray (p. 141)

- Join quick release coupling 4.

**Info**
Route the cable and fuel line at a safe distance from the exhaust system.

**Finishing work**
- Install the right side cover. (p. 67)
- Mount the seat. (p. 62)
- Install the air filter box cover. (p. 62)

11.34 Checking the chain for dirt

- Check the chain for heavy soiling.
  - If the chain is very dirty:
    - Clean the chain. (p. 70)

11.35 Cleaning the chain

**Warning**

Danger of accidents  Lubricants on the tires reduces the road grip.
- Remove lubricants from the tires using a suitable cleaning agent.

**Warning**

Danger of accidents  Oil or grease on the brake discs reduces the braking effect.
- Always keep the brake discs free of oil and grease.
- Clean the brake discs with brake cleaner when necessary.

**Note**

Environmental hazard  Hazardous substances cause environmental damage.
- Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.
The service life of the chain depends largely on its maintenance.

**Preparatory work**
- Raise the motorcycle with a lift stand. (p. 48)

**Main work**
- Rinse off loose dirt with a soft jet of water.
- Remove old grease residue with chain cleaner.
  - Chain cleaner (p. 140)
- After drying, apply chain spray.
  - Off-road chain spray (p. 140)

**Finishing work**
- Remove the motorcycle from the lift stand. (p. 48)

### 11.36 Checking the chain tension

**Warning**

**Danger of accidents** Incorrect chain tension damages components and results in accidents.

If the chain is tensioned too much, the chain, engine sprocket, rear sprocket, transmission and rear wheel bearings wear more quickly. Some components may break if overloaded.

If the chain is too loose, the chain may fall off the engine sprocket or the rear sprocket. As a result, the rear wheel locks or the engine will be damaged.

- Check the chain tension regularly.
- Set the chain tension in accordance with the specification.

**Preparatory work**
- Raise the motorcycle with a lift stand. (p. 48)

**Main work**
- Pull the chain at the end of the chain sliding piece upward to measure chain tension 4.

**Info**

Lower chain section 1 must be taut.

Chain wear is not always even, so you should repeat this measurement at different chain positions.

| Chain tension | 55 ... 58 mm (2.17 ... 2.28 in) |

- If the chain tension does not meet the specification:
  - Adjust the chain tension. (p. 72)

**Finishing work**
- Remove the motorcycle from the lift stand. (p. 48)
11.37 Adjusting the chain tension

**Warning**

**Danger of accidents** Incorrect chain tension damages components and results in accidents.

- If the chain is tensioned too much, the chain, engine sprocket, rear sprocket, transmission and rear wheel bearings wear more quickly. Some components may break if overloaded.
- If the chain is too loose, the chain may fall off the engine sprocket or the rear sprocket. As a result, the rear wheel locks or the engine will be damaged.
  - Check the chain tension regularly.
  - Set the chain tension in accordance with the specification.

**Preparatory work**

- Raise the motorcycle with a lift stand. (p. 48)
- Check the chain tension. (p. 71)

**Main work**

- Loosen nut 1.
- Loosen nuts 2.
- Adjust the chain tension by turning adjusting screws 3 left and right.

**Guideline**

<table>
<thead>
<tr>
<th>Chain tension</th>
<th>55 … 58 mm (2.17 … 2.28 in)</th>
</tr>
</thead>
</table>

Turn adjusting screws 3 on the left and right so that the markings on the left and right chain adjusters are in the same position relative to reference marks A. The rear wheel is then correctly aligned.

- Tighten nuts 2.
- Make sure that chain adjusters 4 are fitted correctly on adjusting screws 3.
- Tighten nut 1.

**Info**

- The wide adjustment range of the chain adjusters (32 mm (1.26 in)) enables different secondary ratios with the same chain length.
- Chain adjusters 4 can be turned by 180°.

**Finishing work**

- Remove the motorcycle from the lift stand. (p. 48)
11.38 Checking the chain, rear sprocket, engine sprocket, and chain guide

**Preparatory work**
- Raise the motorcycle with a lift stand. (p. 48)

**Main work**
- Shift the transmission into the neutral position.
- Check the chain, rear sprocket and engine sprocket for wear.
  - If the chain, rear sprocket or engine sprocket is worn:
    - Change the drivetrain kit.

**Info**
The engine sprocket, rear sprocket and chain should always be replaced together.

- Pull on the top section of the chain with the specified weight A.

**Guideline**

| Weight, chain wear measurement | 10 … 15 kg (22 … 33 lb.) |

- Measure distance B of 18 chain rollers in the lower chain section.

**Info**
Chain wear is not always even, so you should repeat this measurement at different chain positions.

| Maximum distance B from 18 chain rollers at the longest chain section | 272 mm (10.71 in) |

- If distance B is greater than the specified measurement:
  - Change the drivetrain kit.

**Info**
When a new chain is mounted, the rear sprocket and engine sprocket should also be changed.
New chains wear out faster on an old, worn rear sprocket or engine sprocket.
– Check the chain sliding guard for wear.
  » If the lower edge of the chain pins is in line with, or below, the chain sliding guard:
    – Change the chain sliding guard.
– Check that the chain sliding guard is firmly seated.
  » If the chain sliding guard is loose:
    – Tighten the screws on the chain sliding guard.

**Guideline**

<table>
<thead>
<tr>
<th>Screw, chain sliding guard</th>
<th>M6</th>
<th>10 Nm (7.4 lbf ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Loctite® 243™</td>
</tr>
</tbody>
</table>

– Check the chain sliding piece for wear.
  » If the lower edge of the chain pins is in line with or below the chain sliding piece:
    – Change the chain sliding piece.
– Check that the chain sliding piece is firmly seated.
  » If the chain sliding piece is loose:
    – Tighten the screw on the chain sliding piece.

**Guideline**

<table>
<thead>
<tr>
<th>Screw, chain sliding piece</th>
<th>M8</th>
<th>15 Nm (11.1 lbf ft)</th>
</tr>
</thead>
</table>

– Check the chain guide for wear.

**Info**

- Wear can be seen on the front of the chain guide.
  » If the light part of the chain guide is worn:
    – Change the chain guide.
– Check that the chain guide is firmly seated.
  » If the chain guide is loose:
    – Tighten the fitting on the chain guide.

Guideline

<table>
<thead>
<tr>
<th>Remaining screws, chassis</th>
<th>M6</th>
<th>10 Nm (7.4 lbf ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Remaining nuts, chassis</td>
<td>M6</td>
<td>10 Nm (7.4 lbf ft)</td>
</tr>
</tbody>
</table>

Finishing work
– Remove the motorcycle from the lift stand. (p. 48)

11.39 Checking the frame

– Check the frame for cracks and deformation.
  » If the frame exhibits cracks or deformation due to a mechanical impact:
    – Change the frame.

Info
Always replace a frame that has been damaged due to a mechanical impact. Repair of the frame is not authorized by Husqvarna Motorcycles.

11.40 Checking the link fork

– Check the link fork for damage, cracking, and deformation.
  » If the link fork exhibits damage, cracking, or deformation:
    – Change the link fork.

Info
Always replace a damaged link fork. Repair of the link fork is not authorized by Husqvarna Motorcycles.

11.41 Checking the throttle cable routing

**Warning**

Danger of accidents The throttle cable may slip out of the guide if routed incorrectly. The throttle slide will then no longer be closed and the speed can no longer be controlled.

– Make sure that the throttle cable routing and the play in the throttle cable comply with the specification.

Preparatory work
– Remove the air filter box cover. (p. 62)
– Remove the seat. (p. 61)
11 SERVICE WORK ON THE CHASSIS

11.42 Checking the rubber grip

- Check the rubber grips on the handlebar for damage, wear, and looseness.

**Info**

The rubber grips are vulcanized onto a sleeve on the left and onto the handle tube of the throttle grip on the right. The left sleeve is clamped onto the handlebar. The rubber grip can only be replaced with the sleeve or the throttle tube.

- If a rubber grip is damaged or worn
  - Change the rubber grip.

- Check that screw 1 is firmly seated.

**Guideline**

<table>
<thead>
<tr>
<th>Screw, fixed grip</th>
<th>M4</th>
<th>5 Nm (3.7 lbf ft) Loctite®243™</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diamond 2 must be positioned visibly as shown in the figure.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

- Remove the right side cover. (p. 66)
- Remove the fuel tank. (p. 67)

**Main work**

- Check the throttle cable routing.

Both throttle cables must be routed side by side, on the back of the handlebars, above the fuel tank bracket on the right of the frame to the throttle valve body. Both throttle cables must be secured behind the rubber strap of the fuel tank support.

- If the throttle cable routing is not as specified:
  - Correct the throttle cable routing.

**Finishing work**

- Install the fuel tank. (p. 69)
- Install the right side cover. (p. 67)
- Mount the seat. (p. 62)
- Install the air filter box cover. (p. 62)
11.43 Adjusting the basic position of the clutch lever

Adjust the basic position of the clutch lever to your hand size by turning adjusting screw 1.

Info
When the adjusting screw is turned counterclockwise, the clutch lever moves away from the handlebar. When the adjusting screw is turned clockwise, the clutch lever moves closer to the handlebar. The range of adjustment is limited. Turn the adjusting screw by hand only, and do not apply any force. Do not make any adjustments while riding.

11.44 Checking/correcting the fluid level of hydraulic clutch

Warning
Skin irritation  Brake fluid causes skin irritation.
– Keep brake fluid out of the reach of children.
– Wear suitable protective clothing and safety glasses.
– Do not allow brake fluid to come into contact with the skin, the eyes or clothing.
– Consult a doctor immediately if brake fluid has been swallowed.
– Rinse the affected area with plenty of water in the event of contact with the skin.
– Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.
– If brake fluid spills on to your clothing, change the clothing.

Note
Environmental hazard  Hazardous substances cause environmental damage.
– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.

Info
The fluid level rises with increasing wear of the clutch facing discs. Never use DOT 5 brake fluid. It is silicone-based and purple in color. Oil seals and clutch lines are not designed for DOT 5 brake fluid. Avoid contact between brake fluid and painted parts. Brake fluid attacks paint. Only use clean brake fluid from a sealed container.

– Move the hydraulic clutch fluid reservoir mounted on the handlebar into a horizontal position.
– Remove screws 1.
– Take off cover 2 with membrane 3.
– Check the fluid level.

<table>
<thead>
<tr>
<th>Fluid level below container rim</th>
<th>4 mm (0.16 in)</th>
</tr>
</thead>
</table>

If the fluid level does not meet specifications:
– Correct the fluid level of the hydraulic clutch.
11 SERVICE WORK ON THE CHASSIS

Brake fluid DOT 4 / DOT 5.1 (p. 138)

- Position the cover with the membrane. Mount and tighten the screws.

Info
- Immediately clean up any brake fluid that has overflowed or spilled with water.

11.45 Changing the hydraulic clutch fluid

Warning
Skin irritation  Brake fluid causes skin irritation.
- Keep brake fluid out of the reach of children.
- Wear suitable protective clothing and safety glasses.
- Do not allow brake fluid to come into contact with the skin, the eyes or clothing.
- Consult a doctor immediately if brake fluid has been swallowed.
- Rinse the affected area with plenty of water in the event of contact with the skin.
- Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.
- If brake fluid spills on to your clothing, change the clothing.

Note
Environmental hazard  Hazardous substances cause environmental damage.
- Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.

Info
- Never use DOT 5 brake fluid. It is silicone-based and purple in color. Oil seals and clutch lines are not designed for DOT 5 brake fluid.
- Avoid contact between brake fluid and painted parts. Brake fluid attacks paint.
- Only use clean brake fluid from a sealed container.

- Move the clutch fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws 1.
- Take off cover 2 with membrane 3.
- Fill bleeding syringe 4 with the appropriate hydraulic fluid.

<table>
<thead>
<tr>
<th>Syringe (50329050000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brake fluid DOT 4 / DOT 5.1 (p. 138)</td>
</tr>
</tbody>
</table>

- Remove the protection cap.
- Loosen bleeder screw 5.
- Mount bleeding syringe 4 on the clutch slave cylinder.

- Now press the fluid into the system until it emerges from the hole 6 of the master cylinder without bubbles.
- Now and then, extract fluid from the master cylinder reservoir to prevent overflow.
- Remove the bleeding syringe. Tighten the bleeder screw. Mount the protection cap.
- Correct the fluid level of the hydraulic clutch.

Guideline

| Fluid level below container rim | 4 mm (0.16 in) |

- Position the cover with the membrane. Mount and tighten the screws.

**Info**

Clean up overflowed or spilled brake fluid immediately with water.
12.1 Adjusting the basic position of the hand brake lever

- Adjust the basic position of the hand brake lever to your hand size by turning adjusting screw 1.

**Info**

- Turn the adjusting screw clockwise to decrease the distance between the hand brake lever and the handlebar.
- Turn the adjusting screw counterclockwise to increase the distance between the hand brake lever and the handlebar.
- The range of adjustment is limited.
- Only turn the adjusting screw by hand, and do not use force.
- Do not make any adjustments while riding.

12.2 Checking the brake discs

**Warning**

**Danger of accidents**  
Worn-out brake discs reduce the braking effect.

- Make sure that worn-out brake discs are replaced immediately. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

- Check the front and rear brake disc thickness at multiple points for the dimension A.

**Info**

- Wear reduces the thickness of the brake disc around the contact surface of the brake linings.

<table>
<thead>
<tr>
<th>Brake discs - wear limit</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>front</strong></td>
</tr>
<tr>
<td><strong>rear</strong></td>
</tr>
</tbody>
</table>

- If the brake disc thickness is less than the specification:
  - Change the front brake disc.
  - Change the rear brake disc.
- Check the front and rear brake discs for damage, cracking, and deformation.
- If the brake disc exhibits damage, cracking, or deformation:
  - Change the front brake disc.
  - Change the rear brake disc.
12.3 Checking the front brake fluid level

**Warning**

**Danger of accidents** An insufficient brake fluid level will cause the brake system to fail.

If the brake fluid level drops below the specified marking or the specified value, the brake system is leaking or the brake linings are worn down.

- Check the brake system and do not continue riding until the problem is eliminated. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

**Warning**

**Danger of accidents** Old brake fluid reduces the braking effect.

- Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

**Preparatory work**

- Check the front brake linings. (p. 82)

**Main work**

- Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
- Check the brake fluid level in level viewer 1.
  - When the brake fluid level has dropped to lower edge A of the level viewer:
    - Add front brake fluid. (p. 81)

12.4 Adding front brake fluid

**Warning**

**Danger of accidents** An insufficient brake fluid level will cause the brake system to fail.

If the brake fluid level drops below the specified marking or the specified value, the brake system is leaking or the brake linings are worn down.

- Check the brake system and do not continue riding until the problem is eliminated. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

**Warning**

**Skin irritation** Brake fluid causes skin irritation.

- Keep brake fluid out of the reach of children.
- Wear suitable protective clothing and safety glasses.
- Do not allow brake fluid to come into contact with the skin, the eyes or clothing.
- Consult a doctor immediately if brake fluid has been swallowed.
- Rinse the affected area with plenty of water in the event of contact with the skin.
- Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.
- If brake fluid spills on to your clothing, change the clothing.
Warning
Danger of accidents  Old brake fluid reduces the braking effect.
– Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

Note
Environmental hazard  Hazardous substances cause environmental damage.
– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.

Info
Never use DOT 5 brake fluid. It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.
Avoid contact between brake fluid and painted parts. Brake fluid attacks paint.
Only use clean brake fluid from a sealed container.

Preparatory work
– Check the front brake linings. (p. 82)

Main work
– Move the brake reservoir mounted on the handlebar to a horizontal position.
– Remove screws 1.
– Take off cover 2 with membrane 3.
– Add brake fluid to level A.

Guideline
| Level A (brake fluid level below reservoir rim) | 5 mm (0.2 in) |
| Brake fluid DOT 4 / DOT 5.1 (p. 138) |
– Position the cover with the membrane. Mount and tighten the screws.

Info
Clean up overflowed or spilled brake fluid immediately with water.

12.5 Checking the front brake linings

Warning
Danger of accidents  Worn-out brake linings reduce the braking effect.
– Ensure that worn-out brake linings are replaced immediately. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)
12.6 Changing the front brake linings

**Warning**

**Danger of accidents** Incorrect servicing will cause the brake system to fail.

- Ensure that service work and repairs are performed professionally. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

**Warning**

**Skin irritation** Brake fluid causes skin irritation.

- Keep brake fluid out of the reach of children.
- Wear suitable protective clothing and safety glasses.
- Do not allow brake fluid to come into contact with the skin, the eyes or clothing.
- Consult a doctor immediately if brake fluid has been swallowed.
- Rinse the affected area with plenty of water in the event of contact with the skin.
- Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.
- If brake fluid spills on to your clothing, change the clothing.

**Warning**

**Danger of accidents** Old brake fluid reduces the braking effect.

- Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

**Warning**

**Danger of accidents** Oil or grease on the brake discs reduces the braking effect.

- Always keep the brake discs free of oil and grease.
- Clean the brake discs with brake cleaner when necessary.

**Note**

**Environmental hazard** Hazardous substances cause environmental damage.

- Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.

**Info**

Never use DOT 5 brake fluid. It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.

Avoid contact between brake fluid and painted parts. Brake fluid attacks paint.

Only use clean brake fluid from a sealed container.
Move the brake reservoir mounted on the handlebar to a horizontal position.

- Remove screws 1.
- Take off cover 2 with membrane 3.

Manually press the brake caliper toward the brake disc to push back the brake pistons. Ensure that brake fluid does not flow out of the brake fluid reservoir, if necessary extract excess.

**Info**

Make sure that you do not press the brake caliper against the spokes when pushing back the brake pistons.

- Remove cotter pin 4.
- Push spring plate 5 upwards and remove pin 6.
- Remove the brake linings.
- Clean the brake caliper and brake caliper bracket.
- Check that spring plate 5 in the brake caliper and sliding plate 7 in the brake caliper bracket are seated correctly.

Insert the new brake linings.

- Mount pin 6.
  ✓ Spring plate 5 engages in the groove on the pin.

**Info**

Always change the brake linings in pairs.

- Mount cotter pins 4.
- Operate the hand brake lever repeatedly until the brake linings are in contact with the brake disc and there is a pressure point.
12.7 Checking the free travel of foot brake lever

**Warning**

**Danger of accidents** The brake system fails in the event of overheating.

If there is no free travel on the foot brake lever, pressure builds up in the brake system on the rear brake.

- Set the free travel on the foot brake lever in accordance with the specification.

- Disconnect spring 1.

- Move the foot brake lever back and forth between the end stop and the contact to the foot brake cylinder piston and check free travel A.

Guideline

| Free travel at foot brake lever | 3 … 5 mm (0.12 … 0.2 in) |

» If the free travel does not meet specifications:

- Adjust the basic position of the foot brake lever. (See p. 86)

- Reconnect spring 1.
12 BRAKE SYSTEM

12.8 Adjusting the basic position of the foot brake lever

**Warning**
**Danger of accidents**  The brake system fails in the event of overheating.

If there is no free travel on the foot brake lever, pressure builds up in the brake system on the rear brake.

- Set the free travel on the foot brake lever in accordance with the specification.

- Detach spring ①.
- Loosen nut ④ and, with push rod ⑤, turn it back until you have maximum free travel.
- To adjust the basic position of the foot brake lever to individual requirements, loosen nut ② and turn screw ③ accordingly.

**Info**
The range of adjustment is limited.

- Turn push rod ⑤ accordingly until you have free travel A. If necessary, adjust the basic position of the foot brake lever.

**Guideline**

<table>
<thead>
<tr>
<th>Free travel at foot brake lever</th>
<th>3 … 5 mm (0.12 … 0.2 in)</th>
</tr>
</thead>
</table>

- Hold push rod ⑤ and tighten nut ④.

**Guideline**

<table>
<thead>
<tr>
<th>Remaining nuts, chassis</th>
<th>M6</th>
<th>10 Nm (7.4 lbf ft)</th>
</tr>
</thead>
</table>

- Hold screw ③ and tighten nut ②.

**Guideline**

<table>
<thead>
<tr>
<th>Nut, foot brake lever stop</th>
<th>M8</th>
<th>20 Nm (14.8 lbf ft)</th>
</tr>
</thead>
</table>

- Attach spring ①.

12.9 Checking the rear brake fluid level

**Warning**
**Danger of accidents**  An insufficient brake fluid level will cause the brake system to fail.

If the brake fluid level drops below the specified marking or the specified value, the brake system is leaking or the brake linings are worn down.

- Check the brake system and do not continue riding until the problem is eliminated. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

**Warning**
**Danger of accidents**  Old brake fluid reduces the braking effect.

- Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)
Preparatory work
- Check the brake linings of the rear brake. (p. 88)

Main work
- Position the vehicle vertically.
- Check the brake fluid level in level viewer 1.
  » When the brake fluid level has dropped to lower edge A of the level viewer:
    - Add rear brake fluid. (p. 87)

12.10 Adding rear brake fluid

Warning
Danger of accidents  An insufficient brake fluid level will cause the brake system to fail.
If the brake fluid level drops below the specified marking or the specified value, the brake system is leaking or the brake linings are worn down.
- Check the brake system and do not continue riding until the problem is eliminated. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

Warning
Skin irritation  Brake fluid causes skin irritation.
- Keep brake fluid out of the reach of children.
- Wear suitable protective clothing and safety glasses.
- Do not allow brake fluid to come into contact with the skin, the eyes or clothing.
- Consult a doctor immediately if brake fluid has been swallowed.
- Rinse the affected area with plenty of water in the event of contact with the skin.
- Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.
- If brake fluid spills on to your clothing, change the clothing.

Warning
Danger of accidents  Old brake fluid reduces the braking effect.
- Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

Note
Environmental hazard  Hazardous substances cause environmental damage.
- Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.

Info
Never use DOT 5 brake fluid. It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.
Avoid contact between brake fluid and painted parts. Brake fluid attacks paint.
Only use clean brake fluid from a sealed container.

Preparatory work
- Check the brake linings of the rear brake. (p. 88)
12 BRAKE SYSTEM

Main work
– Stand the vehicle upright.
– Remove the cable tie on the frame protector.
– Remove screw cap 1 with membrane 2 and the shim.
– Add brake fluid up to the marking A.

Brake fluid DOT 4 / DOT 5.1 (p. 138)
– Mount and tighten screw cap with the membrane and the shim.

Info
Clean up overflowed or spilled brake fluid immediately with water.
– Mount new cable ties on the frame protector.

12.11 Checking the brake linings of the rear brake

Warning
Danger of accidents Worn-out brake linings reduce the braking effect.
– Ensure that worn-out brake linings are replaced immediately. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

– Check the brake linings for minimum thickness A.

Minimum thickness A ≥ 1 mm (≥ 0.04 in)
» If the minimum thickness is less than specified:
– Change the rear brake linings. (p. 88)
– Check the brake linings for damage and cracking.
» If damage or wear is encountered:
– Change the rear brake linings. (p. 88)

12.12 Changing the rear brake linings

Warning
Danger of accidents Incorrect servicing will cause the brake system to fail.
– Ensure that service work and repairs are performed professionally. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

Warning
Skin irritation Brake fluid causes skin irritation.
– Keep brake fluid out of the reach of children.
– Wear suitable protective clothing and safety glasses.
– Do not allow brake fluid to come into contact with the skin, the eyes or clothing.
– Consult a doctor immediately if brake fluid has been swallowed.
– Rinse the affected area with plenty of water in the event of contact with the skin.
– Rinse eyes thoroughly with water immediately and consult a doctor if brake fluid comes into contact with the eyes.
– If brake fluid spills on to your clothing, change the clothing.
**Warning**

**Danger of accidents** Old brake fluid reduces the braking effect.
- Make sure that brake fluid for the front and rear brake is changed in accordance with the service schedule. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

**Warning**

**Danger of accidents** Oil or grease on the brake discs reduces the braking effect.
- Always keep the brake discs free of oil and grease.
- Clean the brake discs with brake cleaner when necessary.

**Warning**

**Danger of accidents** Brake linings which have not been approved alter the braking efficiency.
Not all brake linings are tested and approved for Husqvarna motorcycles. The structure and friction coefficient of the brake linings, and thus their brake power, may vary greatly from that of original brake linings.
If brake linings are used that differ from the original equipment, compliance with the original homologation is not guaranteed. In this case, the vehicle no longer corresponds to its condition at delivery and the manufacturer warranty shall be void.
- Only use brake linings approved and recommended by Husqvarna motorcycles.

**Note**

**Environmental hazard** Hazardous substances cause environmental damage.
- Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.

**Info**

Never use DOT 5 brake fluid. It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.
Avoid contact between brake fluid and painted parts. Brake fluid attacks paint.
Only use clean brake fluid from a sealed container.

- Stand the vehicle upright.
- Remove the cable tie on the frame protector.
- Remove screw cap 1 with membrane 2 and the shim.

- Manually press the brake caliper toward the brake disc to push back the brake piston. Ensure that brake fluid does not flow out of the brake fluid reservoir, if necessary extract excess.

**Info**

Make sure that you do not press the brake caliper against the spokes when pushing back the brake piston.
- Remove cotter pin 3.
- Push spring plate 4 downwards and remove pin 5.
- Remove the brake linings.
- Clean the brake caliper and brake caliper bracket.
- Check that spring plate 4 in the brake caliper and sliding plate 6 in the brake caliper bracket are seated correctly.

- Insert the new brake linings.

- Mount pin 5.
  - Spring plate 4 engages in the groove on the pin.

  **Info**
  - Always change the brake linings in pairs.
  - Make sure that decoupling plate 7 is mounted on the piston side brake lining.

- Mount cotter pins 3.

- Operate the foot brake lever repeatedly until the brake linings are in contact with the brake disc and there is a pressure point.

- Add brake fluid to level A.
  - Brake fluid DOT 4 / DOT 5.1 (p. 138)

- Mount and tighten screw cap 1 with membrane 2 and the shim.

  **Info**
  - Clean up overflowed or spilled brake fluid immediately with water.

- Mount new cable ties on the frame protector.
13.1 Removing the front wheel

Preparatory work
- Raise the motorcycle with a lift stand. (p. 48)

Main work
- Manually press the brake caliper toward the brake disc to push back the brake pistons.

Info
- Make sure that you do not press the brake caliper against the spokes when pushing back the brake pistons.

- Loosen screw 1 by several rotations.
- Loosen screws 2.
- Press on screw 1 to push the wheel spindle out of the axle clamp.
- Remove screw 1.

Warning
Danger of accidents Damaged brake discs reduce the braking effect.
- Always lay the wheel down in such a way that the brake disc is not damaged.

- Hold the front wheel and remove the wheel spindle. Take the front wheel out of the fork.

Info
- Do not actuate the hand brake lever when the front wheel is removed.

- Remove spacers 3.
13.2 Installing the front wheel

**Warning**

_Danger of accidents_ Oil or grease on the brake discs reduces the braking effect.

– Always keep the brake discs free of oil and grease.
– Clean the brake discs with brake cleaner when necessary.

- Check the wheel bearing for damage and wear.
  - If the wheel bearing is damaged or worn:
    - Change front wheel bearing.
- Clean and grease shaft seal rings and contact surfaces of the spacers.

| Long-life grease (p. 140) |

- Insert the spacers.
- Clean and grease the wheel spindle.

| Long-life grease (p. 140) |

- Position the front wheel and insert the wheel spindle.
  ✓ The brake linings are correctly positioned.
- Mount and tighten screw .

**Guideline**

| Screw, front wheel spindle | M20x1.5 | 35 Nm (25.8 lbf ft) |

- Operate the hand brake lever several times until the brake linings are seated correctly against the brake disc.
- Remove the motorcycle from the lift stand. (p. 48)
- Operate the front brake and compress the fork a few times firmly.
  ✓ The fork legs straighten.
- Tighten screws .

**Guideline**

| Screw, fork stub | M8 | 15 Nm (11.1 lbf ft) |

13.3 Removing the rear wheel

**Preparatory work**

– Raise the motorcycle with a lift stand. (p. 48)
Main work

- Manually press the brake caliper toward the brake disc to push back the brake piston.

Info
Make sure that you do not press the brake caliper against the spokes when pushing back the brake piston.

- Remove nut 1.
- Take off chain adjuster 2. Pull out wheel spindle 3 far enough to allow the rear wheel to be pushed forward.
- Push the rear wheel forward as far as possible. Remove the chain from the rear sprocket.

Info
Cover the components to protect them against damage.

Warning

Danger of accidents Damaged brake discs reduce the braking effect.
- Always lay the wheel down in such a way that the brake disc is not damaged.

- Hold the rear wheel and remove the wheel spindle. Take the rear wheel out of the link fork.

Info
Do not operate the foot brake lever when the rear wheel is removed.

- Remove spacers 4.

13.4 Installing the rear wheel

Warning

Danger of accidents Oil or grease on the brake discs reduces the braking effect.
- Always keep the brake discs free of oil and grease.
- Clean the brake discs with brake cleaner when necessary.
Main work

– Check the wheel bearing for damage and wear.
  » If the wheel bearing is damaged or worn:
    – Change the rear wheel bearing.

– Clean and grease shaft seal rings 1 and contact surfaces A of the spacers.
  
  Long-life grease (p. 140)
  
– Insert the spacers.
  
– Clean and grease the wheel spindle.
  
  Long-life grease (p. 140)
  
– Position rear wheel and insert wheel spindle 2.
  ✓ The brake linings are correctly positioned.
  
– Mount the chain.

  – Position chain adjuster 3. Mount nut 4, but do not tighten it yet.
  
  – Make sure that chain adjusters 3 are fitted correctly on adjusting screws 5.
  
  – Check the chain tension. (p. 71)
  
  – Tighten nut 4.

Guideline

| Nut, rear wheel spindle | M25x1.5 | 80 Nm (59 lbf ft) |

Info

The wide adjustment range of the chain adjusters (32 mm (1.26 in)) enables different secondary ratios with the same chain length.

Chain adjusters 3 can be turned by 180°.

– Operate the foot brake lever repeatedly until the brake linings are in contact with the brake disc and there is a pressure point.

Finishing work

– Remove the motorcycle from the lift stand. (p. 48)
13.5 Checking the tire condition

Only mount tires approved and/or recommended by Husqvarna Motorcycles. Other tires could have a negative effect on handling characteristics. The type, condition, and pressure of the tires all have a major impact on the handling characteristic of the motorcycle. The tires mounted on the front and rear wheels must have a similar profile. Worn tires have a negative effect on handling characteristics, especially on wet surfaces.

- Check the front and rear tires for cuts, run-in objects, and other damage.
  » If the tires have cuts, run-in objects, or other damage:
    - Change the tires.

- Check the tire age.

The tire date of manufacture is usually contained in the tire label and is indicated by the last four digits of the DOT number. The first two digits indicate the week of manufacture and the last two digits the year of manufacture. Husqvarna Motorcycles recommends that the tires be changed after 5 years at the latest, regardless of the actual state of wear.

  » If the tires are more than 5 years old:
    - Change the tires.

13.6 Checking tire pressure

Low tire pressure leads to abnormal wear and overheating of the tire. Correct tire pressure ensures optimal riding comfort and maximum tire service life.

- Remove the protection cap.
- Check the tire pressure when the tires are cold.

<table>
<thead>
<tr>
<th>Offroad tire pressure</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>front</td>
<td>1.0 bar (15 psi)</td>
</tr>
<tr>
<td>rear</td>
<td>1.0 bar (15 psi)</td>
</tr>
</tbody>
</table>

  » If the tire pressure does not meet specifications:
    - Correct the tire pressure.
    - Mount the protection cap.
13 WHEELS, TIRES

13.7 Checking spoke tension

**Warning**

**Danger of accidents** Incorrectly tensioned spokes impair the handling characteristic and result in secondary damage.

The spokes break due to being overloaded if they are too tightly tensioned. If the tension in the spokes is too low, then lateral and radial run-out will form in the wheel. Other spokes will become looser as a result.

- Check spoke tension regularly, and in particular on a new vehicle. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

- Strike each spoke briefly using a screwdriver blade.

**Info**

The frequency of the sound depends on the spoke length and spoke diameter.

If you hear different tone frequencies from different spokes of equal length and diameter, this is an indication of different spoke tensions.

You should hear a high note.

- If the spoke tension differs:
  - Correct the spoke tension.

- Check the spoke torque.

**Guideline**

| Spoke nipple, front wheel | M4.5 | 6 Nm (4.4 lbf ft) |
| Spoke nipple, rear wheel  | M4.5 | 6 Nm (4.4 lbf ft) |

Torque wrench kit (58429094000)
14.1 Removing the 12-V battery

**Warning**

**Risk of injury** 12 V batteries contain harmful substances.

- Keep 12 V batteries out of the reach of children.
- Keep sparks and open flames away from 12 V batteries.
- Only charge 12 V batteries in well-ventilated rooms.
- Maintain a minimum clearance from inflammable materials when charging 12 V batteries.
  Minimum clearance 1 m (3 ft)
- Do not charge deeply discharged 12 V batteries if the charge is already below the minimum voltage.
  Minimum voltage before the start of the charge 9 V
- Dispose of 12 V batteries with less than the minimum voltage correctly.

**Preparatory work**

- Press and hold the switch-off button while the engine is idling until the engine stops.
- Remove the air filter box cover. (p. 62)
- Remove the seat. (p. 61)

**Main work**

- Disconnect negative cable from the 12-V battery.
- Pull back positive terminal cover and disconnect positive cable from the 12 V battery.
- Remove screw.
- Pull holding bracket forward and remove the 12-V battery upwards.
14.2 Installing the 12-V battery

**Main work**
- Position the 12-V battery in the battery compartment with the terminals facing forward, and secure with holding bracket 1.
- Mount and tighten screw 2.

**Guideline**
- Remaining screws, chassis M6 10 Nm (7.4 lbf ft)
- Contact disks 3 must be mounted under screws 3 and cable sockets 4 with the claws toward the battery terminal.
- Connect positive cable 5 to the 12-V battery.
- Slide positive terminal cover 6 over the positive terminal.
- Connect negative cable 7 to the 12-V battery.

**Finishing work**
- Mount the seat. (p. 62)
- Install the air filter box cover. (p. 62)

14.3 Charging the 12-V battery

**Warning**
**Risk of injury** 12 V batteries contain harmful substances.
- Keep 12 V batteries out of the reach of children.
- Keep sparks and open flames away from 12 V batteries.
- Only charge 12 V batteries in well-ventilated rooms.
- Maintain a minimum clearance from inflammable materials when charging 12 V batteries.
  - Minimum clearance 1 m (3 ft)
- Do not charge deeply discharged 12 V batteries if the charge is already below the minimum voltage.
  - Minimum voltage before the start of the charge 9 V
- Dispose of 12 V batteries with less than the minimum voltage correctly.

**Note**
**Environmental hazard** 12 V batteries contain environmentally hazardous materials.
- Do not dispose of 12 V batteries as household waste.
- Dispose of 12 V batteries at a collection point for used batteries.
**Note**

**Environmental hazard** Hazardous substances cause environmental damage.
- Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.

---

**Info**

Even if there is no load on the 12-V battery, it discharges each day. The charging level and the method of charging are very important for the service life of the 12-V battery. Rapid recharging with a high charging current shortens the service life of the battery. If the charging current or charging voltage are exceeded, the 12 V battery will be destroyed. If the 12-V battery is depleted by repeated starting, the 12-V battery must be charged immediately. If the 12-V battery is left in a discharged state for an extended period, it will become deeply discharged and suffer a loss of capacity, destroying the battery. The 12-V battery is maintenance-free.

---

**Preparatory work**
- Press and hold the switch-off button while the engine is idling until the engine stops.
- Remove the air filter box cover. (p. 62)
- Remove the seat. (p. 61)
- Remove the 12-V battery. (p. 97)

**Main work**
- Check the battery voltage.
  - Battery voltage: < 9 V
    - Do not charge the 12 V battery.
    - Replace the 12 V battery and dispose of the old 12 V battery properly.
  - If the specifications have been met:
    Battery voltage: ≥ 9 V
    - Connect a battery charger to the 12-V battery. Switch on the battery charger.

**Guideline**
The charging current, charging voltage, and charging time must not be exceeded.

- **Maximum charging voltage**: 14.4 V
- **Maximum charging current**: 3.0 A
- **Maximum charging time**: 24 h
- **Recharge the 12-V battery regularly when the motorcycle is not being used**: 6 months

---

**Alternative 1**

**Alternative battery charger (26529974000)**

These battery chargers test whether the 12 V battery retains its voltage. It is also impossible to overcharge the 12 V battery with these battery chargers. The charging time may be longer at low temperatures.
These battery chargers are only suitable for lithium iron phosphate batteries. Read the accompanying instructions for Husqvarna Motorcycles accessories.

---

### Info

Never remove cover ①.

- Switch off the battery charger after charging and disconnect it from the 12-V battery.

#### Finishing work

- Install the 12-V battery. (☞ p. 98)
- Mount the seat. (☞ p. 62)
- Install the air filter box cover. (☞ p. 62)

---

### 14.4 Changing the main fuse

---

#### Warning

**Fire hazard** Incorrect fuses overload the electrical system.

- Only use fuses with the required ampere value.
- Do not bypass or repair fuses.

---

#### Info

The main fuse protects all power consumers of the vehicle. It is located in the starter relay housing under the seat.

---

#### Preparatory work

- Press and hold the switch-off button ☒ while the engine is idling until the engine stops.
- Remove the air filter box cover. (☞ p. 62)
- Remove the seat. (☞ p. 61)

#### Main work

- Pull EFI control unit ① upward off rubber lugs ② and hang to the side.
- Pull starter relay ③ from the holder.
- Take off protection caps 4.
- Remove faulty main fuse 5.

**Info**
A faulty fuse has a burned-out fuse wire A. A spare fuse 6 is located in the starter relay.

- Insert a new main fuse.

**Fuse (58011109110) (p. 134)**

- Check that the electrical system is functioning properly.

**Tip**
Insert a spare fuse so that it is available if needed.

- Mount the protection caps.

- Mount starter relay 3 onto the holder and route the cable.
- Mount the EFI control unit 1 on the rubber lugs 2.

**Finishing work**
- Mount the seat. (p. 62)
- Install the air filter box cover. (p. 62)

### 14.5 Changing the fuses of individual power consumers

**Info**
The fuse box containing the fuses of individual power consumers is located under the seat.

**Preparatory work**
- Press and hold the switch-off button while the engine is idling until the engine stops.
- Remove the air filter box cover. (p. 62)
- Remove the seat. (p. 61)
Main work
- Open fuse box cover 1.
- Remove faulty fuse.

Guideline
Fuse 1 - 10 A - EFI control unit, oil pump, electronic fuel injection, diagnostics connector
Fuse 2 - not assigned
Fuse 3 - not assigned
Fuse 4 - 5 A - fuel pump
Fuses SPARE - 10 A/5 A - spare fuse

Info
A faulty fuse has a burned-out fuse wire A.

Warning
Fire hazard Incorrect fuses overload the electrical system.
- Only use fuses with the required ampere value.
- Do not bypass or repair fuses.

- Insert spare fuse with the correct rating.
  
  Fuse (75011088010) *(p. 134)*
  Fuse (75011088005) *(p. 134)*

Tip
Insert a spare fuse in the fuse box so that it is available if needed.

- Check that the power consumer is functioning properly.
- Close the fuse box cover 1.

Finishing work
- Mount the seat. *(p. 62)*
- Install the air filter box cover. *(p. 62)*

14.6 Diagnostics connector

Diagnostics connector 1 is located under the seat below the EFI control unit.
15.1 Cooling system

Water pump 1 in the engine ensures forced circulation of the coolant. The pressure resulting from the warming of the cooling system is regulated by a valve in radiator cap 2. This ensures that operating the vehicle at the specified coolant temperature will not result in a risk of malfunctions.

120 °C (248 °F)

Cooling is effected by the air stream. The lower the speed, the less the cooling effect. Dirty cooling fins also reduce the cooling effect.

15.2 Checking the antifreeze and coolant level

**Warning**

**Danger of scalding**

During motorcycle operation, the coolant gets very hot and is under pressure.

- Do not open the radiator, the radiator hoses or other cooling system components if the engine or the cooling system are at operating temperature.
- Allow the cooling system and the engine to cool down before you open the radiator, the radiator hoses or other components of the cooling system.
- In the event of scalding, rinse the area affected immediately with lukewarm water.

**Warning**

**Danger of poisoning**

Coolant is toxic and a health hazard.

- Keep coolant out of the reach of children.
- Do not allow coolant to come into contact with the skin, the eyes and clothing.
- Consult a doctor immediately if coolant is swallowed.
- Rinse the affected area immediately with plenty of water in the event of contact with the skin.
- Rinse eyes thoroughly with water and consult a doctor immediately if coolant gets into the eyes.
- Change clothing if coolant spills onto your clothing.

**Condition**

The engine is cold.

- Stand the motorcycle upright on a horizontal surface.
- Remove the radiator cap.
- Check the antifreeze in the coolant.

−25 ... −45 °C (−13 ... −49 °F)

» If the antifreeze in the coolant does not match the specified value:
  - Correct the antifreeze in the coolant.

» Check the coolant level in the radiator.

<table>
<thead>
<tr>
<th>Coolant level  above the radiator fins</th>
<th>10 mm (0.39 in)</th>
</tr>
</thead>
</table>

» If the coolant level does not match the specified value:
  - Correct the coolant level.

Coolant (p. 138)

- Mount the radiator cap.
15.3 Checking the coolant level

**Warning**

**Danger of scalding** During motorcycle operation, the coolant gets very hot and is under pressure.
- Do not open the radiator, the radiator hoses or other cooling system components if the engine or the cooling system are at operating temperature.
- Allow the cooling system and the engine to cool down before you open the radiator, the radiator hoses or other components of the cooling system.
- In the event of scalding, rinse the area affected immediately with lukewarm water.

**Danger of poisoning** Coolant is toxic and a health hazard.
- Keep coolant out of the reach of children.
- Do not allow coolant to come into contact with the skin, the eyes and clothing.
- Consult a doctor immediately if coolant is swallowed.
- Rinse the affected area immediately with plenty of water in the event of contact with the skin.
- Rinse eyes thoroughly with water and consult a doctor immediately if coolant gets into the eyes.
- Change clothing if coolant spills onto your clothing.

**Condition**

The engine is cold.
- Stand the motorcycle upright on a horizontal surface.
- Remove the radiator cap.
- Check the coolant level in the radiator.

<table>
<thead>
<tr>
<th>Coolant level above the radiator fins</th>
<th>10 mm (0.39 in)</th>
</tr>
</thead>
</table>

» If the coolant level does not match the specified value:
- Correct the coolant level.

Coolant (p. 138)
- Mount the radiator cap.

15.4 Draining the coolant

**Warning**

**Danger of scalding** During motorcycle operation, the coolant gets very hot and is under pressure.
- Do not open the radiator, the radiator hoses or other cooling system components if the engine or the cooling system are at operating temperature.
- Allow the cooling system and the engine to cool down before you open the radiator, the radiator hoses or other components of the cooling system.
- In the event of scalding, rinse the area affected immediately with lukewarm water.
**Warning**

**Danger of poisoning**  
Coolant is toxic and a health hazard.
- Keep coolant out of the reach of children.
- Do not allow coolant to come into contact with the skin, the eyes and clothing.
- Consult a doctor immediately if coolant is swallowed.
- Rinse the affected area immediately with plenty of water in the event of contact with the skin.
- Rinse eyes thoroughly with water and consult a doctor immediately if coolant gets into the eyes.
- Change clothing if coolant spills onto your clothing.

---

**Condition**

The engine is cold.
- Position the motorcycle upright.
- Place an appropriate container under the water pump cover.
- Remove screw 1. Take off radiator cap 2.
- Completely drain the coolant.
- Mount and tighten screw 1 with a new seal ring.

**Guideline**

| Screw, water pump cover | M6 | 10 Nm (7.4 lbf ft) |

---

**15.5 Refilling with coolant**

**Warning**

**Danger of poisoning**  
Coolant is toxic and a health hazard.
- Keep coolant out of the reach of children.
- Do not allow coolant to come into contact with the skin, the eyes and clothing.
- Consult a doctor immediately if coolant is swallowed.
- Rinse the affected area immediately with plenty of water in the event of contact with the skin.
- Rinse eyes thoroughly with water and consult a doctor immediately if coolant gets into the eyes.
- Change clothing if coolant spills onto your clothing.

- Make sure that screw 1 is tightened.
- Position the motorcycle upright.
Pour coolant in up to measurement A above the radiator fins.

Guideline

<table>
<thead>
<tr>
<th>Component</th>
<th>Code</th>
<th>Mounting Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screw, cylinder head temperature sensor</td>
<td>M10x1.25</td>
<td>12 Nm (8.9 lbf ft)</td>
</tr>
</tbody>
</table>

Push protection cap 2 upward over the thermostat.

Unplug connector 3.

Remove thermostat 4 with O-ring and wait until the coolant escapes without bubbles.

Mount thermostat 4 with the O-ring and tighten.

Guideline

Screw, cylinder head temperature sensor | M10x1.25 | 12 Nm (8.9 lbf ft) |

Plug in connector 3.

Pour coolant in up to measurement A above the radiator fins.

Guideline

<table>
<thead>
<tr>
<th>Component</th>
<th>Code</th>
<th>Mounting Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screw, cylinder head temperature sensor</td>
<td>M10x1.25</td>
<td>12 Nm (8.9 lbf ft)</td>
</tr>
</tbody>
</table>

Mount radiator cap 5.

Danger

**Danger of poisoning** Exhaust gases are toxic and inhaling them may result in unconsciousness and death.

- Always make sure there is sufficient ventilation when running the engine.
- Use effective exhaust extraction when starting or running the engine in an enclosed space.

- Allow the engine to warm up and cool down again.
- Check the cooling system for leaks.
15.6 Changing the coolant

**Warning**  
**Danger of scalding**  
During motorcycle operation, the coolant gets very hot and is under pressure.
- Do not open the radiator, the radiator hoses or other cooling system components if the engine or the cooling system are at operating temperature.
- Allow the cooling system and the engine to cool down before you open the radiator, the radiator hoses or other components of the cooling system.
- In the event of scalding, rinse the area affected immediately with lukewarm water.

**Warning**  
**Danger of poisoning**  
Coolant is toxic and a health hazard.
- Keep coolant out of the reach of children.
- Do not allow coolant to come into contact with the skin, the eyes and clothing.
- Consult a doctor immediately if coolant is swallowed.
- Rinse the affected area immediately with plenty of water in the event of contact with the skin.
- Rinse eyes thoroughly with water and consult a doctor immediately if coolant gets into the eyes.
- Change clothing if coolant spills onto your clothing.

- Position the motorcycle upright.
- Place an appropriate container under the water pump cover.
- Remove screw 1. Take off radiator cap 2.
- Completely drain the coolant.
- Mount and tighten screw 1 with a new seal ring.

<table>
<thead>
<tr>
<th>Guideline</th>
<th>Screw, water pump cover</th>
<th>M6</th>
<th>10 Nm (7.4 lbf ft)</th>
</tr>
</thead>
</table>

- Pour coolant in up to measurement A above the radiator fins.

<table>
<thead>
<tr>
<th>Guideline</th>
<th>10 mm (0.39 in)</th>
</tr>
</thead>
</table>

| Coolant (p. 138)                 |                          |
15 COOLING SYSTEM

- Push protection cap 3 upward over the thermostat.

- Unplug connector 4.
- Remove thermostat 5 with O-ring and wait until the coolant escapes without bubbles.
- Mount thermostat 5 with the O-ring and tighten.

Guideline

<table>
<thead>
<tr>
<th>Screw, cylinder head temperature sensor</th>
<th>M10x1.25</th>
<th>12 Nm (8.9 lbf ft)</th>
</tr>
</thead>
</table>

- Plug in connector 4.
- Position protection cap 3.
- Pour coolant in up to measurement A above the radiator fins.

Guideline

<table>
<thead>
<tr>
<th>10 mm (0.39 in)</th>
</tr>
</thead>
</table>

Coolant (p. 138)

- Mount radiator cap 2.

**Danger**

**Danger of poisoning** Exhaust gases are toxic and inhaling them may result in unconsciousness and death.
- Always make sure there is sufficient ventilation when running the engine.
- Use effective exhaust extraction when starting or running the engine in an enclosed space.

- Allow the engine to warm up and cool down again.
- Check the cooling system for leaks.

**Finishing work**
- Check the coolant level. (p. 104)
16.1 Checking throttle cable play

- Check the throttle grip for smooth operation.
- Move the handlebar to the straight-ahead position. Turn the throttle grip back and forth slightly and determine the play in throttle cable A.

<table>
<thead>
<tr>
<th>Throttle cable play</th>
<th>2 ... 3 mm (0.08 ... 0.12 in)</th>
</tr>
</thead>
</table>

» If the throttle cable play does not meet specifications:
  - Adjust the throttle cable play. (p. 109)

**Danger**

**Danger of poisoning** Exhaust gases are toxic and inhaling them may result in unconsciousness and death.
- Always make sure there is sufficient ventilation when running the engine.
- Use effective exhaust extraction when starting or running the engine in an enclosed space.

- Start the engine and let it run at idle speed. Move the handlebar to and fro over the entire steering range.

The idle speed must not change.

» If the idle speed changes:
  - Adjust the throttle cable play. (p. 109)

16.2 Adjusting the throttle cable play

**Info**

If the correct routing of the throttle cable has already been secured, the fuel tank does not need to be removed.

**Preparatory work**
- Remove the air filter box cover. (p. 62)
- Remove the seat. (p. 61)
- Remove the right side cover. (p. 66)
- Remove the fuel tank. (p. 67)
- Check the throttle cable routing. (p. 75)

**Main work**
- Move the handlebar to the straight-ahead position.
- Push back sleeve 1.
- Loosen nut 2.
- Turn adjusting screw 3 in as far as possible.
- Loosen nut 4.
- Turn adjusting screw 5 in as far as possible.
- Turn adjusting screw 3 so that there is play in the throttle cable at the throttle grip.
Guideline

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Throttle cable play</td>
<td>2 … 3 mm (0.08 … 0.12 in)</td>
</tr>
</tbody>
</table>

- Unscrew barrel adjuster 5 until the smooth operation or play in the throttle cable deteriorates.
- Turn adjusting screw 5 approx. two turns further.
- Tighten nut 4.
- Tighten nut 2.
- Slide on sleeve 1.

**Finishing work**
- Check the throttle grip for smooth operation.
- Check throttle cable play. ([p. 109](#))

### 16.3 Adjusting the characteristic map of the throttle response

**Info**

On the throttle grip, the characteristic map of the throttle response is changed by changing the guide plate.

A guide plate with a different characteristic map is supplied.

**Main work**

- Push back sleeve 1.
- Remove screws 2 and half-shells 3.
- Detach the throttle cables and take off the grip tube.

- Remove guide plate 4 from handle tube 5.
- Position the required guide plate on the grip tube.

**Guideline**

The label OUTSIDE must be visible. Marking A must be positioned at marking B.

Grey guide plate (79002014000)

**Alternative 1**

Black guide plate (79002014100)

**Info**

The gray guide plate opens the throttle valve more slowly.

The black guide plate opens the throttle valve more quickly.

The gray guide plate is mounted upon delivery.
16.4 Adjusting the idle speed

**Warning**

**Danger of accidents** The engine may go out spontaneously if the idle speed is set too low.

- Set the idle speed to the specified value. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

---

- Run the engine until warm.
  - The cold start button is deactivated – A further ¼ turn returns the cold start button back to the basic position. (p. 18)

**Danger**

**Danger of poisoning** Exhaust gases are toxic and inhaling them may result in unconsciousness and death.

- Always make sure there is sufficient ventilation when running the engine.
- Use effective exhaust extraction when starting or running the engine in an enclosed space.

- Adjust the idle speed by turning idle speed adjusting screw 1.

**Guideline**

<table>
<thead>
<tr>
<th>Idle speed</th>
<th>1,400 ... 1,500 rpm</th>
</tr>
</thead>
</table>

**Tachometer (45129075000)**
16 TUNING THE ENGINE

16.5 Programming ambient pressure

Danger

**Danger of poisoning** Exhaust gases are toxic and inhaling them may result in unconsciousness and death.
- Always make sure there is sufficient ventilation when running the engine.
- Use effective exhaust extraction when starting or running the engine in an enclosed space.

Info

If the vehicle is ridden with the engine running at various heights above sea level, the ambient pressure is programmed on an ongoing basis.
If the vehicle is transported over great differences in height, the ambient pressure must be reprogrammed.

- Start the vehicle at the new height above sea level and switch off the engine again.
- Wait for at least five seconds.
- Start the vehicle again and check the response of the vehicle.
  » If the response has not improved:
    - Repeat the procedure.

16.6 Checking the basic position of the shift lever

Info

When driving, the shift lever must not touch the rider’s boot when in the basic position.
When the shift lever keeps touching the boot, the transmission will be subject to an excessive load.

- Sit on the vehicle in the riding position and determine distance A between the upper edge of your boot and the shift lever.
  
  Distance between shift lever and upper edge of boot
  | 10 ... 20 mm (0.39 ... 0.79 in) |

  » If the distance does not meet specifications:
    - Set the basic position of the shift lever. (p. 113)
### 16.7 Adjusting the basic position of the shift lever

- Remove screw 1 with the washers and take off shift lever 2.

- Clean gear teeth A of the shift lever and shift shaft.
- Mount the shift lever on the shift shaft in the required position and engage the gearing.

**Info**
The range of adjustment is limited. The shift lever must not come into contact with any other vehicle components during the shift procedure.

- Mount and tighten screw 1 with the washers.

**Guideline**

<table>
<thead>
<tr>
<th>Screw, shift lever</th>
<th>M6</th>
<th>14 Nm (10.3 lbf ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loctite® 243™</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
17 SERVICE WORK ON THE ENGINE

17.1 Changing the fuel screen

⚠️ Danger
Fire hazard Fuel is highly flammable.
The fuel in the fuel tank expands when warm and can escape if overfilled.
- Do not fuel the vehicle in the vicinity of open flames or lit cigarettes.
- Switch off the engine for refueling.
- Make sure that no fuel is spilled; particularly not on hot parts of the vehicle.
- If any fuel is spilled, wipe it off immediately.
- Observe the specifications for refueling.

⚠️ Warning
Danger of poisoning Fuel is poisonous and a health hazard.
- Avoid skin, eye and clothing contact with fuel.
- Immediately consult a doctor if you swallow fuel.
- Do not inhale fuel vapors.
- In case of skin contact, rinse the affected area with plenty of water.
- Rinse the eyes thoroughly with water, and consult a doctor in case of fuel contact with the eyes.
- Change your clothing in case of fuel spills on them.

☀️ Note
Environmental hazard Improper handling of fuel is a danger to the environment.
- Do not allow fuel to enter the groundwater, the soil, or the sewage system.

- Clean quick release coupling 1 thoroughly with compressed air.

ℹ️ Info
Remaining fuel may flow out of the fuel hose.

- Disconnect the quick release coupling.

ℹ️ Info
Under no circumstances should dirt enter into the fuel line. Dirt in the fuel line clogs the injection valve!

- Pull fuel screen 2 out of the connecting piece.
- Insert the new fuel screen all the way into the connecting piece.
- Lubricate the O-ring and join the quick release coupling.

⚠️ Danger
Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and death.
- Always make sure there is sufficient ventilation when running the engine.
- Use effective exhaust extraction when starting or running the engine in an enclosed space.

- Start the engine and check the response.
17.2 Checking 2-stroke oil level

**Warning**

**Engine failure** The engine will not be lubricated unless there is 2-stroke oil in the oil tank.

If the oil level warning light lights up, the 2-stroke oil is sufficient for the remaining tank of fuel.
- As soon as the oil level warning light lights up, ride for no longer than until the remaining fuel in the tank is depleted.
- At the next opportunity add 2-stroke oil before you refuel.
- Time the oil pump if the 2-stroke oil hose has been removed or the 2-stroke oil tank has been fully depleted in error.

**Preparatory work**
- Stand the motorcycle upright on a horizontal surface.

**Main work**
- Check the 2-stroke oil level in the oil tank.

**Info**

For one tank of fuel, the 2-stroke oil tank must be filled up to at least the upper edge A.

The 2-stroke oil tank must be completely filled if possible.

» If the 2-stroke oil level is too low:
- Add 2-stroke oil. (p. 33)

17.3 Priming oil pump

**Warning**

**Engine failure** The engine will not be lubricated unless there is 2-stroke oil in the oil tank.

If the oil level warning light lights up, the 2-stroke oil is sufficient for the remaining tank of fuel.
- As soon as the oil level warning light lights up, ride for no longer than until the remaining fuel in the tank is depleted.
- At the next opportunity add 2-stroke oil before you refuel.
- Time the oil pump if the 2-stroke oil hose has been removed or the 2-stroke oil tank has been fully depleted in error.

**Condition**

The engine is off.

**Preparatory work**
- Remove the air filter box cover. (p. 62)
- Remove the seat. (p. 61)
- Stand the motorcycle upright on a horizontal surface.
- Check 2-stroke oil level. (p. 115)
Main work
- Pull EFI control unit 1 upward off rubber lugs 2 and hang to the side.
- Remove protection cap 3 of the diagnostics connector.
- Put throttle grip 4 into full throttle position and secure.
- Plug in wake-up connector 5 for priming the oil pump to the diagnostics connector 6.

**Info**
The connector is included as part of the motorcycle’s separate enclosure.
- Wait for at least five seconds.
- Release the fixing means from the throttle grip.
  ✓ The oil pump is timed.

**Info**
The oil pump is actuated at various speeds. The procedure is clearly audible.
- Wait until you can no longer hear the oil pump working.
- Disconnect the wake-up connector from the diagnostics connector.
– Check whether air bubbles are visible in the hose 7.
  » If air bubbles are visible:
    – Repeat the entire procedure until air bubbles are no longer visible.
    – Mount protection cap on the diagnostics connector.
    – Mount the EFI control unit on the rubber lugs.

**Finishing work**
– Mount the seat. (p. 62)
– Install the air filter box cover. (p. 62)

### 17.4 Cleaning the oil screen in the oil tank

**Note**
**Environmental hazard**  Hazardous substances cause environmental damage.
– Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.

**Preparatory work**
– Remove main silencer. (p. 65)
– Remove the air filter box cover. (p. 62)
– Remove the seat. (p. 61)
– Remove the right side cover. (p. 66)
– Remove the fuel tank. (p. 67)
– Raise the motorcycle with a lift stand. (p. 48)

**Main work**
– Remove screws 1.
– Loosen screws 2.
Loosen clamps 3 of the throttle valve body.

Lift the subframe slightly and secure it.

**Info**

Pay attention to intake flange 4.

Pull throttle valve body 5 towards the rear, out of the intake flange, and hang it to the side.

Open hose clamp 6 using a screwdriver.

Pull off the angle piece and collect the 2-stroke oil in a suitable container.

Remove oil screen 7 and clean it.

Check the oil screen for damage.

» If the oil screen is damaged:

  - Replace the oil screen.

Insert the oil screen and mount the angle piece with a new hose clamp.

Hose clamp plier (60029057000)
17.5 Checking the gear oil level

**Info**
The gear oil level must be checked when the engine is cold.

**Preparatory work**
- Stand the motorcycle upright on a horizontal surface.
17 SERVICE WORK ON THE ENGINE

17.6 Changing the gear oil

**Warning**

**Danger of scalding**  Engine and gear oil get very hot when the motorcycle is ridden.
- Wear suitable protective clothing and safety gloves.
- In the event of scalding, rinse the area affected immediately with lukewarm water.

**Note**

**Environmental hazard**  Hazardous substances cause environmental damage.
- Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.

**Info**

Drain the gear oil while the engine is at operating temperature.

**Main work**

- Remove gear oil level monitoring screw 1.
- Check the gear oil level.

A small quantity of gear oil must run out of the drilled hole.
- If no gear oil runs out:
  - Add the gear oil. (p. 121)
  - Mount and tighten the gear oil level monitoring screw.

**Guideline**

<table>
<thead>
<tr>
<th>Screw, gear oil level monitoring</th>
<th>M6</th>
<th>8 Nm (5.9 lbf ft)</th>
</tr>
</thead>
</table>

**Preparatory work**

- Park the motorcycle on a level surface.
- Position an appropriate container under the engine.

**Main work**

- Remove gear oil drain plug 1 with magnet.
- Remove filler plug 2 with the O-ring.
- Let the gear oil drain fully.
- Thoroughly clean the gear oil drain plug with magnet.
- Clean the sealing surface on the engine.
- Mount and tighten gear oil drain plug 1 with the magnet and a new seal ring.

**Guideline**

<table>
<thead>
<tr>
<th>Gear oil drain plug with magnet</th>
<th>M12x1.5</th>
<th>20 Nm (14.8 lbf ft)</th>
</tr>
</thead>
</table>

- Fill in gear oil.

<table>
<thead>
<tr>
<th>Gear oil</th>
<th>0.8 l (0.8 qt.)</th>
<th>Engine oil (15W/50) (p. 138)</th>
</tr>
</thead>
</table>

- Mount and tighten filler plug 2 with the O-ring.
Danger

Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and death.
- Always make sure there is sufficient ventilation when running the engine.
- Use effective exhaust extraction when starting or running the engine in an enclosed space.

- Start the engine and check for leaks.

Finishing work
- Check the gear oil level. (p. 119)

17.7 Adding the gear oil

Info
Too little gear oil or poor-quality gear oil results in premature wear to the transmission. Gear oil must only be topped up when the engine is cold.

Preparatory work
- Park the motorcycle on a level surface.

Main work
- Remove gear oil level monitoring screw 1.
- Remove filler plug 2 with the O-ring.
- Add gear oil until it emerges from the drill hole of the gear oil level monitoring screw.
- Mount and tighten the gear oil level monitoring screw.

<table>
<thead>
<tr>
<th>Guideline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screw, gear oil level monitoring</td>
</tr>
</tbody>
</table>

- Mount and tighten filler plug 2 with the O-ring.
Finishing work

Danger

Danger of poisoning  Exhaust gases are toxic and inhaling them may result in unconsciousness and death.
– Always make sure there is sufficient ventilation when running the engine.
– Use effective exhaust extraction when starting or running the engine in an enclosed space.

– Start the engine and check for leaks.
18.1 Cleaning the motorcycle

Note

Material damage Components become damaged or destroyed if a pressure cleaner is used incorrectly. The high pressure forces water into the electrical components, connectors, throttle cables, and bearings, etc. Pressure which is too high causes malfunctions and destroys components.

- Do not direct the water jet directly on to electrical components, connectors, throttle cables or bearings.
- Maintain a minimum distance between the nozzle of the pressure cleaner and the component.

Minimum clearance 60 cm (23.6 in)

Note

Environmental hazard Hazardous substances cause environmental damage.

- Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the applicable regulations.

Info

To maintain the value and appearance of the motorcycle over a long period, clean it regularly. Avoid direct sunshine when cleaning the motorcycle.

- Close off the exhaust system to keep water from entering.
- Remove the coarse dirt particles with a gentle water jet.
- Spray heavily soiled parts with a normal commercial motorcycle cleaner and then brush off with a soft brush.

Motorcycle cleaner (p. 140)

Info

Use warm water containing normal motorcycle cleaner and a soft sponge. Never apply motorcycle cleaner to a dry vehicle; always rinse the vehicle with water first.

- After rinsing the motorcycle with a gentle spray of water, allow it to dry thoroughly.
- Remove the closure of the exhaust system.

Warning

Danger of accidents Moisture and dirt impair the brake system.

- Brake carefully several times to dry out and remove dirt from the brake linings and the brake discs.

- After cleaning, ride the vehicle a short distance until the engine warms up.

Info

The heat produced causes water at inaccessible locations in the engine and on the brake system to evaporate.
– After the motorcycle has cooled down, lubricate all moving parts and pivot points.
– Clean the chain. (p. 70)
– Treat bare metal (except for brake discs and the exhaust system) with a corrosion inhibitor.

<table>
<thead>
<tr>
<th>Preserving materials for paints, metal and rubber (p. 140)</th>
</tr>
</thead>
</table>

– Treat all plastic parts and powder-coated parts with a mild cleaning and care product.

<table>
<thead>
<tr>
<th>Special cleaner for glossy and matte paint finishes, metal and plastic surfaces (p. 141)</th>
</tr>
</thead>
</table>
Warning

Danger of poisoning  Fuel is poisonous and a health hazard.
- Avoid skin, eye and clothing contact with fuel.
- Immediately consult a doctor if you swallow fuel.
- Do not inhale fuel vapors.
- In case of skin contact, rinse the affected area with plenty of water.
- Rinse the eyes thoroughly with water, and consult a doctor in case of fuel contact with the eyes.
- Change your clothing in case of fuel spills on them.
- Keep fuels correctly in a suitable canister, and out of the reach of children.

Info

If you plan to garage the motorcycle for a longer period, perform the following steps or have them performed.
Before storing the motorcycle, check all parts for function and wear. If service, repairs, or replacements are necessary, you should do this during the storage period (less workshop overload). In this way, you can avoid long workshop waiting times at the start of the new season.

- When refueling for the last time before taking the motorcycle out of service, add fuel additive.
  Fuel additive ( p. 140)
- Refuel. ( p. 32)
- Clean motorcycle. ( p. 123)
- Change the gear oil. ( p. 120)
- Check the antifreeze and coolant level. ( p. 103)
- Check tire pressure. ( p. 95)
- Store the vehicle in a dry location that is not subject to large fluctuations in temperature.

Info

Husqvarna Motorcycles recommends raising the motorcycle.
- Raise the motorcycle with a lift stand. ( p. 48)
- Cover the vehicle with a tarp or a similar cover that is permeable to air.

Info

Do not use non-porous materials since they prevent humidity from escaping, thus causing corrosion. Avoid running the engine for a short time only. Because the engine will not warm up sufficiently, the water vapor produced during combustion will condense, causing engine parts and the exhaust system to rust.
19.2 Preparing for use after storage

- Remove the motorcycle from the lift stand. (p. 48)
- Perform checks and maintenance measures when preparing for use. (p. 28)
- Make a test ride.
## TROUBLESHOOTING

<table>
<thead>
<tr>
<th>Faults</th>
<th>Possible cause</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>The engine cannot be cranked (starter motor)</td>
<td>Operating error</td>
<td>– Carry out start procedure. (p. 28)</td>
</tr>
<tr>
<td></td>
<td>12-V battery discharged</td>
<td>– Charge the 12-V battery. (p. 98)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>– Check the charging voltage.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>– Check the closed current.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>– Check the stator winding of the alternator.</td>
</tr>
<tr>
<td></td>
<td>Main fuse blown</td>
<td>– Change the main fuse. (p. 100)</td>
</tr>
<tr>
<td></td>
<td>Starter relay faulty</td>
<td>– Check the starter relay.</td>
</tr>
<tr>
<td></td>
<td>Starter motor faulty</td>
<td>– Check the starter motor.</td>
</tr>
<tr>
<td>The engine turns but does not start</td>
<td>Operating error</td>
<td>– Carry out start procedure. (p. 28)</td>
</tr>
<tr>
<td></td>
<td>Quick release coupling not joined</td>
<td>– Join quick release coupling.</td>
</tr>
<tr>
<td></td>
<td>Idle speed is not set correctly</td>
<td>– Adjust the idle speed. (p. 111)</td>
</tr>
<tr>
<td></td>
<td>Fuel supply interrupted</td>
<td>– Check the fuel tank breather.</td>
</tr>
<tr>
<td></td>
<td>Spark plug oily or wet</td>
<td>– Clean and dry the spark plug, or change it if necessary.</td>
</tr>
<tr>
<td></td>
<td>Plug gap of spark plug too wide</td>
<td>– Adjust plug gap.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Guideline Spark plug electrode gap 0.6 mm (0.024 in)</td>
</tr>
<tr>
<td></td>
<td>Ignition system defective</td>
<td>– Check the ignition coil.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>– Check the spark plug connector.</td>
</tr>
<tr>
<td></td>
<td>Short-circuit cable in wiring harness frayed, switch-off button faulty</td>
<td>– Check the switch-off button.</td>
</tr>
<tr>
<td></td>
<td>The connector or ignition coil is loose or oxidized</td>
<td>– Clean the connector and treat it with contact spray.</td>
</tr>
<tr>
<td></td>
<td>Error in the electronic fuel injection</td>
<td>– Read out the fault memory using the Husqvarna Motorcycles diagnostics tool.</td>
</tr>
<tr>
<td>The engine has no idle speed</td>
<td>Spark plug defective</td>
<td>– Change the spark plug.</td>
</tr>
<tr>
<td></td>
<td>Ignition system defective</td>
<td>– Check the ignition coil.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>– Check the spark plug connector.</td>
</tr>
<tr>
<td></td>
<td>Idle speed is not set correctly</td>
<td>– Adjust the idle speed. (p. 111)</td>
</tr>
<tr>
<td>Engine does not speed up</td>
<td>Error in the electronic fuel injection</td>
<td>– Read out the fault memory using the Husqvarna Motorcycles diagnostics tool.</td>
</tr>
<tr>
<td></td>
<td>Ignition system defective</td>
<td>– Check the ignition coil.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>– Check the spark plug connector.</td>
</tr>
<tr>
<td></td>
<td>Ambient pressure is incorrectly stored</td>
<td>– Program ambient pressure. (p. 112)</td>
</tr>
<tr>
<td>Engine has too little power</td>
<td>Air filter very dirty</td>
<td>– Clean the air filter and air filter box. (p. 63)</td>
</tr>
<tr>
<td></td>
<td>Fuel filter very dirty</td>
<td>– Change the fuel filter.</td>
</tr>
<tr>
<td></td>
<td>Fuel screen very dirty</td>
<td>– Change the fuel screen. (p. 114)</td>
</tr>
<tr>
<td>Faults</td>
<td>Possible cause</td>
<td>Action</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>----------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Engine has too little power</td>
<td>Error in the electronic fuel injection</td>
<td>– Read out the fault memory using the Husqvarna Motorcycles diagnostics tool.</td>
</tr>
<tr>
<td></td>
<td>Fuel supply interrupted</td>
<td>– Check the fuel tank breather.</td>
</tr>
<tr>
<td></td>
<td>Exhaust system leaky, deformed or too little glass fiber yarn filling in main silencer</td>
<td>– Check exhaust system for damage. – Change the glass fiber yarn filling of the main silencer. (p. 65)</td>
</tr>
<tr>
<td></td>
<td>Ignition system defective</td>
<td>– Check the ignition coil.</td>
</tr>
<tr>
<td></td>
<td>Diaphragm or reed valve housing damaged</td>
<td>– Check the diaphragm and reed valve housing.</td>
</tr>
<tr>
<td></td>
<td>Ambient pressure is incorrectly stored</td>
<td>– Program ambient pressure.</td>
</tr>
<tr>
<td>The engine dies during the trip</td>
<td>Lack of fuel</td>
<td>– Refuel. (p. 32)</td>
</tr>
<tr>
<td></td>
<td>The engine takes in false air</td>
<td>– Check that the intake flange is firmly seated.</td>
</tr>
<tr>
<td></td>
<td>The connector or ignition coil is loose or oxidized</td>
<td>– Clean the connector and treat it with contact spray.</td>
</tr>
<tr>
<td></td>
<td>Ambient pressure is incorrectly stored</td>
<td>– Program ambient pressure.</td>
</tr>
<tr>
<td>Engine overheats</td>
<td>Too little coolant in cooling system</td>
<td>– Check the cooling system for leakage. – Check the coolant level. (p. 104)</td>
</tr>
<tr>
<td></td>
<td>Too little air stream</td>
<td>– Switch off engine when stationary.</td>
</tr>
<tr>
<td></td>
<td>Radiator fins very dirty</td>
<td>– Clean the radiator fins.</td>
</tr>
<tr>
<td></td>
<td>Foam formation in cooling system</td>
<td>– Drain the coolant. (p. 104) – Refill with coolant. (p. 105)</td>
</tr>
<tr>
<td></td>
<td>Damaged cylinder head or cylinder head gasket</td>
<td>– Check the cylinder head and cylinder head gasket.</td>
</tr>
<tr>
<td></td>
<td>Bent radiator hose</td>
<td>– Change the radiator hose.</td>
</tr>
<tr>
<td></td>
<td>Thermostat defective</td>
<td>– Check the thermostat. Guideline Opening temperature: 70 °C (158 °F)</td>
</tr>
<tr>
<td>White smoke emission (steam in exhaust gas)</td>
<td>Damaged cylinder head or cylinder head gasket</td>
<td>– Check the cylinder head and cylinder head gasket.</td>
</tr>
<tr>
<td>Gear oil exits at the vent hose</td>
<td>Too much gear oil added</td>
<td>– Check the gear oil level.</td>
</tr>
<tr>
<td>Water in the gear oil</td>
<td>Damaged radial shaft seal ring or water pump</td>
<td>– Check the radial shaft seal ring and the water pump.</td>
</tr>
<tr>
<td>Blink code for malfunction indicator lamp</td>
<td>Error level condition</td>
<td></td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>-----------------------</td>
<td></td>
</tr>
<tr>
<td>14 Malfunction indicator lamp flashes 1x long, 4x short</td>
<td>Crankcase pressure sensor – difference too high between sensor and engine electronics control unit</td>
<td></td>
</tr>
</tbody>
</table>
| 09 Malfunction indicator lamp flashes 9x short | Crankcase pressure sensor - short circuit to ground  
Crankcase pressure sensor - open/short circuit to plus  
Ambient air pressure sensor – short circuit to ground  
Ambient air pressure sensor – open/short circuit to plus |
| 13 Malfunction indicator lamp flashes 1x long, 3x short | Intake air temperature sensor – input signal too low  
Intake air temperature sensor – input signal too high |
| 12 Malfunction indicator lamp flashes 1x long, 2x short | Coolant temperature sensor – input signal too low  
Coolant temperature sensor – input signal too high |
| 06 Malfunction indicator lamp flashes 6x short | Throttle valve position sensor circuit A - adaption failed  
Throttle valve position sensor circuit A – input signal too low  
Throttle valve position sensor circuit A – input signal too high |
| 41 Malfunction indicator lamp flashes 4x long, 1x short | Fuel pump - short circuit to ground/open circuit  
Fuel pump – open circuit/short circuit to plus |
| 33 Malfunction indicator lamp flashes 3x long, 3x short | Injection valve 0, cylinder 1 – input signal too low  
Injection valve 0, cylinder 1 - input signal too high |
| 34 Malfunction indicator lamp flashes 3x long, 4x short | Injection valve 1, cylinder 1 – input signal too low  
Injection valve 1, cylinder 1 - input signal too high |
<table>
<thead>
<tr>
<th>Blink code for malfunction indicator lamp</th>
<th>Error level condition</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image" alt="37" /> Malfunction indicator lamp flashes 3x long, 7x short</td>
<td>Ignition coil – circuit fault</td>
</tr>
<tr>
<td><img src="image" alt="02" /> Malfunction indicator lamp flashes 2x short</td>
<td>Crankshaft speed sensor – synchronization faulty</td>
</tr>
<tr>
<td></td>
<td>Crankshaft speed sensor – signal implausible</td>
</tr>
<tr>
<td></td>
<td>Crankshaft speed sensor – signal irregular</td>
</tr>
<tr>
<td></td>
<td>Crankshaft speed sensor – no signal</td>
</tr>
<tr>
<td><img src="image" alt="42" /> Malfunction indicator lamp flashes 4x long, 2x short</td>
<td>Oil pump – input signal too low</td>
</tr>
<tr>
<td></td>
<td>Oil pump - input signal too high</td>
</tr>
<tr>
<td><img src="image" alt="21" /> Malfunction indicator lamp flashes 2x long, 1x short</td>
<td>Battery voltage - input voltage too low</td>
</tr>
<tr>
<td></td>
<td>Battery voltage – input voltage too high</td>
</tr>
<tr>
<td><img src="image" alt="Malfunction indicator lamp lights up" /></td>
<td>Tilt sensor – input signal too low</td>
</tr>
<tr>
<td></td>
<td>Tilt sensor – input signal too high</td>
</tr>
</tbody>
</table>
### 22.1 Engine

<table>
<thead>
<tr>
<th>Design</th>
<th>1-cylinder 2-stroke engine, water-cooled, with reed intake, exhaust control and transfer duct injection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Displacement</td>
<td>293.15 cm³ (17.8892 cu in)</td>
</tr>
<tr>
<td>Stroke</td>
<td>72 mm (2.83 in)</td>
</tr>
<tr>
<td>Hole</td>
<td>72 mm (2.83 in)</td>
</tr>
<tr>
<td>Exhaust control - setting measurement</td>
<td>2.3 ± 0.2 mm (0.091 ± 0.008 in)</td>
</tr>
<tr>
<td>Crankshaft bearing</td>
<td>1 grooved ball bearing/1 roller bearing</td>
</tr>
<tr>
<td>Conrod bearing</td>
<td>Needle bearing</td>
</tr>
<tr>
<td>Piston pin bearing</td>
<td>Needle bearing</td>
</tr>
<tr>
<td>Piston</td>
<td>Cast aluminum</td>
</tr>
<tr>
<td>Piston rings</td>
<td>2 rectangular rings</td>
</tr>
<tr>
<td>X distance (upper edge of piston to upper edge of cylinder)</td>
<td>0 … 0.10 mm (0 … 0.0039 in)</td>
</tr>
<tr>
<td>Z distance (height of control flap)</td>
<td>49.5 mm (1.949 in)</td>
</tr>
<tr>
<td>Primary transmission</td>
<td>26:73</td>
</tr>
<tr>
<td>Clutch</td>
<td>Multidisc clutch in oil bath/hydraulically activated</td>
</tr>
<tr>
<td>Transmission</td>
<td>6 gear transmission, claw shifted</td>
</tr>
<tr>
<td>Transmission ratio</td>
<td></td>
</tr>
<tr>
<td>first-gear</td>
<td>15:31</td>
</tr>
<tr>
<td>second-gear</td>
<td>16:25</td>
</tr>
<tr>
<td>third-gear</td>
<td>20:25</td>
</tr>
<tr>
<td>fourth-gear</td>
<td>22:23</td>
</tr>
<tr>
<td>fifth-gear</td>
<td>25:22</td>
</tr>
<tr>
<td>sixth-gear</td>
<td>26:20</td>
</tr>
<tr>
<td>Alternator</td>
<td>12 V, 196 W</td>
</tr>
<tr>
<td>Ignition system</td>
<td>Contactless controlled fully electronic ignition with digital ignition adjustment</td>
</tr>
<tr>
<td>Spark plug</td>
<td>NGK BR 7 ES</td>
</tr>
<tr>
<td>Spark plug electrode gap</td>
<td>0.6 mm (0.024 in)</td>
</tr>
<tr>
<td>Starting aid</td>
<td>Electric starter system</td>
</tr>
</tbody>
</table>

### 22.2 Engine tightening torques

<table>
<thead>
<tr>
<th>Screw, inner membrane sheets</th>
<th>EJOTDELTA PT® 35x25</th>
<th>1 Nm (0.7 lbf ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screw, membrane support plate</td>
<td>EJOTDELTA PT® 30x12</td>
<td>1 Nm (0.7 lbf ft)</td>
</tr>
<tr>
<td>Screw, outer membrane sheets</td>
<td>EJOTDELTA PT® 30x6</td>
<td>1 Nm (0.7 lbf ft)</td>
</tr>
<tr>
<td>Screw, angle lever, exhaust control</td>
<td>M5</td>
<td>6 Nm (4.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, bearing retainer</td>
<td>M5</td>
<td>6 Nm (4.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, clutch spring retainer</td>
<td>M5</td>
<td>6 Nm (4.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, crankshaft speed sensor</td>
<td>M5</td>
<td>6 Nm (4.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, exhaust control bearing support</td>
<td>M5</td>
<td>6 Nm (4.4 lbf ft)</td>
</tr>
<tr>
<td>Part Description</td>
<td>Threads</td>
<td>Torque</td>
</tr>
<tr>
<td>------------------------------------------------------</td>
<td>---------</td>
<td>--------------</td>
</tr>
<tr>
<td>Screw, exhaust control cap</td>
<td>M5</td>
<td>5 Nm (3.7 lbf ft)</td>
</tr>
<tr>
<td>Screw, exhaust control cover</td>
<td>M5</td>
<td>4 Nm (3 lbf ft)</td>
</tr>
<tr>
<td>Screw, injection valve holder</td>
<td>M5</td>
<td>5 Nm (3.7 lbf ft)</td>
</tr>
<tr>
<td>Screw, locking lever</td>
<td>M5</td>
<td>6 Nm (4.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, retaining bracket of exhaust control</td>
<td>M5</td>
<td>6 Nm (4.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, stator</td>
<td>M5</td>
<td>6 Nm (4.4 lbf ft)</td>
</tr>
<tr>
<td>Cap nut, water pump impeller</td>
<td>M6</td>
<td>5 Nm (3.7 lbf ft)</td>
</tr>
<tr>
<td>Screw, alternator cover</td>
<td>M6</td>
<td>8 Nm (5.9 lbf ft)</td>
</tr>
<tr>
<td>Screw, clutch slave cylinder</td>
<td>M6</td>
<td>10 Nm (7.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, control flap, exhaust control</td>
<td>M6</td>
<td>10 Nm (7.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, engine case</td>
<td>M6</td>
<td>10 Nm (7.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, exhaust control thrust bearing</td>
<td>M6</td>
<td>8 Nm (5.9 lbf ft)</td>
</tr>
<tr>
<td>Screw, exhaust flange</td>
<td>M6</td>
<td>8 Nm (5.9 lbf ft)</td>
</tr>
<tr>
<td>Screw, gear oil level monitoring</td>
<td>M6</td>
<td>8 Nm (5.9 lbf ft)</td>
</tr>
<tr>
<td>Screw, intake flange/reed valve housing</td>
<td>M6</td>
<td>6 Nm (4.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, intermediate clutch cover</td>
<td>M6</td>
<td>10 Nm (7.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, kick starter intermediate gear steel pin</td>
<td>M6</td>
<td>10 Nm (7.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, outer clutch cover</td>
<td>M6</td>
<td>8 Nm (5.9 lbf ft)</td>
</tr>
<tr>
<td>Screw, shift drum locating</td>
<td>M6</td>
<td>10 Nm (7.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, shift lever</td>
<td>M6</td>
<td>14 Nm (10.3 lbf ft)</td>
</tr>
<tr>
<td>Screw, starter motor</td>
<td>M6</td>
<td>10 Nm (7.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, starter motor bearing bush</td>
<td>M6</td>
<td>10 Nm (7.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, starter motor protection cap</td>
<td>M6</td>
<td>8 Nm (5.9 lbf ft)</td>
</tr>
<tr>
<td>Screw, water pump cover</td>
<td>M6</td>
<td>10 Nm (7.4 lbf ft)</td>
</tr>
<tr>
<td>Vacuum connection, cylinder</td>
<td>M6</td>
<td>4 Nm (3 lbf ft)</td>
</tr>
<tr>
<td>Vacuum connection, housing breather</td>
<td>M6</td>
<td>2 Nm (1.5 lbf ft)</td>
</tr>
<tr>
<td>Screw, balancer shaft</td>
<td>M8</td>
<td>30 Nm (22.1 lbf ft)</td>
</tr>
<tr>
<td>Screw, cylinder head</td>
<td>M8</td>
<td>27 Nm (19.9 lbf ft)</td>
</tr>
<tr>
<td>Nut, cylinder base</td>
<td>M10</td>
<td>35 Nm (25.8 lbf ft)</td>
</tr>
<tr>
<td>Screw, drive chain engine sprocket</td>
<td>M10</td>
<td>60 Nm (44.3 lbf ft)</td>
</tr>
<tr>
<td>Stud, cylinder base</td>
<td>M10</td>
<td>20 Nm (14.8 lbf ft)</td>
</tr>
</tbody>
</table>
### Screw, cylinder head temperature sensor
- **Model:** M10x1.25
- **Torque:** 12 Nm (8.9 lbf ft)

### Nut, rotor
- **Model:** M12x1
- **Torque:** 60 Nm (44.3 lbf ft)

### Gear oil drain plug with magnet
- **Model:** M12x1.5
- **Torque:** 20 Nm (14.8 lbf ft)

### Spark plug
- **Model:** M14x1.25
- **Torque:** 25 Nm (18.4 lbf ft)

### Nut, inner clutch hub
- **Model:** M18x1.5
- **Torque:** 100 Nm (73.8 lbf ft)

### Nut, primary gear wheel
- **Model:** M18LHx1.5
- **Torque:** 150 Nm (110.6 lbf ft)

### Capacities

#### 22.3.1 Gear oil
- **Gear oil:** 0.8 l (0.8 qt.)
- **Engine oil (15W/50)** (p. 138)

#### 22.3.2 Coolant
- **Coolant:** 1.2 l (1.3 qt.)
- **Coolant** (p. 138)

#### 22.3.3 Fuel
- **Total fuel tank capacity, approx.:** 8.5 l (2.25 US gal)
- **Super unleaded (ROZ 95/RON 95/PON 91)** (p. 139)

- **Fuel reserve approx.:** 1.5 l (1.6 qt.)

- **2-stroke oil tank content approx.:** 0.6 l (0.6 qt.)
- **Engine oil, 2-stroke** (p. 138)

### Chassis

#### Frame
- **Central tube frame made of chrome molybdenum steel tubing**

#### Fork
- **Model:** WP XACT 5448

#### Suspension travel
- **Front:** 310 mm (12.2 in)
- **Rear:** 300 mm (11.81 in)

#### Fork offset
- **22 mm (0.87 in)

#### Shock absorber
- **Model:** WP XACT 5750

#### Brake system
- **Disc brakes, floating brake calipers**

#### Brake discs - diameter
- **Front:** 260 mm (10.24 in)
- **Rear:** 220 mm (8.66 in)

#### Brake discs - wear limit
- **Front:** 2.5 mm (0.098 in)
- **Rear:** 3.5 mm (0.138 in)

#### Offroad tire pressure
- **Front:** 1.0 bar (15 psi)
- **Rear:** 1.0 bar (15 psi)

#### Secondary ratio
- **13:51**
# 22 TECHNICAL DATA

<table>
<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chain</td>
<td>5/8 x 1/4&quot;</td>
</tr>
<tr>
<td>Rear sprockets available</td>
<td>45, 48, 49, 50, 51, 52</td>
</tr>
<tr>
<td>Steering head angle</td>
<td>63.9°</td>
</tr>
<tr>
<td>Wheelbase</td>
<td>1,485 ± 10 mm (58.46 ± 0.39 in)</td>
</tr>
<tr>
<td>Seat height unloaded</td>
<td>950 mm (37.4 in)</td>
</tr>
<tr>
<td>Ground clearance unloaded</td>
<td>375 mm (14.76 in)</td>
</tr>
<tr>
<td>Weight without fuel, approx.</td>
<td>102.4 kg (225.8 lb.)</td>
</tr>
<tr>
<td>Maximum permissible front axle load</td>
<td>145 kg (320 lb.)</td>
</tr>
<tr>
<td>Maximum permissible rear axle load</td>
<td>190 kg (419 lb.)</td>
</tr>
<tr>
<td>Maximum permissible overall weight</td>
<td>335 kg (739 lb.)</td>
</tr>
</tbody>
</table>

## 22.5 Electrical system

<table>
<thead>
<tr>
<th>Component</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-V battery</td>
<td>HJTZSS-FP-C</td>
</tr>
<tr>
<td>Battery voltage</td>
<td>12 V</td>
</tr>
<tr>
<td>Nominal capacity</td>
<td>2.0 Ah</td>
</tr>
<tr>
<td>Maintenance-free</td>
<td></td>
</tr>
<tr>
<td>Fuse 1</td>
<td>58011109110 10 A</td>
</tr>
<tr>
<td>Fuse 2</td>
<td>75011088010 10 A</td>
</tr>
<tr>
<td>Fuse 3</td>
<td>75011088005 5 A</td>
</tr>
</tbody>
</table>

## 22.6 Tires

<table>
<thead>
<tr>
<th>Tire Type</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front tire</td>
<td>90/90 - 21 54M TT</td>
</tr>
<tr>
<td>Rear tire</td>
<td>110/100 - 18 64M TT</td>
</tr>
<tr>
<td>Brands</td>
<td>Dunlop GEOMAX AT81F</td>
</tr>
<tr>
<td>Dunlop GEOMAX AT81</td>
<td></td>
</tr>
</tbody>
</table>

The tires specified represent one of the possible series production tires. Additional information is available in the Service section under: [www.husqvarna-motorcycles.com](http://www.husqvarna-motorcycles.com)

## 22.7 Fork

<table>
<thead>
<tr>
<th>Component</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fork article number</td>
<td>34.18.8U.73</td>
</tr>
<tr>
<td>Fork</td>
<td>WP XACT 5448</td>
</tr>
<tr>
<td>Compression damping</td>
<td></td>
</tr>
<tr>
<td>Comfort</td>
<td>17 clicks</td>
</tr>
<tr>
<td>Standard</td>
<td>12 clicks</td>
</tr>
<tr>
<td>Sport</td>
<td>7 clicks</td>
</tr>
<tr>
<td>Rebound damping</td>
<td></td>
</tr>
<tr>
<td>Comfort</td>
<td>23 clicks</td>
</tr>
<tr>
<td>Standard</td>
<td>18 clicks</td>
</tr>
<tr>
<td>Sport</td>
<td>13 clicks</td>
</tr>
<tr>
<td>Air pressure</td>
<td>9.6 bar (139 psi)</td>
</tr>
<tr>
<td>Fork length</td>
<td>950 mm (37.4 in)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Capacity</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil capacity</td>
<td>Fork oil (SAE 4) (48601166S1) (p. 139)</td>
</tr>
<tr>
<td>Left</td>
<td>230 ± 10 ml (7.78 ± 0.34 fl. oz.)</td>
</tr>
<tr>
<td>Right</td>
<td>230 ± 10 ml (7.78 ± 0.34 fl. oz.)</td>
</tr>
</tbody>
</table>
### Grease capacity, left cartridge
5 g (0.18 oz)

Special grease (00062010053) (p. 141)

### Oil capacity, right cartridge
380 ml (12.85 fl. oz.)

Fork oil (SAE 4) (48601166S1) (p. 139)

---

#### 22.8 Shock absorber

<table>
<thead>
<tr>
<th>Shock absorber article number</th>
<th>18.18.7U.73</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WP XACT 5750</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Lowspeed compression damping**

<table>
<thead>
<tr>
<th>Comfort</th>
<th>17 clicks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard</td>
<td>15 clicks</td>
</tr>
<tr>
<td>Sport</td>
<td>13 clicks</td>
</tr>
</tbody>
</table>

**Highspeed compression damping**

<table>
<thead>
<tr>
<th>Comfort</th>
<th>2.5 turns</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard</td>
<td>2 turns</td>
</tr>
<tr>
<td>Sport</td>
<td>1.5 turns</td>
</tr>
</tbody>
</table>

**Rebound damping**

<table>
<thead>
<tr>
<th>Comfort</th>
<th>17 clicks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard</td>
<td>15 clicks</td>
</tr>
<tr>
<td>Sport</td>
<td>13 clicks</td>
</tr>
</tbody>
</table>

**Spring preload**

7 mm (0.28 in)

**Spring rate**

- Weight of rider: 65 … 75 kg (143 … 165 lb.) 39 N/mm (223 lb/in)
- Weight of rider: 75 … 85 kg (165 … 187 lb.) 42 N/mm (240 lb/in)
- Weight of rider: 85 … 95 kg (187 … 209 lb.) 45 N/mm (257 lb/in)

**Spring length**

260 mm (10.24 in)

**Gas pressure**

10 bar (145 psi)

**Static sag**

35 mm (1.38 in)

**Riding sag**

105 mm (4.13 in)

**Fitted length**

477 mm (18.78 in)

**Shock absorber fluid** (p. 139)

SAE 2.5

---

#### 22.9 Chassis tightening torques

<table>
<thead>
<tr>
<th>Screw, air filter box</th>
<th>EJOT PT® K70x25</th>
<th>5 Nm (3.7 lbf ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screw, intake air temperature sensor</td>
<td>EJOTDELTA PT® 45x12-Z</td>
<td>0.7 Nm (0.52 lbf ft)</td>
</tr>
<tr>
<td>Screw, oil fill level sensor</td>
<td>G 3/4 &quot;</td>
<td>7 Nm (5.2 lbf ft)</td>
</tr>
<tr>
<td>Screw, oil pump holder on oil tank</td>
<td>EJOTDELTA PT® 45x12-Z</td>
<td>0.7 Nm (0.52 lbf ft)</td>
</tr>
<tr>
<td>Screw, pressure regulator</td>
<td>EJOT PT® K60x25-Z</td>
<td>2.3 Nm (1.7 lbf ft)</td>
</tr>
<tr>
<td>Screw, seat fixing</td>
<td>EJOT EJOFORM PT® K60x23/18</td>
<td>2.5 Nm (1.84 lbf ft)</td>
</tr>
<tr>
<td>Fitting, switch-off button</td>
<td>M3</td>
<td>0.4 Nm (0.3 lbf ft)</td>
</tr>
<tr>
<td>Screw cap, start button</td>
<td>M3</td>
<td>0.4 Nm (0.3 lbf ft)</td>
</tr>
<tr>
<td>Screw, fixed grip</td>
<td>M4</td>
<td>5 Nm (3.7 lbf ft)</td>
</tr>
<tr>
<td>Screw, service hour counter</td>
<td>M4</td>
<td>0.8 Nm (0.59 lbf ft)</td>
</tr>
<tr>
<td>Component Description</td>
<td>screws/screws</td>
<td>Torque (Nm)</td>
</tr>
<tr>
<td>----------------------------------------------------------------</td>
<td>--------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>Screw, throttle valve body hose clamp</td>
<td>M4</td>
<td>2.8 Nm (2.07 lbf ft)</td>
</tr>
<tr>
<td>Spoke nipple, front wheel</td>
<td>M4.5</td>
<td>6 Nm (4.4 lbf ft)</td>
</tr>
<tr>
<td>Spoke nipple, rear wheel</td>
<td>M4.5</td>
<td>6 Nm (4.4 lbf ft)</td>
</tr>
<tr>
<td>Remaining nuts, chassis</td>
<td>M5</td>
<td>5 Nm (3.7 lbf ft)</td>
</tr>
<tr>
<td>Remaining screws, chassis</td>
<td>M5</td>
<td>5 Nm (3.7 lbf ft)</td>
</tr>
<tr>
<td>Screw, battery terminal</td>
<td>M5</td>
<td>2.5 Nm (1.84 lbf ft)</td>
</tr>
<tr>
<td>Screw, frame protector</td>
<td>M5</td>
<td>3 Nm (2.2 lbf ft)</td>
</tr>
<tr>
<td>Screw, shock absorber adjusting ring</td>
<td>M5</td>
<td>5 Nm (3.7 lbf ft)</td>
</tr>
<tr>
<td>Nut, cable on starter motor</td>
<td>M6</td>
<td>4 Nm (3 lbf ft)</td>
</tr>
<tr>
<td>Remaining nuts, chassis</td>
<td>M6</td>
<td>10 Nm (7.4 lbf ft)</td>
</tr>
<tr>
<td>Remaining screws, chassis</td>
<td>M6</td>
<td>10 Nm (7.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, ball joint of push rod on foot brake cylinder</td>
<td>M6</td>
<td>10 Nm (7.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, chain sliding guard</td>
<td>M6</td>
<td>10 Nm (7.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, front brake disc</td>
<td>M6</td>
<td>14 Nm (10.3 lbf ft)</td>
</tr>
<tr>
<td>Screw, indicator lamp bracket</td>
<td>M6</td>
<td>5 Nm (3.7 lbf ft)</td>
</tr>
<tr>
<td>Screw, rear brake disc</td>
<td>M6</td>
<td>14 Nm (10.3 lbf ft)</td>
</tr>
<tr>
<td>Screw, throttle grip</td>
<td>M6</td>
<td>5 Nm (3.7 lbf ft)</td>
</tr>
<tr>
<td>Fuel connection on fuel pump</td>
<td>M8</td>
<td>10 Nm (7.4 lbf ft)</td>
</tr>
<tr>
<td>Nut, foot brake lever stop</td>
<td>M8</td>
<td>20 Nm (14.8 lbf ft)</td>
</tr>
<tr>
<td>Nut, rear sprocket screw</td>
<td>M8</td>
<td>35 Nm (25.8 lbf ft)</td>
</tr>
<tr>
<td>Nut, rim lock</td>
<td>M8</td>
<td>12 Nm (8.9 lbf ft)</td>
</tr>
<tr>
<td>Remaining nuts, chassis</td>
<td>M8</td>
<td>25 Nm (18.4 lbf ft)</td>
</tr>
<tr>
<td>Remaining screws, chassis</td>
<td>M8</td>
<td>25 Nm (18.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, bottom triple clamp</td>
<td>M8</td>
<td>12 Nm (8.9 lbf ft)</td>
</tr>
<tr>
<td>Screw, chain sliding piece</td>
<td>M8</td>
<td>15 Nm (11.1 lbf ft)</td>
</tr>
<tr>
<td>Screw, engine brace on frame</td>
<td>M8x15</td>
<td>25 Nm (18.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, fork stub</td>
<td>M8</td>
<td>15 Nm (11.1 lbf ft)</td>
</tr>
<tr>
<td>Screw, front brake caliper</td>
<td>M8</td>
<td>25 Nm (18.4 lbf ft)</td>
</tr>
<tr>
<td>Screw, handlebar clamp</td>
<td>M8</td>
<td>20 Nm (14.8 lbf ft)</td>
</tr>
<tr>
<td>Screw, manifold</td>
<td>M8</td>
<td>15 Nm (11.1 lbf ft)</td>
</tr>
<tr>
<td>Screw, side stand</td>
<td>M8</td>
<td>33 Nm (24.3 lbf ft)</td>
</tr>
<tr>
<td>Screw, subframe</td>
<td>M8x20</td>
<td>30 Nm (22.1 lbf ft)</td>
</tr>
<tr>
<td>Screw, subframe</td>
<td>M8x30</td>
<td>30 Nm (22.1 lbf ft)</td>
</tr>
<tr>
<td>Screw, top steering stem</td>
<td>M8</td>
<td>20 Nm (14.8 lbf ft)</td>
</tr>
<tr>
<td>Screw, top triple clamp</td>
<td>M8</td>
<td>17 Nm (12.5 lbf ft)</td>
</tr>
<tr>
<td>Component Description</td>
<td>Screw Size</td>
<td>Torque (Nm)</td>
</tr>
<tr>
<td>---------------------------------------------</td>
<td>------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>Engine bracket screw</td>
<td>M10</td>
<td>60 Nm (44.3 lbf ft)</td>
</tr>
<tr>
<td>Remaining nuts, chassis</td>
<td>M10</td>
<td>45 Nm (33.2 lbf ft)</td>
</tr>
<tr>
<td>Remaining screws, chassis</td>
<td>M10</td>
<td>45 Nm (33.2 lbf ft)</td>
</tr>
<tr>
<td>Screw, bottom shock absorber</td>
<td>M10</td>
<td>60 Nm (44.3 lbf ft)</td>
</tr>
<tr>
<td>Screw, handlebar support</td>
<td>M10</td>
<td>40 Nm (29.5 lbf ft)</td>
</tr>
<tr>
<td>Screw, top shock absorber</td>
<td>M10</td>
<td>60 Nm (44.3 lbf ft)</td>
</tr>
<tr>
<td>Nut, fuel pump mounting</td>
<td>M12</td>
<td>15 Nm (11.1 lbf ft)</td>
</tr>
<tr>
<td>Nut, angle lever to link fork</td>
<td>M14x1.5</td>
<td>60 Nm (44.3 lbf ft)</td>
</tr>
<tr>
<td>Nut, frame on linkage lever</td>
<td>M14x1.5</td>
<td>60 Nm (44.3 lbf ft)</td>
</tr>
<tr>
<td>Nut, linkage lever on angle lever</td>
<td>M14x1.5</td>
<td>60 Nm (44.3 lbf ft)</td>
</tr>
<tr>
<td>Nut, fork pivot</td>
<td>M16x1.5</td>
<td>100 Nm (73.8 lbf ft)</td>
</tr>
<tr>
<td>Screw, front wheel spindle</td>
<td>M20x1.5</td>
<td>35 Nm (25.8 lbf ft)</td>
</tr>
<tr>
<td>Screw, top steering head</td>
<td>M20x1.5</td>
<td>12 Nm (8.9 lbf ft)</td>
</tr>
<tr>
<td>Screw-in fitting, cooling system</td>
<td>M24x1.5</td>
<td>18 Nm (13.3 lbf ft)</td>
</tr>
<tr>
<td>Nut, rear wheel spindle</td>
<td>M25x1.5</td>
<td>80 Nm (59 lbf ft)</td>
</tr>
</tbody>
</table>

*Loctite® 2701™*  
*Loctite® 243™*
Brake fluid DOT 4 / DOT 5.1

Standard/classification
- DOT

Guideline
- Use only brake fluid that complies with the specified standard (see specifications on the container) and that exhibits the corresponding properties.

Recommended supplier
- Castrol
  - REACT PERFORMANCE DOT 4
- MOTOREX®
  - Brake Fluid DOT 5.1

Coolant

Guideline
- Only use high-grade, silicate-free coolant with corrosion inhibitor additive for aluminum motors. Low grade and unsuitable antifreeze causes corrosion, deposits and frothing.
- Do not use pure water as only coolant is able to meet the requirements needed in terms of corrosion protection and lubrication properties.
- Only use coolant that complies with the requirements stated (see specifications on the container) and that has the relevant properties.

| Antifreeze protection to at least | −25 °C (−13 °F) |

The mixture ratio must be adjusted to the necessary antifreeze protection. Use distilled water if the coolant needs to be diluted.

The use of premixed coolant is recommended.

Observe the coolant manufacturer specifications for antifreeze protection, dilution and miscibility (compatibility) with other coolants.

Recommended supplier
- MOTOREX®
  - COOLANT M3.0

Engine oil (15W/50)

Standard/classification
- JASO T903 MA2 (p. 142)
- SAE (p. 142) (15W/50)

Guideline
- Use only engine oils that comply with the specified standards (see specifications on the container) and that possess the corresponding properties.

Recommended supplier
- MOTOREX®
  - Top Speed 4T

Engine oil, 2-stroke

Standard/classification
- JASO FD (p. 142)

Guideline
- Only use high grade 2-stroke engine oil of a reputable brand.

Fully synthetic
Recommended supplier
MOTOREX®
– Cross Power 2T

**Fork oil (SAE 4) (48601166S1)**

**Standard/classification**
– SAE (p. 142) (SAE 4)

**Guideline**
– Use only oils that comply with the specified standards (see specifications on the container) and that exhibit the corresponding properties.

**Shock absorber fluid (SAE 2.5) (50180751S1)**

**Standard/classification**
– SAE (p. 142) (SAE 2.5)

**Guideline**
– Use only oils that comply with the specified standards (see specifications on the container) and that exhibit the corresponding properties.

**Super unleaded (ROZ 95/RON 95/PON 91)**

**Standard/classification**
– DIN EN 228 (ROZ 95/RON 95/PON 91)

**Guideline**
– Only use unleaded super fuel that matches or is equivalent to the specified fuel grade.
– Fuel with an ethanol content of up to 10 % (E10 fuel) is safe to use.

---

**Info**
Do not use fuel containing methanol (e.g., M15, M85, M100) or more than 10 % ethanol (e.g., E15, E25, E85, E100).
Air filter cleaner
Recommended supplier
MOTOREX®
- Racing Bio Dirt Remover

Chain cleaner
Recommended supplier
MOTOREX®
- Chain Clean

Fuel additive
Recommended supplier
MOTOREX®
- Fuel Stabilizer

High viscosity grease
Recommended supplier
SKF®
- LGHB 2

Long-life grease
Recommended supplier
MOTOREX®
- Bike Grease 2000

Motorcycle cleaner
Recommended supplier
MOTOREX®
- Moto Clean

Off-road chain spray
Recommended supplier
MOTOREX®
- Chainlube Offroad

Oil for foam air filter
Recommended supplier
MOTOREX®
- Racing Bio Liquid Power

Preserving materials for paints, metal and rubber
Recommended supplier
MOTOREX®
- Moto Protect
<table>
<thead>
<tr>
<th>Substance</th>
<th>Recommended supplier</th>
<th>Supplier Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Silicone spray</strong></td>
<td>MOTOREX® Silicone Spray</td>
<td></td>
</tr>
<tr>
<td><strong>Special cleaner for glossy and matte paint finishes, metal and plastic surfaces</strong></td>
<td>MOTOREX® Quick Cleaner</td>
<td></td>
</tr>
<tr>
<td><strong>Special grease (00062010053)</strong></td>
<td>Klüber Lubrication®</td>
<td>KLÜBERFOOD NH1 34-401</td>
</tr>
<tr>
<td><strong>Universal oil spray</strong></td>
<td>MOTOREX® Joker 440 Synthetic</td>
<td></td>
</tr>
</tbody>
</table>
**JASO T903 MA2**

Different technical development directions required a separate specification for motorcycles – the JASO T903 MA2 standard.

Earlier, engine oils from the automobile industry were used for motorcycles because there was no separate motorcycle specification.

Whereas long service intervals are demanded for automobile engines, the focus for motorcycle engines is on high performance at high engine speeds.

In most motorcycle engines, the transmission and clutch are lubricated with the same oil.

The JASO T903 MA2 standard meets these special requirements.

---

**SAE**

The SAE viscosity classes were defined by the Society of Automotive Engineers and are used for classifying oils according to their viscosity. The viscosity describes only one property of oil and says nothing about quality.

---

**JASO FD**

JASO FD is a classification for a 2-stroke engine oil that was specifically developed for the extreme demands of racing. Thanks to first-rate synthetic esters and specially designed additives, superb combustion is achieved even under extreme operating conditions.
<table>
<thead>
<tr>
<th>-</th>
<th>Injection in the transfer ducts</th>
<th>Electronic fuel injection in which two injection valves in the transfer ducts of the cylinders are used</th>
</tr>
</thead>
<tbody>
<tr>
<td>OBD</td>
<td>On-board diagnosis</td>
<td>Vehicle system, which monitors the specified parameters of the vehicle electronics</td>
</tr>
<tr>
<td>Art. no.</td>
<td>Article number</td>
<td></td>
</tr>
<tr>
<td>---------</td>
<td>----------------</td>
<td></td>
</tr>
<tr>
<td>ca.</td>
<td>circa</td>
<td></td>
</tr>
<tr>
<td>cf.</td>
<td>compare</td>
<td></td>
</tr>
<tr>
<td>e.g.</td>
<td>for example</td>
<td></td>
</tr>
<tr>
<td>etc.</td>
<td>et cetera</td>
<td></td>
</tr>
<tr>
<td>i.a.</td>
<td>inter alia</td>
<td></td>
</tr>
<tr>
<td>no.</td>
<td>number</td>
<td></td>
</tr>
<tr>
<td>poss.</td>
<td>possibly</td>
<td></td>
</tr>
</tbody>
</table>
28.1 Red symbols

Red symbols indicate an error condition that requires immediate intervention.

The oil level warning lamp lights up red – Oil level has reached the MIN marking. Ride for no more than until the remaining fuel in the tank is depleted and at the next opportunity refuel with 2-stroke oil.

28.2 Yellow and orange symbols

Yellow and orange symbols indicate an error condition that requires prompt intervention. Active driving aids are also represented by yellow or orange symbols.

Malfunction indicator lamp lights up/flashes yellow – The OBD has detected an error in the vehicle electronics. Stop, and contact an authorized Husqvarna Motorcycles workshop.

The fuel level warning lamp lights up yellow – The fuel level has reached the reserve mark.
1

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