

PIONEERING SINCE 1903

OWNER'S MANUAL 2016

701 Supermoto

Art. no. 3402073en



DEAR HUSQVARNA MOTORCYCLES CUSTOMER

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Congratulations on your decision to purchase a Husqvarna motorcycle. You are now the owner of a state-of-the-art sports motorcycle that will give you enormous pleasure if you service and maintain it properly.

We hope you enjoy your new vehicle!

Enter the serial numbers of your vehicle below.

Chassis number (☞ p. 28)	Dealer's stamp
Engine number (☞ p. 30)	
Key number (☞ p. 30)	

The Owner's Manual contained the latest information for this model series at the time of going to print. Minor differences due to developments in design cannot be ruled out completely.

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REG.NO. 12 100 6061

Husqvarna Motorcycles GmbH
5230 Mattighofen, Austria

This document is valid for the following models:

701 Supermoto US (F2675P3)

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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.

1.2 Formats used

The typographical formats used in this document are explained below.

Proprietary name	Indicates a proprietary name.
Name®	Indicates a protected name.
Brand™	Indicates a brand available on the open market.
<u>Underlined terms</u>	Refer to technical details of the vehicle or indicate technical terms, which are explained in the glossary.

2.1 Use definition – intended use

Husqvarna motorcycles are designed and constructed to meet the normal demands of regular road operation but not for use on race courses or offroad.

 **Info**
The motorcycle is only authorized for operation on public roads in the homologated version.

2.2 Safety advice

A number of safety instructions need to be followed to operate the vehicle safely. Therefore, read this manual carefully. The safety instructions are highlighted in the text and are referred to at the relevant passages.

 **Info**
The vehicle has various information and warning labels at prominent locations. Do not remove information/warning labels. If they are missing, you or others may not recognize dangers and may therefore be injured.

2.3 Degrees of risk and symbols

**Danger**

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

**Warning**

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

**Caution**

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

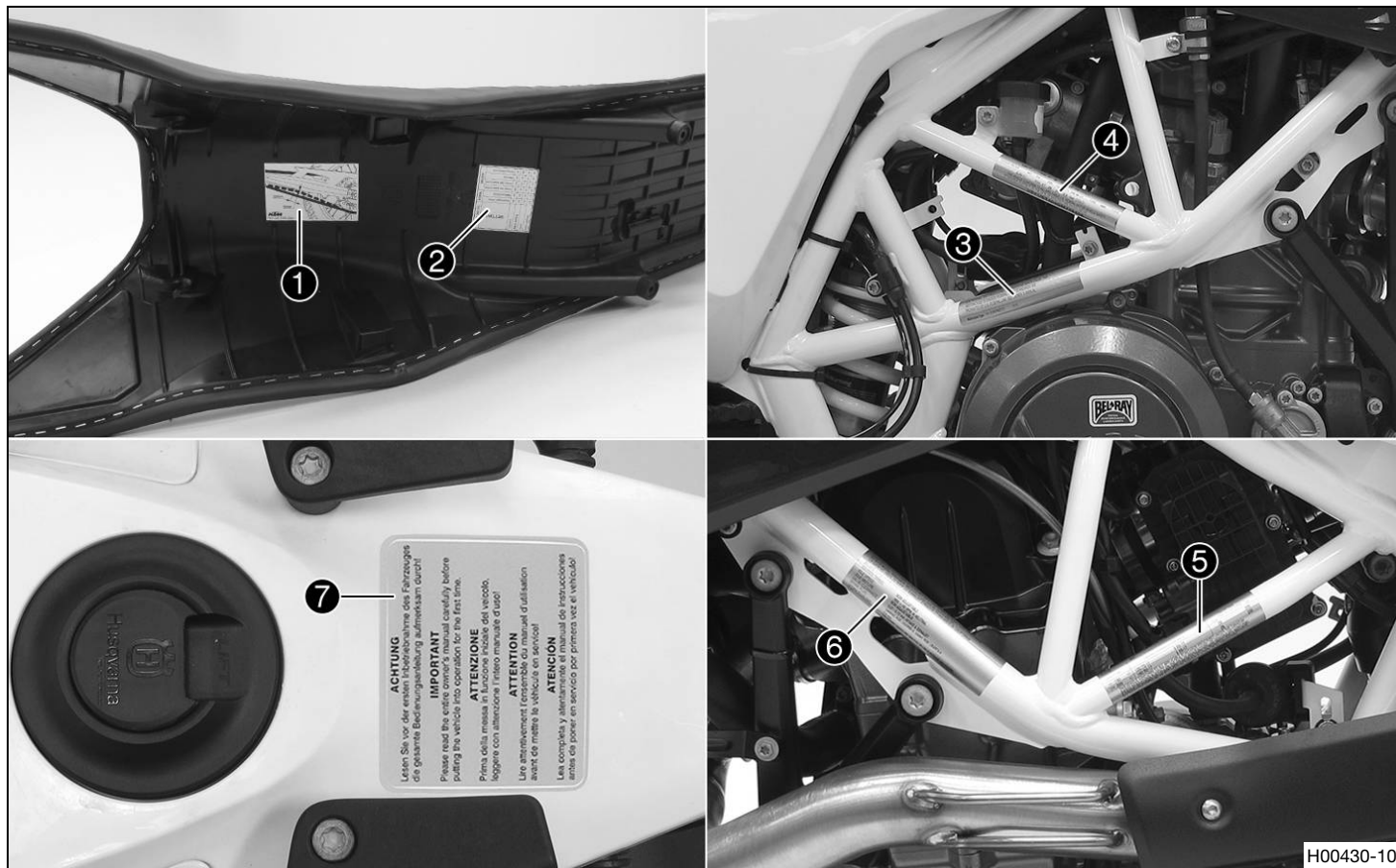
Note

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

**Warning**

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

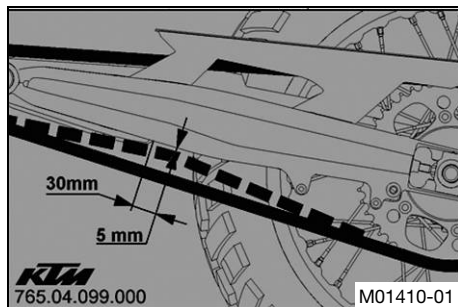
2.4 Overview of labels



2 SAFETY ADVICE

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1	Information, chain tension
2	Information, suspension setting
3	Information, noise emission
4	Type label, USA
5	Type label, Canada
6	Information, emission control
7	Information, putting into operation



Information, chain tension

SETTING	765.01.098.200		FORK		SHOCK			
	Compression (clicks)	Rebound (clicks)	Compr. low speed (clicks)	Compr. high speed (turns)	Rebound	Spring preload (mm)		
Comfort	20	20	20	2,0	20	20		
Basic setting	15	15	15	1,5	15	20		
Sport	10	10	10	1,0	10	20		
Max. payload	10	10	10	1,0	10	20		

M01409-01

Information, suspension setting

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MOTORCYCLE NOISE EMISSION CONTROL INFORMATION	
KTM AG, AUSTRIA	
THIS 2016 HQVG760690 MOTORCYCLE 270.05.082.000 MEETS U.S. EPA NOISE EMISSION REQUIREMENTS OF 80 dBA AT 3850 RPM BY THE U.S. FEDERAL TEST PROCEDURE. MODIFICATIONS WHICH CAUSE THIS MOTORCYCLE TO EXCEED FEDERAL NOISE STANDARDS ARE PROHIBITED BY U.S. FEDERAL LAW. SEE OWNER'S MANUAL.	
Motorcycle Type : 701 Supermoto	
M01408-01	

Information, noise emission

		MFD. BY KTM AG AUSTRIA		DATE 08/12	
		MOTORCYCLE			
GVWR	771 lbs	350 kg			
GAWR FRONT	331 lbs	150 kg WITH	120/70 R17 TIRE,	58H TYPE,	
	3.50 x 17 RIM, AT	29 psi 2.0	bar COLD		
GAWR REAR	441 lbs	200 kg WITH	160/60 R17 TIRE,	69H TYPE,	
	5.00 x 17 RIM, AT	29 psi 2.0	bar COLD		
THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.					
VBKxxxxxxxxMxxxxxx					
M01406-01					

Type label, USA

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MANUFACTURED BY/FABRIQUÉ PAR:				KTM AG	
GVWR/PNBV:		350 KG		DATE: 08/12	
V.I.N./N.I.V.:		VBKxxxxxxMxxxxxx			
TYPE:		MC			
GAWR/PNBE		TIRE/PNEU-DIMENSION-RIM/JANTE		COLD INFL. PRESS. PRESS. DE GONFL. À FROID	
				PSI/LPC	KPA
1st	150 KG	120/70 R17	3.50 x 17	29	200
2nd	200 KG	160/60 R17	5.00 x 17	29	200
THIS VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS PRESCRIBED UNDER THE CANADIAN SAFETY REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE - CE VÉHICULE EST CONFORME À TOUTES LES NORMES QUI LUI SONT APPLICABLES EN VERTU DU RÈGLEMENT SUR LA SÉCURITÉ DES VÉHICULES AUTOMOBILES DU CANADA EN VIGUEUR À LA DATE DE SA FABRICATION					

M01405-01

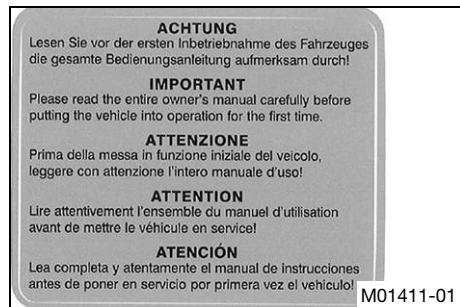
M01405-01

Type label, Canada

VEHICLE EMISSION CONTROL INFORMATION	
	MANUFACTURER: KTM AG - Mattighofen, Austria
	IMPORTER: KTM NORTH AMERICA, INC.
ENGINE DISPLACEMENT	690 cc
ENGINE FAMILY	GKTXC0.69HQV
EVAPORATIVE FAMILY	GKTXU0014HQV
PERMEATION FAMILY	GKTXPP14R27
	MODEL NAME 701 Supermoto
THIS VEHICLE CONFORMS WITH US EPA AND CALIFORNIA REGULATIONS APPLICABLE TO 2016 MODEL YEAR NEW MOTORCYCLES AND IS CERTIFIED TO 0.8 G/KM HC+NOX, 12 G/KM CO EXHAUST EMISSION STANDARDS IN CALIFORNIA.	
ENGINE TUNEUP SPECIFICATIONS:	
IGNITION TIMING:	NON ADJUSTABLE
IDLE SPEED:	1600 +/- 50 RPM IN NEUTRAL
IDLE MIXTURE:	NON ADJUSTABLE
VALVE CLEARANCE:	0.07 - 0.13 mm INTAKE & EXHAUST
SPARK PLUG:	(central) NGK LKAR5B1-9, (outer) NGK LMAR7A-9
SPARK PLUG GAP:	0.9 mm
FUEL:	UNLEADED GASOLINE ONLY - 91 (R+M)/2 OCTANE OR HIGHER
OIL:	SAE 10 W 50

M01407-01

Information, emission control



Information, putting into operation

2.5 Reporting safety defects

If you believe that your vehicle has a defect which could cause an accident resulting in injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying Husqvarna Motorcycles North America, Inc.

If NHTSA receives multiple similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or Husqvarna Motorcycles North America, Inc.

You can contact NHTSA via the toll-free "Auto Safety Hotline" on 1-888-327-4236, visit the www.nhtsa.dot.gov website, or write to: NHTSA Headquarters, 1200 New Jersey Avenue, SE, West Building, Washington, DC 20590. You can also obtain other information about motor vehicle safety from the hotline.

2.6 Noise emission warranty

Husqvarna Motorcycles North America, Inc. guarantees that this exhaust system satisfies all U.S. EPA Federal noise emission standards applicable at the time of sale.

This warranty extends to the first person who buys this exhaust system for purposes other than resale, and to all subsequent buyers. Warranty claims should be directed to:

Husqvarna Motorcycles North America, Inc., c/o KTM North America, Inc., Customer Support, 1119 Milan Ave., Amherst, OH 44001, USA

Phone: (440) 985-3553

www.husqvarna-motorcycles.com

Husqvarna Motorcycles North America, 1375-3 Marie-Victorin, Saint-Bruno, QC J3V-6B7, Canada

Phone: (450) 441-9222

www.husqvarna-motorcycles.com

2.7 Operating noise warning

This product should be checked for necessary repair or replacement parts if the motorcycle noise has increased significantly through use. Otherwise, the owner may become subject to penalties under the applicable ordinances.

2.8 Consumer rights

Warranty claims should be submitted to a Husqvarna Motorcycles workshop. If you are not satisfied, please contact:

Husqvarna Motorcycles North America, Inc., c/o KTM North America, Inc., Customer Support, 1119 Milan Ave., Amherst, OH 44001, USA

Phone: (440) 985-3553

www.husqvarna-motorcycles.com

Husqvarna Motorcycles North America, 1375-3 Marie-Victorin, Saint-Bruno, QC J3V-6B7, Canada

Phone: (450) 441-9222

www.husqvarna-motorcycles.com

Different rights may apply, according to national or regional legislation.

2.9 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 maintenance, 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 silencer, 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 part of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

2.10 Safe operation



Danger

Danger of accidents Danger arising from the rider's judgement being impaired.

- Do not operate the vehicle while under the influence of alcohol, drugs and certain medications or physically or mentally impaired.



Danger

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

- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.



Warning

Danger of burns Some vehicle components become very hot when the vehicle is operated.

- Do not touch hot components such as exhaust system, radiator, engine, shock absorber, and the brake system. Allow these components to cool down before starting work on them.

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.

An appropriate driver's license is needed to ride the vehicle on public roads.

Have malfunctions that impair safety promptly eliminated by an authorized Husqvarna Motorcycles workshop.

Adhere to the information and warning labels on the vehicle.

2.11 Protective clothing



Warning

Risk of injury Missing or poor protective clothing presents an increased safety risk.

- Wear protective clothing (helmet, boots, gloves, pants and jacket with protectors) every time you ride the vehicle. Always wear protective clothing that is in good condition and meets the legal requirements.

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

2.12 Work rules

Special tools are necessary for certain tasks. The tools are not contained in the vehicle but can be ordered under the number in parentheses. E.g.: bearing puller (15112017000)

During assembly, non-reusable parts (e.g. self-locking screws and nuts, seals and seal rings, O-rings, pins, lock washers) must be replaced by new parts.

In some instances, a thread locker (e.g. **Loctite**®) is required. The manufacturer instructions for use must be followed.

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

After you complete the repair or service work, check the operating safety of the vehicle.

2.13 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.

2.14 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 maintain 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 Motorcycles 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 and implied warranty

The work prescribed in the service schedule must be carried out by an authorized Husqvarna Motorcycles workshop only and confirmed both in the customer's Service & Warranty Booklet and in the **Husqvarna Motorcycles Dealer.net**; 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 warranty.

Additional information on the manufacturer or implied warranty and the procedures involved can be found in the Service & Warranty Booklet.

3.2 Operating and auxiliary substances



Warning

Environmental hazard Improper handling of fuel is a danger to the environment.

- Do not allow fuel to get into the ground water, the ground, or the sewage system.

Use operating and auxiliary substances (such as fuel and lubricants) as specified in the Owner's Manual.

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.

Certain 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 can be found 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. Incorrect adjustment and tuning of the engine and chassis can lead to damage and breakage of components.

Use of the vehicle under difficult conditions, such in rain, high heat or with a heavy load, 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.

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.

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.

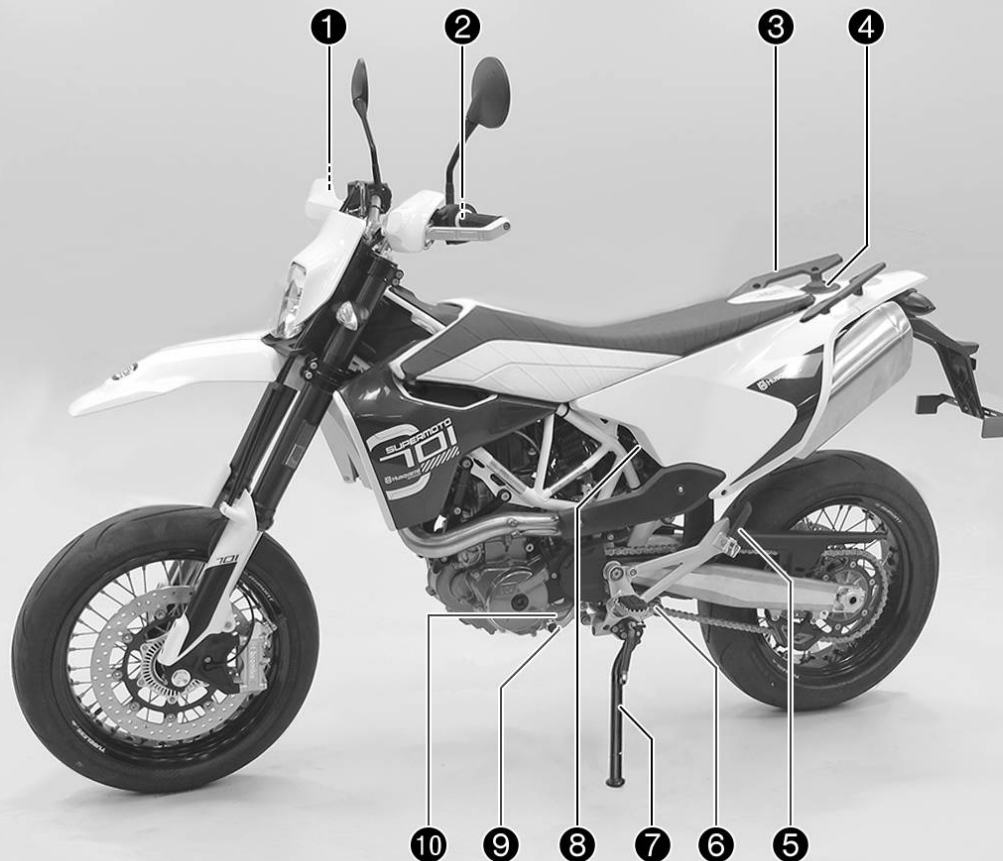
A list of authorized Husqvarna Motorcycles dealers can be found on the Husqvarna Motorcycles website.

International Husqvarna Motorcycles website: www.husqvarna-motorcycles.com

4 VIEW OF VEHICLE

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4.1 View of vehicle, front left side



S01031-01

4 VIEW OF VEHICLE

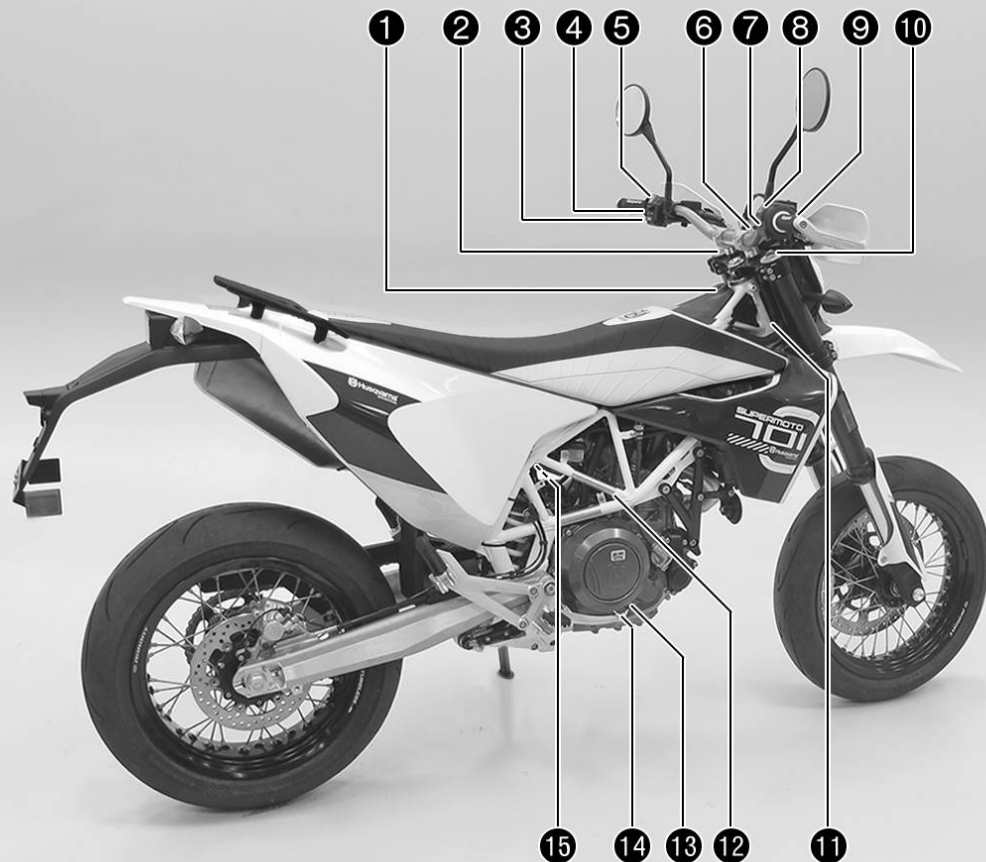
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1	Hand brake lever (☛ p. 32)
2	Clutch lever (☛ p. 32)
3	Handrails (☛ p. 39)
4	Filler cap
5	Passenger footrest (☛ p. 40)
6	Shock absorber rebound damping
7	Side stand (☛ p. 42)
8	Seat unlocking (☛ p. 39)
9	Shift lever (☛ p. 40)
10	Engine number (☛ p. 30)

4 VIEW OF VEHICLE

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4.2 View of vehicle, rear right side



4 VIEW OF VEHICLE

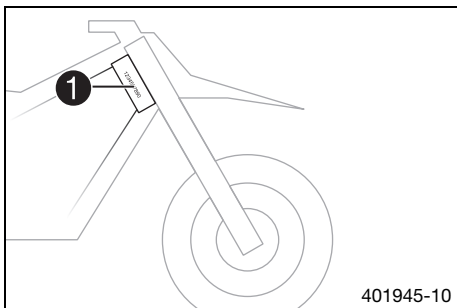
27

1	Ignition/steering lock (☛ p. 36)
2	Fork compression adjustment
3	Horn button (☛ p. 33)
4	Turn signal switch (☛ p. 34)
5	Light switch (☛ p. 34)
6	Speedometer
7	Electric starter button (☛ p. 35)
8	Emergency OFF switch (☛ p. 35)
9	Throttle grip (☛ p. 33)
10	Fork rebound adjustment
11	Chassis number (☛ p. 28)
12	Type label (☛ p. 29)
13	Level viewer, engine oil
14	Foot brake lever (☛ p. 41)
15	Shock absorber compression adjustment

5 SERIAL NUMBERS

28

5.1 Chassis number

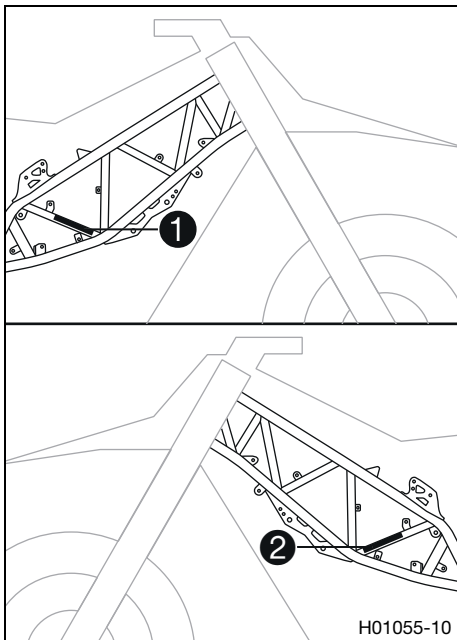


The chassis number ❶ is stamped on the steering head on the right.

5 SERIAL NUMBERS

29

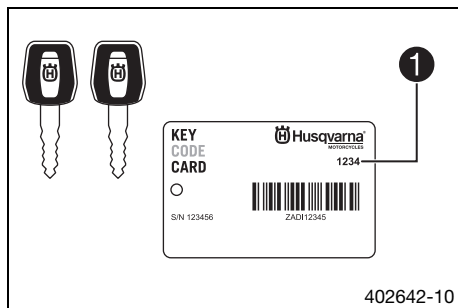
5.2 Type label



The type label USA ① is located on the right side of the frame.
The type label Canada ② is located on the left side of the frame.

H01055-10

5.3 Key number



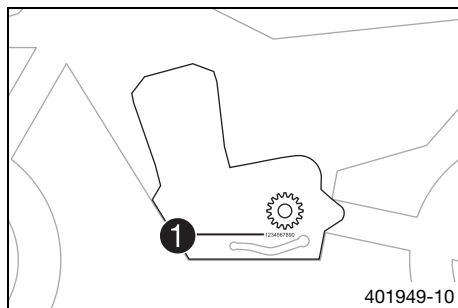
The key number ❶ can be found on the **KEYCODECARD**.



Info

You need the key number to order a spare key. Keep the **KEYCODECARD** in a safe place.

5.4 Engine number

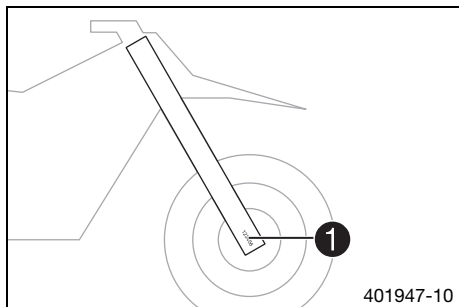


The engine number ❶ is stamped on the left side of the engine under the engine sprocket.

5 SERIAL NUMBERS

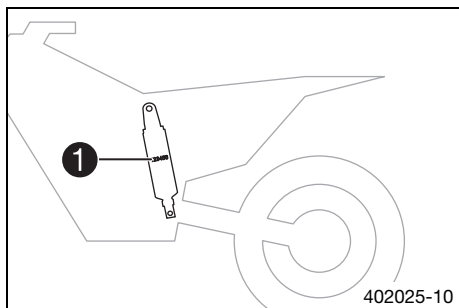
31

5.5 Fork part number



The fork part number ❶ is stamped on the inner side of the fork stub.

5.6 Shock absorber article number



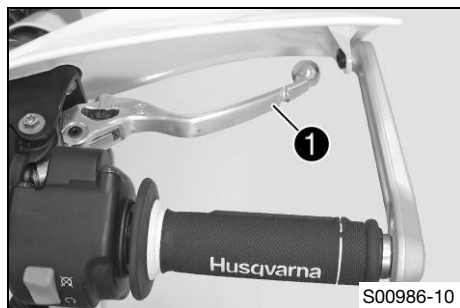
The shock absorber article number ❶ is on the left side of the shock absorber.

6.1 Clutch lever



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

6.2 Hand brake lever



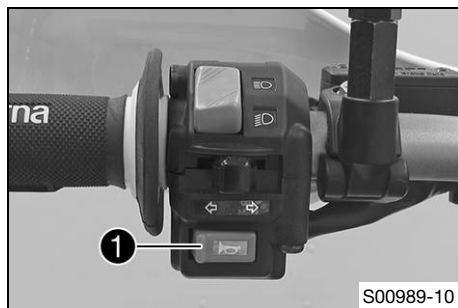
The hand break lever ❶ is fitted on the right side of the handlebar.
The hand brake lever operates the front brake.

6.3 Throttle grip



The throttle grip ❶ is fitted on the right side of the handlebar.

6.4 Horn button

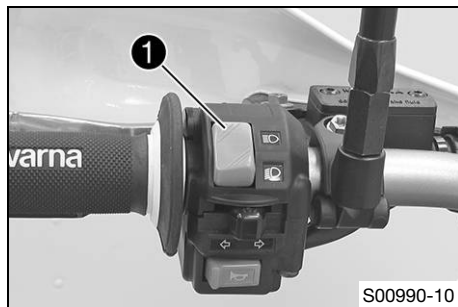


The horn button ❶ is fitted on the left side of the handlebar.

Possible states

- Horn button  in neutral position
- Horn button  pressed – The horn is operated in this position.

6.5 Light switch



The light switch **1** is fitted on the left side of the handlebar.

Possible states

	Low beam on – Light switch is turned downwards. In this position, the low beam and tail light are switched on.
	High beam on – Light switch is turned upwards. In this position, the high beam and the tail light are switched on.

6.6 Turn signal switch



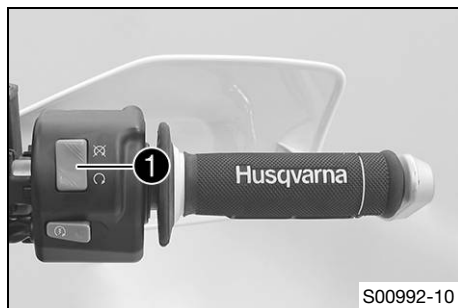
The turn signal switch **1** is fitted on the left side of the handlebar.

Possible states

	Turn signal off
	Left turn signal on – Turn signal switch pressed to the left. The turn signal switch returns to the center position after activation.
	Right turn signal on – Turn signal switch pressed to the right. The turn signal switch returns to the center position after activation.

To switch off the turn signal, press the turn signal switch towards the switch housing.

6.7 Emergency OFF switch

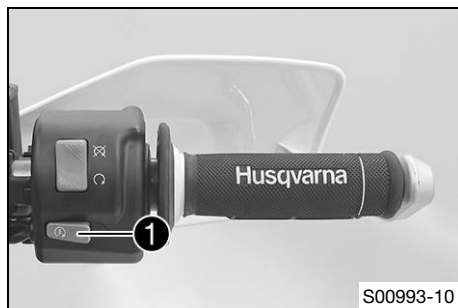


The emergency OFF switch ❶ is fitted on the right side of the handlebar.

Possible states

	Emergency OFF switch off – In this position, the ignition circuit is interrupted, a running engine stops, and the engine cannot be started.
	Emergency OFF switch on – This position is necessary for operation as the ignition circuit is closed.

6.8 Electric starter button

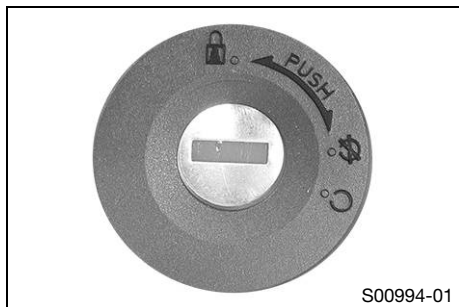


The electric starter button ❶ is fitted on the right side of the handlebar.

Possible states

- Electric starter button ❸ in basic position
- Electric starter button ❸ pressed – In this position, the electric starter is actuated.

6.9 Ignition/steering lock

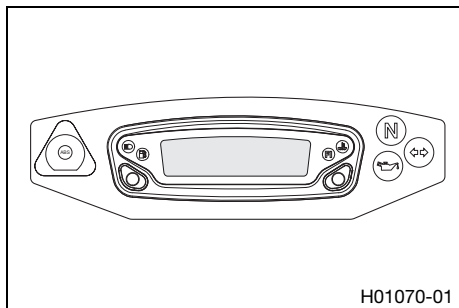


The ignition/steering lock ❶ is located in front of the seat.

Possible states

	Ignition OFF – In this position, the ignition circuit is interrupted, a running engine stops, and a non-running engine will not start. The ignition key can be removed.
	Ignition ON – In this position, the ignition circuit is closed and the engine can be started.
	Steering locked – In this position, the ignition circuit is interrupted and the steering locked. The ignition key can be removed.

6.10 Indicator lamps overview



Possible states

	ABS warning lamp lights up/ flashes yellow – <u>ABS</u> is not active. The ABS lamp also lights up when an error is detected.
	The high beam indicator lamp lights up blue – The high beam is switched on.
	The low fuel warning lamp lights up orange – The fuel level has reached the reserve mark.
	FI warning lamp (MIL) lights up/ flashes orange – The <u>OBD</u> has detected an emission- or safety-critical fault.
	The coolant temperature warning lamp lights up red – The coolant temperature has reached a critical value.
	The idle indicator lamp lights up green – The transmission is shifted to idle.

	Turn signal indicator lamp flashes green – The turn signal is switched on.
	The oil pressure warning lamp lights up red – Engine oil pressure is too low.

6.11 Opening the filler cap



Danger

Fire hazard Fuel is highly flammable.

- Never refuel the vehicle near open flames or burning cigarettes, and always switch off the engine first. Be careful that no fuel is spilt, especially on hot vehicle components. Clean up spilt fuel immediately.
- The fuel in the fuel tank expands when warm and may emerge if overfilled. Follow the instructions on refueling.



Warning

Danger of poisoning Fuel is poisonous and a health hazard.

- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that has been contaminated with fuel. Store fuel properly in a suitable canister and keep away from children.



Warning

Environmental hazard Improper handling of fuel is a danger to the environment.

- Do not allow fuel to get into the ground water, the ground, or the sewage system.

6 CONTROLS



- Lift cover **1** of filler cap and insert the ignition key.
- Turn the ignition key 90° counterclockwise and remove the filler cap.



Info

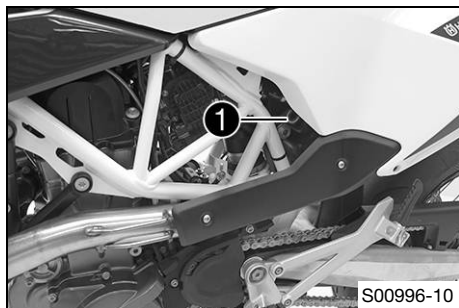
The filler cap has a fuel tank breather.

6.12 Closing filler cap



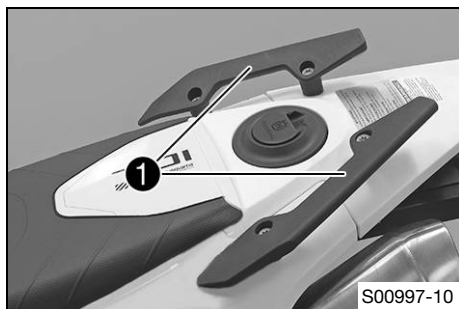
- Put the filler cap back on and turn the ignition key 90° clockwise.
- Remove the ignition key and fold down the cover.

6.13 Seat unlocking



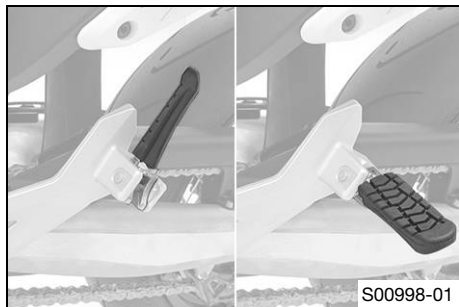
The loop ❶ unlocks the seat.

6.14 Handrails



The handrails ❶ are used for moving the motorcycle around.
When you have a passenger, the passenger can hold on the handrails during the journey.

6.15 Passenger footrest

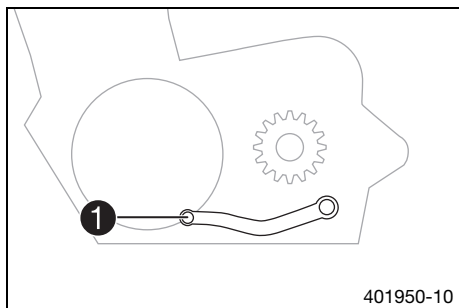


The passenger footrests are foldable.

Possible states

- Passenger footrest folded in – For operation without a passenger.
- Passenger footrest folded out – For operation with a passenger.

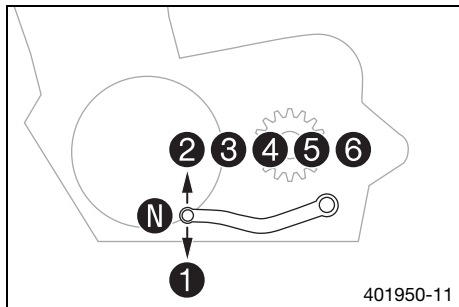
6.16 Shift lever



The shift lever ❶ is mounted on the left side of the engine.

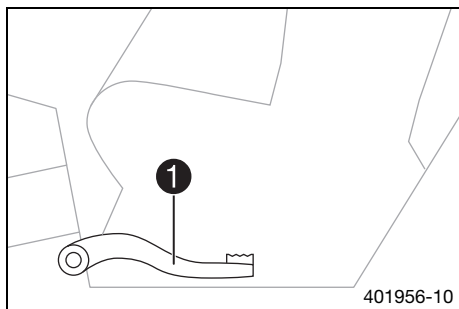
6 CONTROLS

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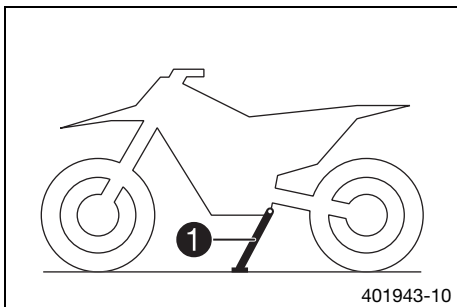
The gear positions can be seen in the photograph.
The neutral or idle position is between the first and second gears.

6.17 Foot brake lever



Foot brake lever ① is located in front of the right footrest.
The rear brake is engaged with the foot brake lever.

6.18 Side stand



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



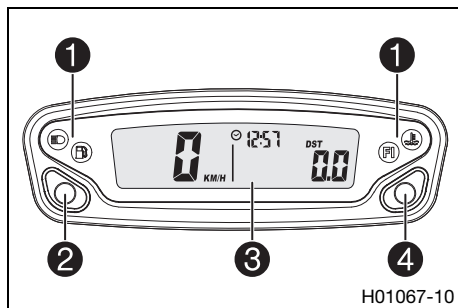
Info

The side stand must be folded up during motorcycle use.
The side stand is coupled with the safety starting system – see the riding instructions.

Possible states

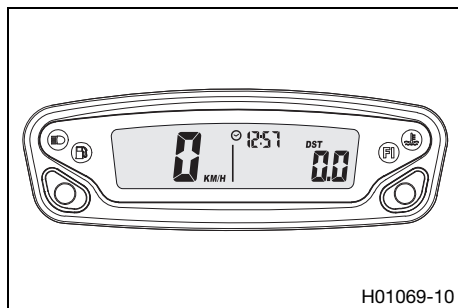
- Side stand folded out – The vehicle can be supported on the side stand. The safety starting system is active.
- Side stand folded in – This position is mandatory when riding the motorcycle. The safety starting system is inactive.

7.1 Overview



- | | |
|---|------------------------------------|
| 1 | Indicator lamps overview (☛ p. 36) |
| 2 | Left button |
| 3 | Display |
| 4 | Right button |

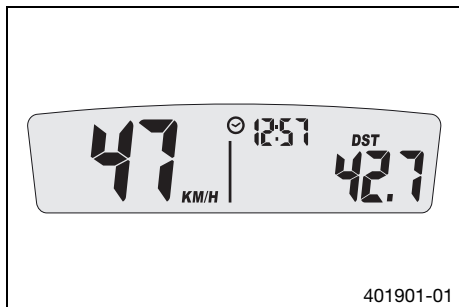
7.2 Activation



Activating the speedometer

The speedometer is activated when one of the buttons is pressed or an impulse comes from the wheel speed sensor.

7.3 Messages on the speedometer

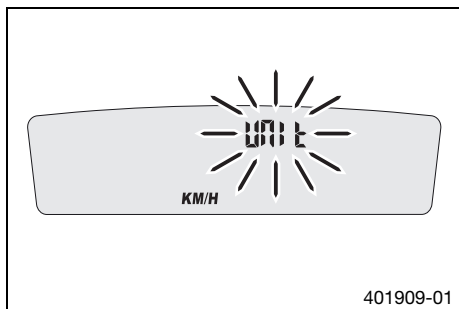


Possible states



Battery voltage of the speedometer – The battery voltage of the speedometer is too low. Change the battery.

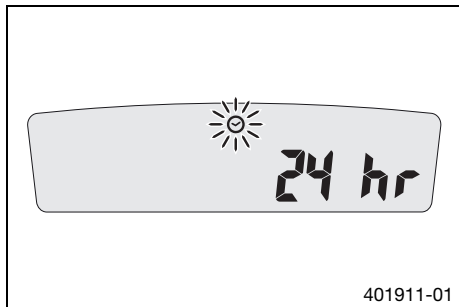
7.4 Setting the speedometer



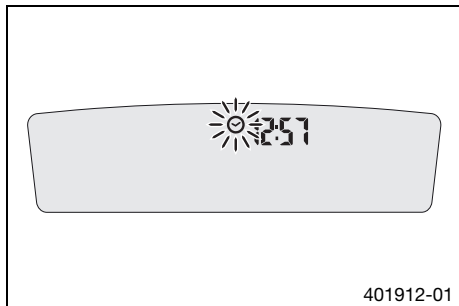
Condition

The motorcycle is stationary.

- Press both buttons for 3–5 seconds.
 - ✓ The Setup menu is displayed. The **UNIT** display flashes.
- Press one of the buttons to select **UNIT** for the speed in kilometers **KM/H** or miles **M/H**.



- Wait for 5 seconds.
- ✓ The speedometer changes to the next menu item. The ☼ symbol flashes.
- Press one of the buttons to select the 24h display or 12h display for the clock.



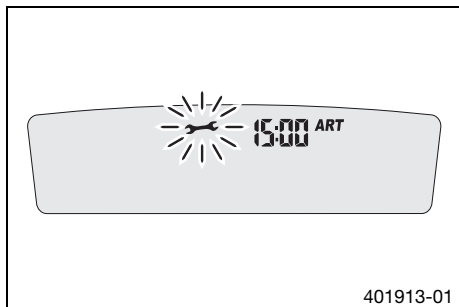
- Wait for 5 seconds.
- ✓ The speedometer changes to the next menu item. The ☼ symbol flashes.

Resetting the time

- Press the left button.
- ✓ The value decreases.

Advancing the time

- Press the right button.
- ✓ The value increases.



- Wait for 5 seconds.
- ✓ The speedometer changes to the next menu item. The ⚙ symbol flashes.
- Set the service.

Guideline

Service display deactivated

Shortening the service interval

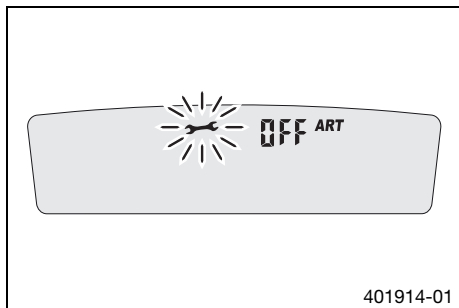
- Press the left button.
- ✓ The value decreases.

Extending the service interval

- Press the right button.
 - ✓ The value increases.

Switching off the service interval display

- Press and hold the left button.
 - ✓ **off** appears on the display.



7.5 Setting kilometers or miles



Info

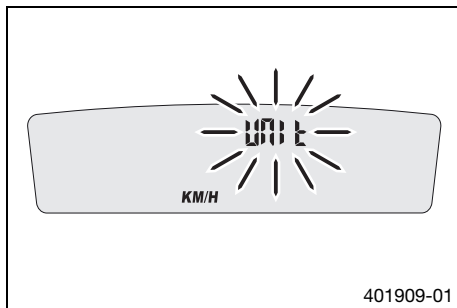
If the unit is changed, the value **ODO** is retained and converted accordingly.

Condition

The motorcycle is stationary.

7 SPEEDOMETER

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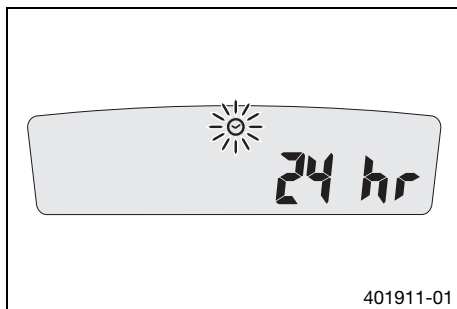


- Press both buttons for 3–5 seconds.
 - ✓ The Setup menu is displayed. The **UNIT** display flashes.
- Press one of the buttons to select **UNIT** for the speed in kilometers **KM/H** or miles **M/H**.

7.6 Setting the clock

Condition

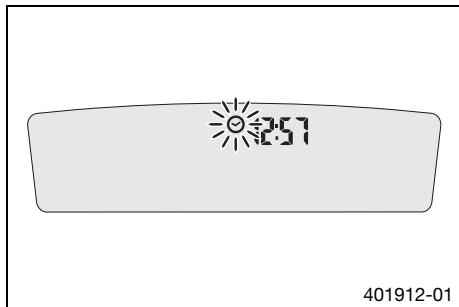
The motorcycle is stationary.



- Press both buttons for 3–5 seconds.
 - ✓ The Setup menu is displayed. The **UNIT** display flashes.
- Wait for the menu of the clock ☼ to flash.
- Press one of the buttons to select the 24h display or 12h display for the clock.

7 SPEEDOMETER

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- Wait for 5 seconds.
 - ✓ The speedometer changes to the next menu item. The ☼ symbol flashes.

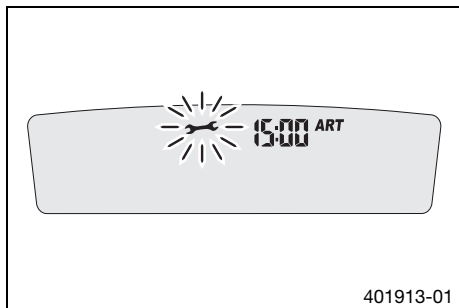
Resetting the time

- Press the left button.
 - ✓ The value decreases.

Advancing the time

- Press the right button.
 - ✓ The value increases.

7.7 Setting the service display



Condition

The motorcycle is stationary.

- Press both buttons for 3–5 seconds.
 - ✓ The Setup menu is displayed. The **UNIT** display flashes.
- Wait for the menu of the service display ⚙ to flash.
- Set the service.

Guideline

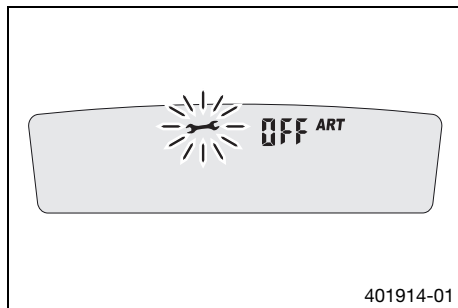
Service display switched off

Shortening the service interval

- Press the left button.
 - ✓ The value decreases.

Extending the service interval

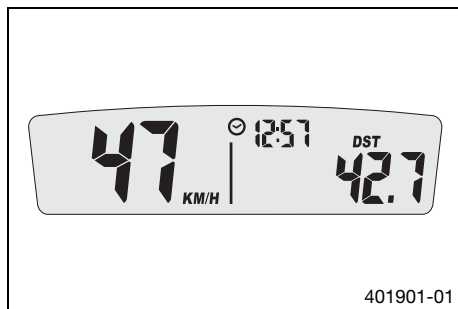
- Press the right button.
 - ✓ The value increases.



Switching off the service interval display

- Press and hold the left button.
- ✓ **off** appears on the display.

7.8 Speed, time, and DST distance 1



- Press one of the buttons until **DST** appears on the speedometer.

KM/H or **M/H** shows the speed.

⌚ shows the time.

DST shows the distance since the last reset, such as between two refueling stops.

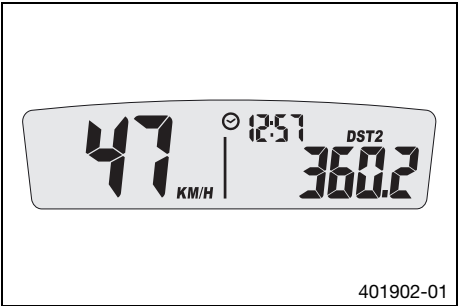


Info

If the value of 39999.9 is exceeded, **DST** is automatically reset to 0.0.

Press the left button briefly.	Next display mode
Press the left button for 3 – 5 seconds.	DST can be preset to a value between 0.0 and 39999.9 by pressing the buttons.
Press the right button briefly.	Next display mode
Press the right button for 3 – 5 seconds.	DST is reset to 0.0.

7.9 Speed, time, and DST2 distance 2

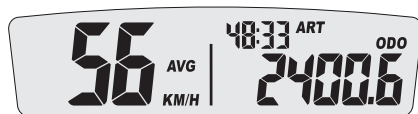


- Press one of the buttons until **DST2** appears on the speedometer.
- KM/H** or **M/H** shows the speed.
⌚ shows the time.
DST2 shows the distance 2 since the last reset, such as between two refueling stops.

i Info
If the value of 39999.9 is exceeded, **DST2** is automatically reset to 0.0.

Press the left button briefly.	Next display mode
Press the left button for 3 – 5 seconds.	DST2 can be preset to a value between 0.0 and 39999.9 by pressing the buttons.
Press the right button briefly.	Next display mode
Press the right button for 3 – 5 seconds.	DST2 is reset to 0.0.

7.10 AVG average speed, ART operating hours, and ODO total distance covered



401903-01

- Press one of the buttons until **AVG**, **ART** and **ODO** appear in the speedometer.

AVG shows the average speed since the last reset.

ART shows the operating hours.

ODO shows the total distance covered.

Press the left button briefly.	Next display mode
Press the left button for 3 – 5 seconds.	The OPEN END WRENCH SYMBOL shows the remaining operating hours until the next service is due.
Press the right button briefly.	Next display mode
Press the right button for 3 – 5 seconds.	AVG is reset to 0.0.

8.1 Advice on first use



Danger

Danger of accidents Danger arising from the rider's judgement being impaired.

- Do not operate the vehicle while under the influence of alcohol, drugs and certain medications or physically or mentally impaired.



Warning

Risk of injury Missing or poor protective clothing presents an increased safety risk.

- Wear protective clothing (helmet, boots, gloves, pants and jacket with protectors) every time you ride the vehicle. Always wear protective clothing that is in good condition and meets the legal requirements.



Warning

Danger of crashing Poor vehicle handling due to different tire tread patterns on front and rear wheels.

- The front and rear wheels must be fitted with tires with similar tread patterns to prevent loss of control over the vehicle.



Warning

Danger of accidents Non-approved or non-recommended tires and wheels impact the handling characteristic.

- Only use tires/wheels approved by Husqvarna Motorcycles with the corresponding speed index.



Warning

Danger of accidents Reduced road grip with new tires.

- New tires have a smooth rolling surface and therefore cannot provide full road grip. The entire rolling surface must be roughened in the first 200 kilometers (124.3 miles) by moderate riding at alternating angles. The full grip levels are not achieved until the tires have been run in.



Warning

Danger of accidents Failure of brake system.

- If the foot brake lever is not released, the brake linings drag continuously. The rear brake may fail due to overheating. Take your foot off the foot brake lever when you are not braking.



Info

When using your vehicle, remember that others may feel disturbed by excessive noise.

- Make sure that the pre-delivery inspection work has been carried out by an authorized Husqvarna Motorcycles workshop.
 - ✓ You receive a delivery certificate and the Service and Warranty Booklet at vehicle handover.
- Before your first trip, read the entire Owner's Manual carefully.
- Get to know the controls.
- Adjust the basic position of the clutch lever. (☞ p. 105)
- Adjust the basic position of the hand brake lever. (☞ p. 108)
- Adjust the basic position of the foot brake lever. ☞ (☞ p. 114)
- Get used to handling the motorcycle on a suitable piece of land before making a longer trip. Try also to ride as slowly as possible and in a standing position to get a better feeling for the motorcycle.
- Hold the handlebar firmly with both hands and keep your feet on the footrests when riding.
- Run the engine in. (☞ p. 53)

8.2 Running in the engine

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

Guideline

Maximum engine speed	
During the first: 1,000 km (620 mi)	6,000 rpm
After the first: 1,000 km (620 mi)	7,800 rpm

- Avoid fully opening the throttle!

8.3 Loading the vehicle



Warning

Danger of accidents Unstable handling characteristics.

- Do not exceed the maximum permitted weight and axle loads. The overall weight consists of: motorcycle operational and with a full tank, driver and passenger with protective clothing and helmet, baggage.



Warning

Danger of accidents Unstable handling characteristics due to incorrect mounting of suitcase and/or tank rucksack.

- Mount and secure suitcase and tank rucksack according to the manufacturer's instructions.



Warning

Danger of accidents Unstable handling characteristics at high speed.

- Adapt your speed according to your payload. Ride more slowly if your motorcycle is loaded with cases or other baggage.
Maximum speed with baggage 130 km/h (80.8 mph)



Warning

Danger of accidents Risk of breakage of suitcase system.

- If you have fitted suitcases on your motorcycle, read the manufacturer's specifications concerning the maximum payload.



Warning

Danger of accidents Poor visibility for other road users due to slipped baggage.

- If the tail light is covered, you are less visible to traffic behind you, especially when it is dark. Check that your baggage is fixed properly at regular intervals.



Warning

Danger of accidents Changed handling characteristics and longer stopping distance with excessive payload.

- Adapt your speed according to your payload.



Warning

Danger of accidents Unstable handling characteristics due to slipped baggage.

- Check the way your baggage is fixed regularly.



Warning

Danger of burns A hot exhaust system can burn baggage.

- Fasten your baggage in such a way that it cannot be burned or singed by the hot exhaust system.

-
- If you carry luggage, make sure you secure it firmly as close as possible to the center of the vehicle and ensure even weight distribution between the front and rear wheels.
 - Do not exceed the maximum permissible weight and the maximum permissible axle loads.

Guideline

Maximum permissible overall weight	350 kg (772 lb.)
Maximum permissible front axle load	150 kg (331 lb.)
Maximum permissible rear axle load	200 kg (441 lb.)

9.1 Performing checks and vehicle care when preparing for use



Info

Before each use, check the state and roadworthiness of the vehicle.
Make sure that the vehicle is in perfect technical condition before use.

- Check the engine oil level. (🔧 p. 164)
- Check the front brake fluid level. (🔧 p. 110)
- Check the rear brake fluid level. (🔧 p. 115)
- Check the front brake linings. (🔧 p. 112)
- Check the rear brake linings. (🔧 p. 117)
- Check the brake system function.
- Check the coolant level. (🔧 p. 156)
- Check the chain for dirt. (🔧 p. 95)
- Check the chain tension. (🔧 p. 96)
- Check the tire condition. (🔧 p. 127)
- Check the tire air pressure. (🔧 p. 130)
- Check the settings of all controls and ensure that they can be operated smoothly.
- Check that the electrical equipment is functioning correctly.
- Check that baggage is correctly secured.
- Sit on the motorcycle and check the rear mirror setting.
- Check the fuel level.

9.2 Starting



Danger

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

- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.



Caution

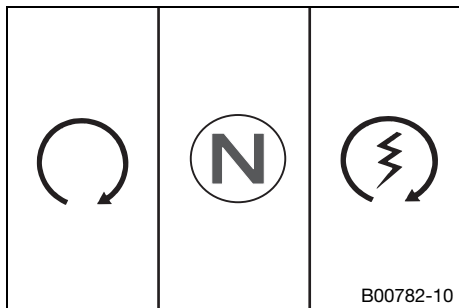
Danger of accidents If the vehicle is operated with a discharged battery or without a battery, electronic components and safety equipment may be damaged.

- Never operate the vehicle with a discharged battery or without a battery.

Note

Engine failure High engine speeds in cold engines have a negative effect on the service life of the engine.

- Always warm up the engine at low engine speeds.



- Turn the emergency OFF switch to the position
- Switch on the ignition by turning the ignition key to position **ON**
- ✓ After you switch on the ignition, you can hear the fuel pump working for about two seconds. The function check of the combination instrument is run at the same time.
- ✓ The ABS warning lamp lights up and goes back out after starting off.
- Shift gear to neutral.
- ✓ The green idling speed indicator lamp **N** lights up.
- Press the electric starter button



Info

Do not press the electric starter button until the combination instrument function check is finished.

When starting, **DO NOT** open the throttle. If you open the throttle during the starting procedure, fuel is not injected by the engine management system and the engine cannot start.

Press the starter for a maximum of 5 seconds. Wait for a least 5 seconds before trying again.

This motorcycle is equipped with a safety starting system. You can only start the engine if the transmission is in neutral or if the clutch lever is pulled when a gear is engaged. If the side stand is folded out and you shift into gear and release the clutch, the engine stops.

- Take the weight off the side stand and swing it back up with your foot as far as it will go.

Switching off ABS

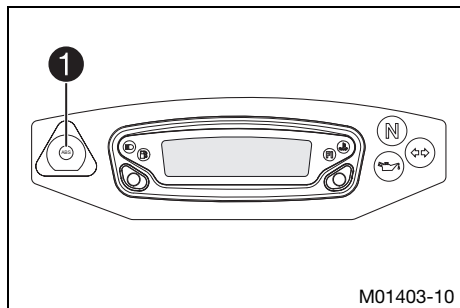
Husqvarna Motorcycles recommends riding with ABS at all times. However, situations may arise in which ABS is not advantageous.

Condition

The motorcycle is stationary.

Vehicle speed before stopping: ≥ 5 km/h (≥ 3.1 mph)

- Press and hold the button **1** for 3 - 5 seconds.
 - ✓ The ABS warning lamp lights up; ABS is deactivated.



M01403-10

9.3 Starting off

- Pull the clutch lever, engage 1st gear, release the clutch lever slowly and simultaneously open the throttle carefully.

9.4 Shifting, riding



Warning

Danger of accidents Abrupt load alterations can cause the vehicle to get out of control.

- Avoid abrupt load alterations and sudden braking actions, and adapt your speed to the road conditions.



Warning

Danger of accidents If you change down at high engine speed, the rear wheel can lock up.

- Do not change into a low gear at high engine speed. The engine races and the rear wheel can lock up.



Warning

Danger of accidents Malfunctions caused by incorrect ignition key position.

- Do not change the ignition key position during a journey.



Warning

Danger of accidents Distraction from traffic activity by adjustments to the vehicle.

- Make all adjustments when the vehicle is at a standstill.



Warning

Risk of injury Falling off of the passenger.

- The passenger must be seated properly on the passenger seat and hold on to the front rider or the grab handles. The feet must be positioned on the passenger footrests. Note the regulations governing the minimum age of passengers.



Warning

Danger of accidents Danger of accidents caused by dangerous driving.

- Comply with traffic regulations and ride defensively and foresightedly to detect sources of danger early on.



Warning

Danger of accidents Reduced road grip with cold tires.

- On every journey, take the first miles carefully at moderate speed until the tires reach operating temperature and optimal road grip is ensured.



Warning

Danger of accidents Reduced road grip with new tires.

- New tires have a smooth rolling surface and therefore cannot provide full road grip. The entire rolling surface must be roughened in the first 200 kilometers (124.3 miles) by moderate riding at alternating angles. The full grip levels are not achieved until the tires have been run in.



Warning

Danger of accidents Unstable handling characteristics.

- Do not exceed the maximum permitted weight and axle loads. The overall weight consists of: motorcycle operational and with a full tank, driver and passenger with protective clothing and helmet, baggage.



Warning

Danger of accidents Unstable handling characteristics due to slipped baggage.

- Check the way your baggage is fixed regularly.



Warning

Danger of accidents Lack of roadworthiness.

- After a fall, check the vehicle as usual before preparing for use.

Note

Engine failure Unfiltered intake air has a negative effect on the service life of the engine.

- Never operate the vehicle without an air filter as dust and dirt will enter the engine and lead to increased wear.

Note

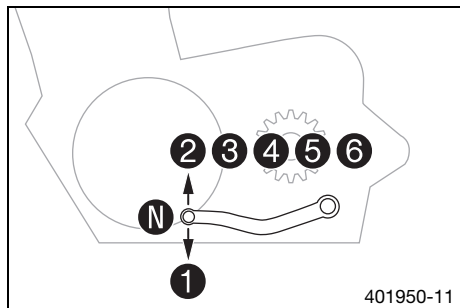
Engine failure Overheating of engine.

- If the coolant temperature warning lamp lights up, stop and switch off the engine. Allow the engine to cool down and check the coolant level in the radiator, and top up if necessary. If you continue with the coolant temperature warning lamp alight, you may have engine failure.



Info

If unusual noises arise during operation, stop immediately, switch off the engine, park the vehicle properly, and contact an authorized Husqvarna Motorcycles workshop.



- Shift into a higher gear when conditions allow (incline, road situation, etc.).
- Release the throttle while simultaneously pulling the clutch lever, shift into the next gear, release the clutch lever, and open the throttle.



Info

You can see the positions of the 6 forward gears in the figure. The neutral or idle position is between the first and second gears. First gear is used for starting off or for steep inclines.

- After reaching maximum speed by fully opening the throttle grip, turn the throttle back so it is $\frac{3}{4}$ open. This will barely reduce the speed but fuel consumption will be considerably lower.
- Accelerate only up to a speed suitable for the road surface and weather conditions. Particularly in bends, do not shift, and accelerate very carefully.
- Brake if necessary and close the throttle at the same time in order to shift down.
- Pull the clutch lever and shift into a lower gear, release the clutch lever slowly, and open the throttle or shift again.
- If the engine stalls (e.g. at a crossroads), just pull the clutch lever and press the electric starter button. You do not have to shift into neutral.

- Switch off the engine if running at idle or standing for a long time.
- Avoid frequent and longer slipping of the clutch. This heats the engine oil, the engine, and the cooling system.
- Ride with a lower engine speed instead of with a high engine speed and a slipping clutch.
- Stop immediately if the **FI** warning lamp (**MIL**) lights up during a trip. When you shift to neutral, the **FI** warning lamp (**MIL**) starts to flash.

**Info**

From the flash rhythm you can deduce a two-digit number, the so-called blink code. The blink code tells you which component is affected by a malfunction.

9.5 Applying the brakes

**Warning**

Danger of accidents Reduced braking efficiency due to a wet or dirty brake system.

- Clean or dry a dirty or wet brake system by riding and braking gently.

**Warning**

Danger of accidents Reduced braking efficiency caused by spongy pressure point of front or rear brake.

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

**Warning**

Danger of accidents Failure of brake system.

- If the foot brake lever is not released, the brake linings drag continuously. The rear brake may fail due to overheating. Take your foot off the foot brake lever when you are not braking.



Warning

Danger of accidents Longer stopping distance due to higher overall weight.

- Take the longer stopping distance into account when carrying a passenger and baggage.



Warning

Danger of accidents Delayed brake action on salted roads.

- There may be salt deposits on the brake discs. In order to restore the normal braking efficiency, you will need to remove the deposits from the discs by carefully applying the brakes.



Warning

Danger of accidents Greater stopping distance due to ABS.

- Braking should be appropriate to the driving situation and the road conditions.



Warning

Danger of accidents Very forceful braking can cause the wheels to block.

- ABS must be switched on to be effective.



Warning

Danger of accidents Locking of the wheels due to braking action of the engine.

- Pull the clutch during emergency braking, full brake application and when braking on a slippery surface.

-
- When braking, release the throttle and apply the front and rear brakes at the same time.



Info

When the ABS is enabled, you can achieve maximum braking power even on low grip surfaces such as sandy, wet, or slippery terrain without locking of the wheels.



Warning

Danger of accidents Road grip is reduced when braking with the motorcycle at an angle or on a laterally inclined surface.

- Braking should be completed before you enter into a bend.

- 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.

9.6 Stopping, parking



Warning

Risk of misappropriation Usage by unauthorized persons.

- Never leave the vehicle unattended while the engine is running. Secure the vehicle against use by unauthorized persons. If you leave the vehicle, lock the steering and remove the ignition key.



Warning

Danger of burns Some vehicle components become very hot when the vehicle is operated.

- Do not touch hot components such as exhaust system, radiator, engine, shock absorber, and the brake system. Allow these components to cool down before starting work on them.

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 Some vehicle components become very hot when the vehicle is operated.

- Do not park the vehicle near flammable or explosive substances. Do not place objects on the vehicle while it is still warm from being run. Always let the vehicle cool first.
-
- Apply the brakes on the motorcycle.
 - Shift gear to neutral.
 - Switch off the ignition by turning the ignition key to position **OFF** ☒.
-



Info

If the engine is switched off with the emergency OFF switch and the ignition remains switched on at the ignition lock, power continues to flow to most power consumers. This discharges the battery. You should therefore always switch off the engine with the ignition key – the emergency OFF switch is intended for emergencies only.

- Park the motorcycle on a firm surface.
- Swing the side stand forward with your foot as far as it will go and lean the vehicle on it.
- Lock the steering by turning the handlebar fully to the left, pressing down the ignition key to position ☒ and turning it to position ☒. To make the steering lock engage more easily, move the handlebar a little to the left and right. Remove the ignition key.

9.7 Transport

Note

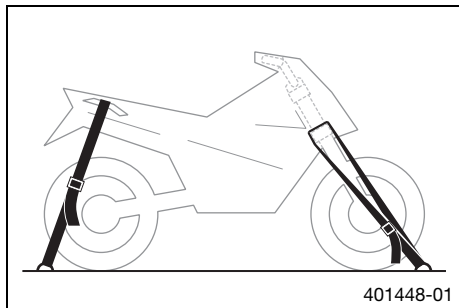
Danger of damage The parked vehicle may roll away or fall over.

- Always place the vehicle on a firm and even surface.

Note

Fire hazard Some vehicle components become very hot when the vehicle is operated.

- Do not park the vehicle near flammable or explosive substances. Do not place objects on the vehicle while it is still warm from being run. Always let the vehicle cool first.



- Switch off the engine and remove the ignition key.
- Use tension belts or other suitable devices to secure the motorcycle against accidents or falling over.

9.8 Refueling



Danger

Fire hazard Fuel is highly flammable.

- Never refuel the vehicle near open flames or burning cigarettes, and always switch off the engine first. Be careful that no fuel is spilt, especially on hot vehicle components. Clean up spilt fuel immediately.
- The fuel in the fuel tank expands when warm and may emerge if overfilled. Follow the instructions on refueling.



Warning

Danger of poisoning Fuel is poisonous and a health hazard.

- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that is contaminated with fuel.

Note

Material damage Premature clogging of the fuel filter.

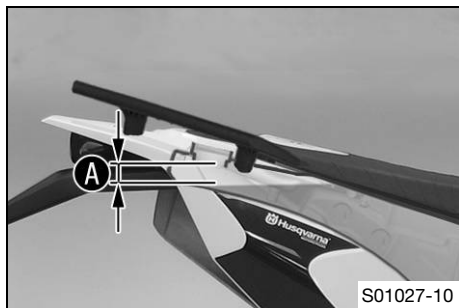
- In some countries and regions, the available fuel quality and cleanliness may not be sufficient. This will result in problems with the fuel system. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)
- Only refuel with clean fuel that meets the specified standards.



Warning

Environmental hazard Improper handling of fuel is a danger to the environment.

- Do not allow fuel to get into the ground water, the ground, or the sewage system.



- Switch off the engine.
- Open the filler cap. (☛ p. 37)
- Fill the fuel tank with fuel up to level **A**.

Guideline

Level A	20 mm (0.79 in)	
Total fuel tank capacity, approx.	13 l (3.4 US gal)	Super unleaded (ROZ 95/RON 95/PON 91) (☛ p. 201)

- Close the filler cap. (☛ p. 38)

SERVICE SCHEDULE

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10.1 Additional information

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

10.2 Required work

	Every two years				
	Every year				
	Every 20,000 km (12,400 mi)				
	Every 10,000 km (6,200 mi)				
	After 1,000 km (620 mi)				
Read out the fault memory using the Husqvarna Motorcycles diagnostics tool. 	○	●	●	●	●
Check that the electrical system is functioning properly. 	○	●	●	●	●
Change the engine oil and oil filter and clean the oil screens.  (🔧 p. 164)	○	●	●	●	●
Check the front brake linings. (🔧 p. 112)	○	●	●	●	●
Check the rear brake linings. (🔧 p. 117)	○	●	●	●	●
Check the brake discs. (🔧 p. 109)	○	●	●	●	●
Check the brake lines for damage and leakage. 	○	●	●	●	●
Change the front brake fluid. 					●
Change the rear brake fluid. 					●
Change the clutch fluid. 					●
Check the rear brake fluid level. (🔧 p. 115)	○	●	●	●	
Check the front brake fluid level. (🔧 p. 110)	○	●	●	●	
Check the free travel of the foot brake lever. (🔧 p. 113)	○	●	●	●	●
Check the shock absorber and fork for leaks. Perform a fork service and shock absorber service as needed and depending on how the vehicle will be used. 	○	●	●	●	●

10 SERVICE SCHEDULE

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	Every two years				
	Every year				
	Every 20,000 km (12,400 mi)				
	Every 10,000 km (6,200 mi)				
	After 1,000 km (620 mi)				
Clean the dust boots of the fork legs. (🔧 p. 86)		•	•		
Check the play of the steering head bearing. 🛠	○	•	•	•	•
Check the tire condition. (🔧 p. 127)	○	•	•	•	•
Check the tire air pressure. (🔧 p. 130)	○	•	•	•	•
Check the spoke tension. (🔧 p. 131)	○	•	•	•	•
Check the rim run-out. 🛠	○	•	•	•	•
Check the chain, rear sprocket, engine sprocket, and chain guide. (🔧 p. 99)		•	•	•	•
Check the chain tension. (🔧 p. 96)	○	•	•	•	•
Change the fuel screen. 🛠	○	•	•	•	•
Change the spark plugs. 🛠			•		
Check the valve clearance. 🛠		•	•		
Check the antifreeze and coolant level. (🔧 p. 154)	○	•	•	•	•
Check the cables for damage and routing without sharp bends. 🛠		•	•	•	•
Change the air filter. Clean the air filter box. 🛠		•	•		
Check the fuel pressure. 🛠		•	•	•	•
Check the CO adjustment using the Husqvarna Motorcycles diagnostics tool. 🛠		•	•		

10 SERVICE SCHEDULE

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	Every two years				
	Every year				
	Every 20,000 km (12,400 mi)				
	Every 10,000 km (6,200 mi)				
	After 1,000 km (620 mi)				
Check the headlight setting. (🔧 p. 151)	○	●	●		
Check that the radiator fan is functioning properly. 🛠️	○	●	●	●	●
Final check: Check the vehicle for roadworthiness and take a test ride. 🛠️	○	●	●	●	●
Read out the fault memory after the test ride using the Husqvarna Motorcycles diagnostics tool. 🛠️	○	●	●	●	●
Make the service entry in the Husqvarna Motorcycles Dealer.net and in the Service and Warranty Booklet. 🛠️	○	●	●	●	●

- One-time interval
- Periodic interval

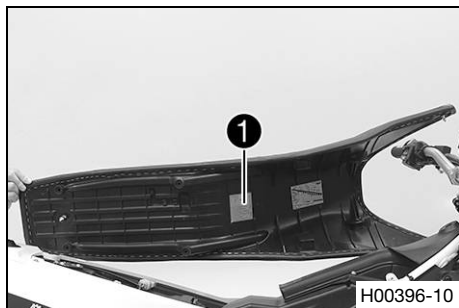
10.3 Recommended work

	Every four years			
	Every year			
	Every 10,000 km (6,200 mi)			
	After 1,000 km (620 mi)			
Empty the drainage hoses. 🛠	○	●	●	●
Check the swingarm bearing. 🛠		●		
Check the wheel bearing for play. 🛠		●		
Grease all moving parts (e.g., side stand, hand lever, chain, ...) and check for smooth operation. 🛠	○	●	●	●
Check all hoses (e.g. fuel, coolant, bleeder, drainage, etc.) and sleeves for cracking, leaks, and incorrect routing. 🛠		●	●	●
Check/correct the fluid level of the hydraulic clutch. (📖 p. 105)		●	●	●
Check the screws and nuts for tightness. 🛠	○	●	●	●
Change the coolant. 🛠				●

○ One-time interval

● Periodic interval

11.1 Fork/shock absorber



The fork and the shock absorber offer many options of adapting the chassis to your riding style and the payload.

Info

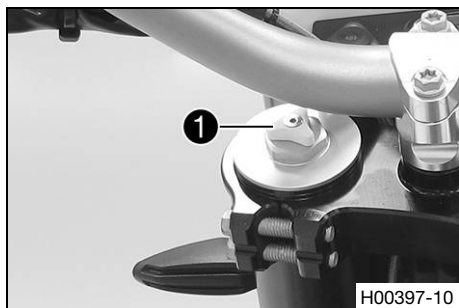
To help you adapt the vehicle, we have summarized our findings in Table ①. You can find the table on the underside of the seat.

These adjustments should be understood as a guideline and should always be the basis of your own personal suspension setting. Do not change the adjustments at random or by more than $\pm 40\%$, since otherwise the riding characteristics could deteriorate, particularly at high speeds.

11.2 Adjusting the compression damping of the fork

Info

The hydraulic compression damping determines the fork suspension behavior.



- Turn white adjusting screw ① all the way clockwise.

Info

Adjusting screw ① is located at the upper end of the left fork leg. The compression damping is located in left fork leg **COMP** (white adjusting screw). The rebound damping is located in right fork leg **REB** (red adjusting screw).

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

Guideline

Compression damping	
Comfort	20 clicks
Standard	15 clicks
Sport	10 clicks
Full payload	10 clicks



Info

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

11.3 Adjusting the rebound damping of the fork



Info

The hydraulic rebound damping determines the fork suspension behavior.

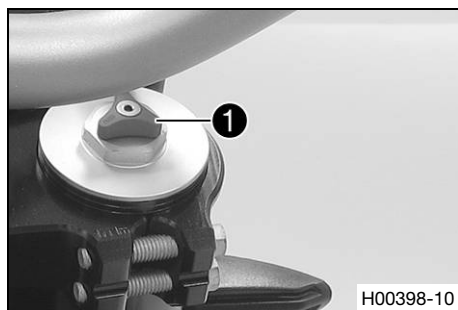
- Turn red adjusting screw **1** all the way clockwise.



Info

Adjusting screw **1** is located at the upper end of the right fork leg. The rebound damping is located in right fork leg **REB** (red adjusting screw). The compression damping is located in left fork leg **COMP** (white adjusting screw).

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



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Guideline

Rebound damping	
Comfort	20 clicks
Standard	15 clicks
Sport	10 clicks
Full payload	10 clicks



Info

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

11.4 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 setting, for example, has an effect when riding over an asphalt edge: the rear wheel suspension compresses quickly.

The low-speed setting, for example, has an effect 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, changes in the high-speed range affect the compression damping in the low-speed range and vice versa.

11.5 Adjusting the low-speed compression damping of the shock absorber



Caution

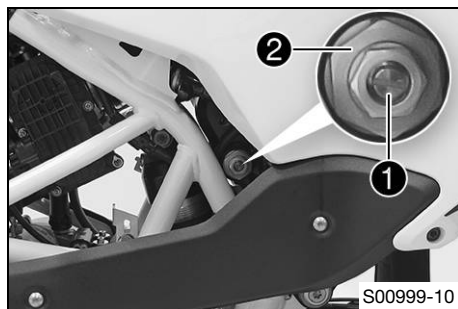
Danger of accidents Disassembly of pressurized parts can lead to injury.

- The shock absorber is filled with high density nitrogen. Adhere to the description provided. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)



Info

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



- Turn adjusting screw ❶ clockwise with a screwdriver up to the last perceptible click.



Info

Do not loosen fitting ❷!

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

Guideline

Compression damping, low-speed	
Comfort	25 clicks
Standard	15 clicks
Sport	10 clicks
Full payload	10 clicks



Info

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

11.6 Adjusting the high-speed compression damping of the shock absorber

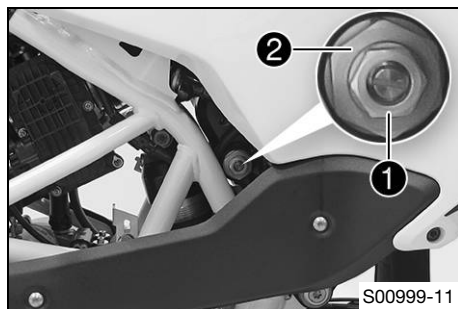


Caution

Danger of accidents Disassembly of pressurized parts can lead to injury.

- The shock absorber is filled with high density nitrogen. Adhere to the description provided. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

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



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

i Info
Do not loosen fitting ❷!

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

Guideline

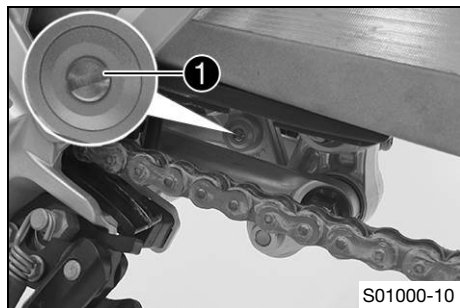
Compression damping, high-speed	
Comfort	2 turns
Standard	1.5 turns
Sport	1 turn
Full payload	1 turn

i Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.

11.7 Adjusting the rebound damping of the shock absorber

! Caution
Danger of accidents Disassembly of pressurized parts can lead to injury.

- The shock absorber is filled with high density nitrogen. Adhere to the description provided. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)



- Turn adjusting screw ❶ clockwise up to the last perceptible click.
- Turn counterclockwise by the number of clicks corresponding to the shock absorber type.

Guideline

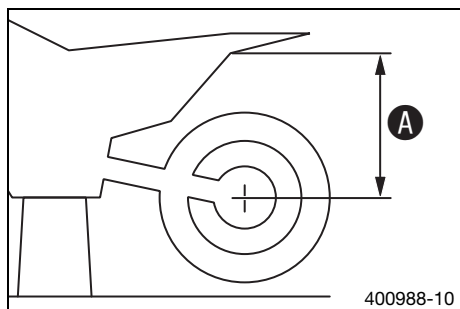
Rebound damping	
Comfort	20 clicks
Standard	15 clicks
Sport	10 clicks
Full payload	10 clicks



Info

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

11.8 Measuring the rear wheel dimension unloaded



Preparatory work

- Raise the motorcycle with the work stand.

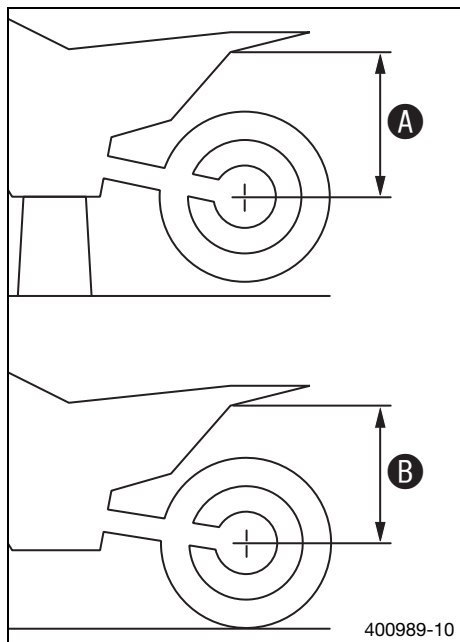
Main work

- Measure the distance – as vertical as possible – between the rear axle and a fixed point, for example, a mark on the rear fairing.
- Note down the value as dimension ❶.

Finishing work

- Remove the motorcycle from the work stand.

11.9 Checking the static sag of the shock absorber



- Measure dimension **A** of rear wheel unloaded. (🔧 p. 77)
- Hold the motorcycle upright with the aid of an assistant.
- Measure the distance between the rear axle and the fixed point again.
- Note down the value as dimension **B**.

i Info

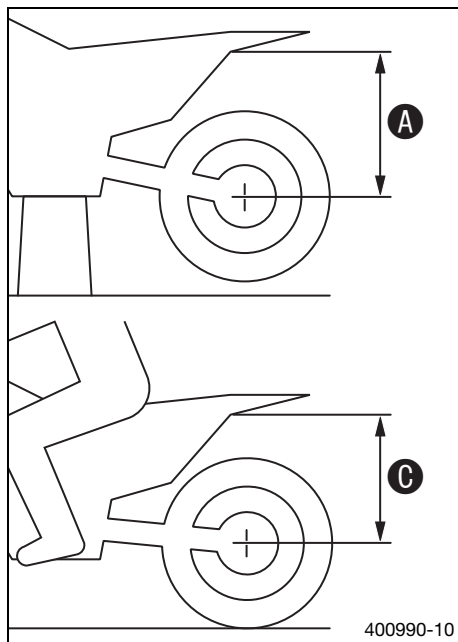
The static sag is the difference between measurements **A** and **B**.

- Check the static sag.

Static sag	25 mm (0.98 in)
------------	-----------------

- » If the static sag is less or more than the specified value:
 - Adjust the spring preload of the shock absorber. 🛠️ (🔧 p. 79)

11.10 Checking the riding sag of the shock absorber



- Measure dimension **A** of rear wheel unloaded. (☞ p. 77)
- 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 now measures the distance between the rear axle and the fixed point.
- Note down the value as dimension **C**.

i Info

The riding sag is the difference between measurements **A** and **C**.

- Check the riding sag.

Riding sag	70... 75 mm (2.76... 2.95 in)
------------	-------------------------------

- » If the riding sag differs from the specified measurement:
 - Adjust the riding sag. ☞ (☞ p. 81)

11.11 Adjusting the spring preload of the shock absorber ☞



Caution

Danger of accidents Disassembly of pressurized parts can lead to injury.

- The shock absorber is filled with high density nitrogen. Adhere to 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 length of the spring.

Preparatory work

- Raise the motorcycle with the work stand.
- Remove the seat. (🔧 p. 90)
- Take off the side cover. (🔧 p. 91)
- Remove the air filter box. 🛠️
- Remove the shock absorber. 🛠️
- After removing the shock absorber, clean it thoroughly.

Main work

- Loosen retaining ring ❶.
- Turn adjusting ring ❷ until the spring is no longer under tension.

Hook wrench (T106S)

- Measure the overall spring length while the spring is not under tension.
- Tighten the spring by turning adjusting ring ❷ to the specified measurement.

Guideline

Spring preload	21 mm (0.83 in)
----------------	-----------------



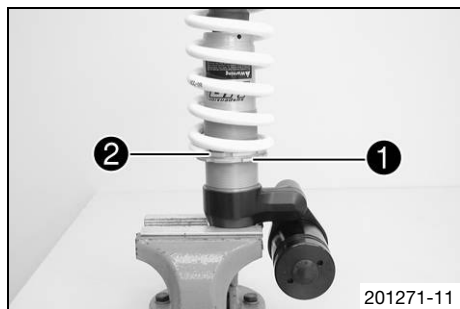
Info

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

- Tighten retaining ring ❶.

Finishing work

- Install the shock absorber. 🛠️



- Install the air filter box. 🛠️
- Mount the side cover. (🔧 p. 91)
- Mount the seat. (🔧 p. 90)
- Remove the motorcycle from the work stand.

11.12 Adjusting the riding sag 🛠️

Preparatory work

- Raise the motorcycle with the work stand.
- Remove the seat. (🔧 p. 90)
- Take off the side cover. (🔧 p. 91)
- Remove the air filter box. 🛠️
- Remove the shock absorber. 🛠️
- After removing the shock absorber, clean it thoroughly.

Main work

- Choose and mount a suitable spring.

Guideline

Spring rate	
Medium (standard)	75 N/mm (428 lb/in)
Hard	80 N/mm (457 lb/in)

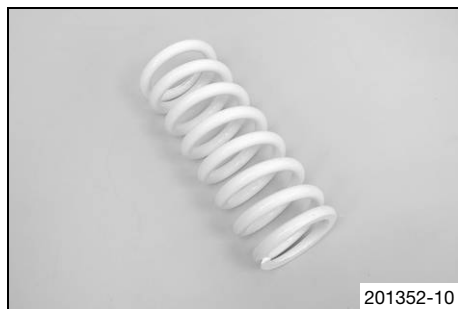


Info

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

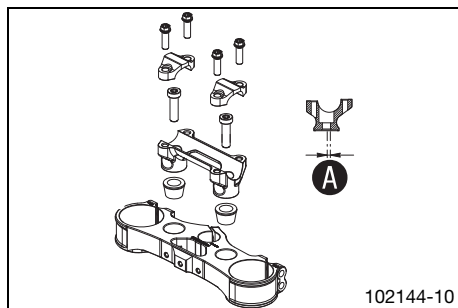
Finishing work

- Install the shock absorber. 🛠️
- Install the air filter box. 🛠️
- Mount the side cover. (🔧 p. 91)



- Mount the seat. (🔧 p. 90)
- Remove the motorcycle from the work stand.
- Check the static sag of the shock absorber. (🔧 p. 78)
- Adjust the rebound damping of the shock absorber. (🔧 p. 76)

11.13 Handlebar position



The holes on the handlebar support 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.

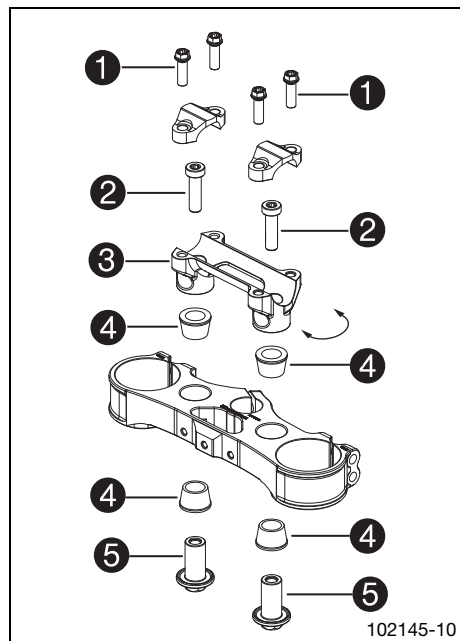
11.14 Adjusting the handlebar position 🛠



Warning

Danger of accidents Handlebar breakage.

- If the handlebar is bent or straightened it will cause material fatigue, and the handlebar can break. Always replace handlebar.



- Remove screws ❶. Take off the handlebar clamps. 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 ❷. Remove handlebar support ❸.
- Position rubber bushings ❹ and push through nuts ❺ from below.
- Place the handlebar support in the required position. Mount and tighten screws ❷.

Guideline

Screw, handlebar support	M10	45 Nm (33.2 lbf ft)	Loctite® 243™
--------------------------	-----	------------------------	---------------

- Position the handlebar.

Info

Make sure the cables and wiring are positioned correctly.

- Position the handlebar clamps.
- Mount screws ❶, but do not tighten yet.
- Screw the handlebar clamps so that both parts touch at the front and tighten all of the screws.

Guideline

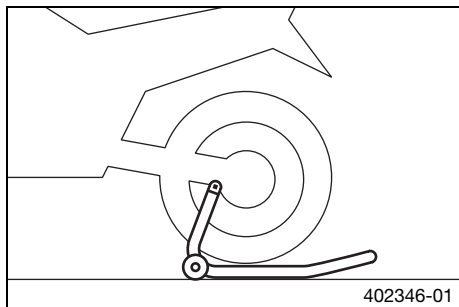
Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)
------------------------	----	---------------------

12.1 Raising the motorcycle with the rear wheel stand

Note

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

- Always place the vehicle on a firm and even surface.



- Insert the adapter into the rear wheel stand and screw into the swingarm on both sides.

Adapter (61029055110)

Rear wheel stand (61029055400)

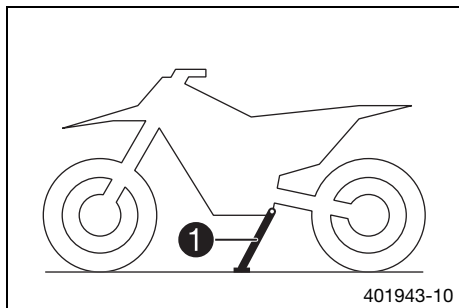
- Position the motorcycle upright, align the stand and raise the motorcycle.

12.2 Removing the rear of the motorcycle from the wheel stand

Note

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

- Always place the vehicle on a firm and even surface.



- Secure the motorcycle against falling over.
- Remove the rear wheel stand and lean the vehicle on side stand ①.

12.3 Raising the motorcycle with the front wheel stand

Note

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

- Always place the vehicle on a firm and even surface.

Preparatory work

- Raise the motorcycle with the rear wheel stand. (☛ p. 84)

Main work

- Move the handlebar to the straight-ahead position. Align the front wheel stand with the fork legs using the adapters.

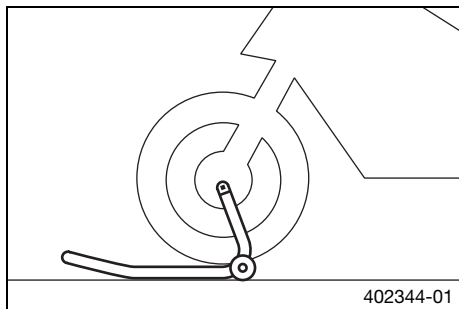
Front wheel stand (61029055300)



Info

Always raise the rear of the motorcycle first.

- Raise the front of the motorcycle.



12.4 Taking the motorcycle off of the front wheel stand

Note

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

- Always place the vehicle on a firm and even surface.

- Secure the motorcycle against falling over.
- Remove the front wheel stand.

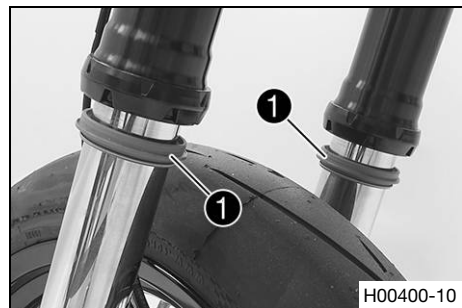
12.5 Cleaning the dust boots of the fork legs

Preparatory work

- Remove the fork protector. (🔧 p. 87)

Main work

- Push dust boots ❶ 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 oil seals behind can start to leak.



Warning

Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

- Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.
- Clean and oil the dust boots and inner fork tubes of both fork legs.

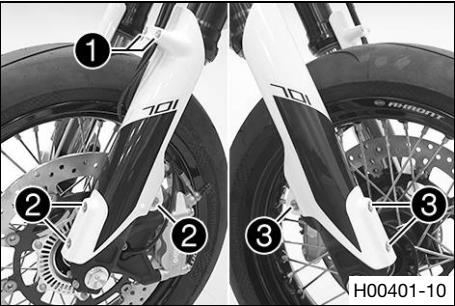
Universal oil spray (🔧 p. 203)

- Press the dust boots back into their installation position.
- Remove excess oil.

Finishing work

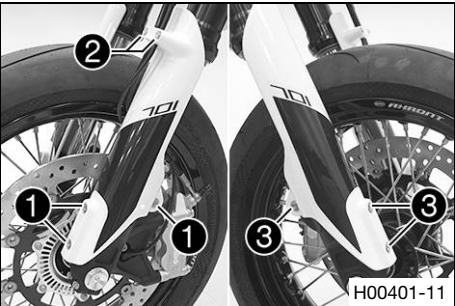
- Install the fork protector. (🔧 p. 87)

12.6 Removing the fork protector



- Remove screws ❶ and take off the clamp.
- Remove screws ❷ on the left fork leg. Take off the fork protector.
- Remove screws ❸ on the right fork leg. Take off the fork protector.

12.7 Installing the fork protector



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

Guideline

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

- Position the brake line, wiring harness, and clamp. Mount and tighten screws ❷.
- Position the fork protector on the right fork leg. Mount and tighten screws ❸.

Guideline

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

12.8 Checking the play of the steering head bearing



Warning

Danger of accidents Unstable vehicle handling from incorrect steering head bearing play.

- Adjust the steering head bearing play without delay. (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 the work stand.
- Place a load on rear of vehicle.
- ✓ The front wheel is not in contact with the ground.

Main work

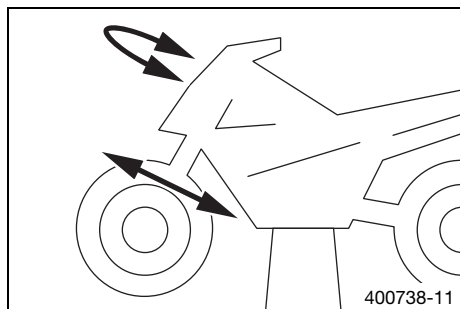
- Move the handlebar to the straight-ahead position. Move the fork legs to and fro in the direction of travel.

Play should not be detectable on the steering head bearing.

- » If there is detectable play:
 - Adjust the steering head bearing play. 🛠️ (p. 89)
- 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 the steering head bearing play. 🛠️ (p. 89)



- Check the steering head bearing and change if necessary.

Finishing work

- Release the rear of the vehicle.
- Remove the motorcycle from the work stand.

12.9 Adjusting the steering head bearing play 🛠

Preparatory work

- Raise the motorcycle with the work stand.
- Place a load on rear of vehicle.
- ✓ The front wheel is not in contact with the ground.

Main work

- Loosen screws ❶. Remove screw ❷.
- Loosen and retighten screw ❸.

Guideline

Screw, top steering head	M20x1.5	12 Nm (8.9 lbf ft)
--------------------------	---------	--------------------

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

Guideline

Screw, top triple clamp	M8	17 Nm (12.5 lbf ft)
-------------------------	----	---------------------

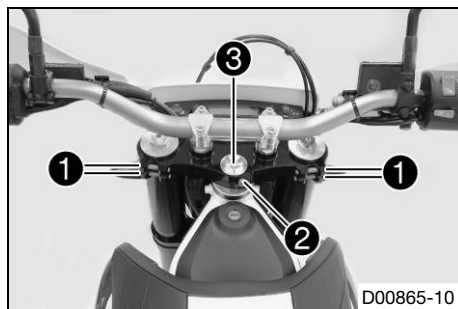
- Mount and tighten screw ❷.

Guideline

Screw, steering stem	M8	20 Nm (14.8 lbf ft)
----------------------	----	---------------------

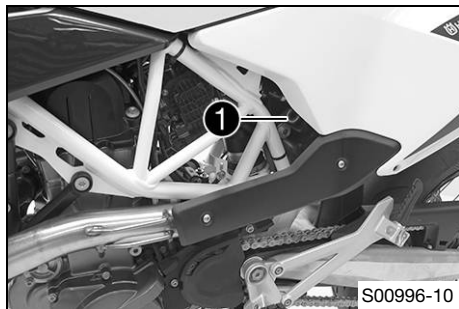
Finishing work

- Check the play of the steering head bearing. (🔧 p. 88)
- Release the rear of the vehicle.



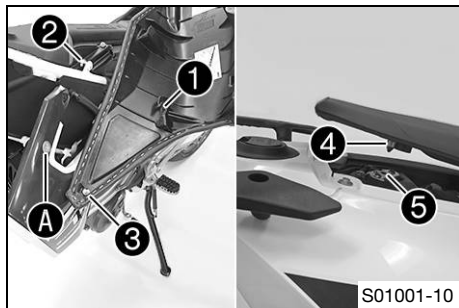
- Remove the motorcycle from the work stand.

12.10 Removing the seat



- Pull on the loop ① while raising the rear of the seat.
- Pull off the seat sideways at the front ends from the side cover.
- Pull seat back and lift it off.

12.11 Mounting the seat



- Stretch the seat at the front ends slightly and position holding tabs ① on holders ②.
✓ The holding tabs engage in the holder.
- Press holding tab ③ into the bushings A.
- Insert locking pin ④ into the lock housing ⑤ and push down the rear of the seat until the locking pin engages with an audible click.
- Check, finally, that the seat is correctly mounted.

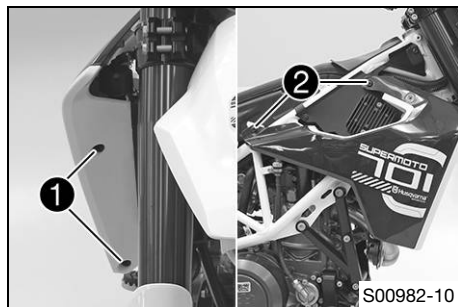
12.12 Take off the side cover

Preparatory work

- Remove the seat. (☛ p. 90)

Main work

- Remove screws ❶ and ❷.
- Take off the side cover.
- Repeat these steps on the opposite side.



12.13 Mounting the side cover

Main work

- Position the side cover, and mount and tighten screws ❶.

Guideline

Screw, trim	M5x12	3.5 Nm (2.58 lbf ft)
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- Mount and tighten screws ❷.

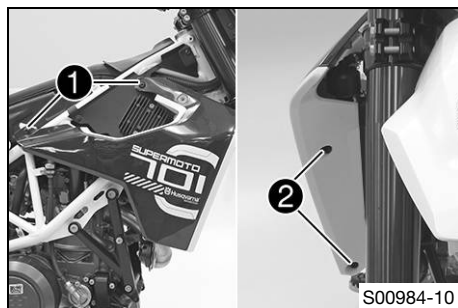
Guideline

Screw, trim	M5x17	3.5 Nm (2.58 lbf ft)
-------------	-------	----------------------

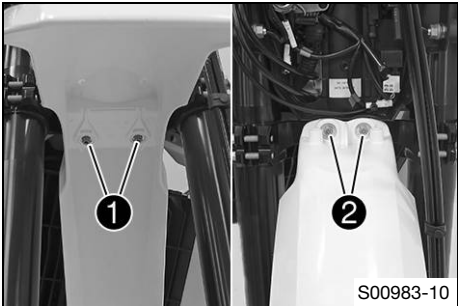
- Repeat these steps on the opposite side.

Finishing work

- Mount the seat. (☛ p. 90)



12.14 Removing the front fender



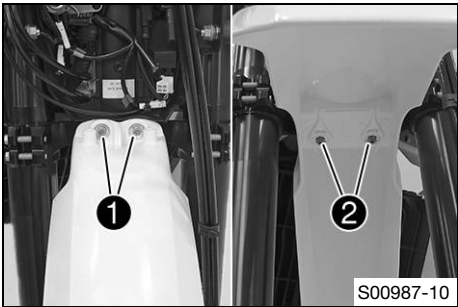
Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the headlight mask with the headlight. (🔧 p. 145)

Main work

- Remove screws ❶.
- Remove screws ❷ and take off the fender.

12.15 Installing the front fender



Main work

- Position the front fender. Mount and tighten screws ❶.

Guideline

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

- Mount and tighten screws ❷.

Guideline

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

Finishing work

- Install the headlight mask with the headlight. (🔧 p. 147)

- Check the headlight setting. (☞ p. 151)

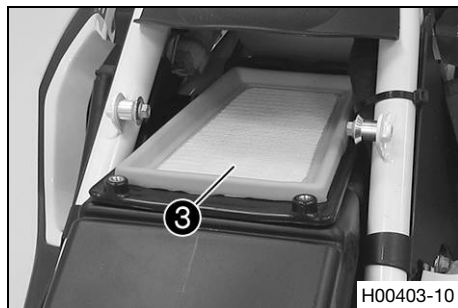
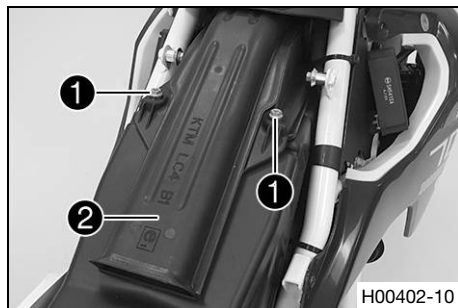
12.16 Removing the air filter 🛠

Preparatory work

- Remove the seat. (☞ p. 90)

Main work

- Remove screws ❶.
- Remove the upper part of the air filter box ❷.

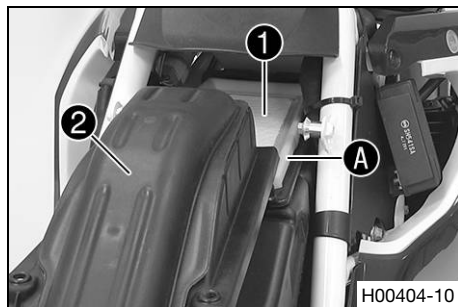


Note

Engine failure Unfiltered intake air has a negative effect on the service life of the engine.

- Never operate the vehicle without an air filter as dust and dirt will enter the engine and lead to increased wear.
-
- Remove air filter ❸.

12.17 Installing the air filter



Main work

- Clean the air filter box.
- Mount air filter ①.



Info

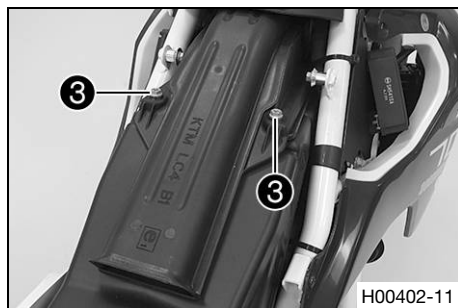
The air filter must lie flush against the air filter box along the entire sealing surface A.

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

- Hook air filter box top ② into the front of the air filter box and swing down.
- Mount and tighten screws ③.

Guideline

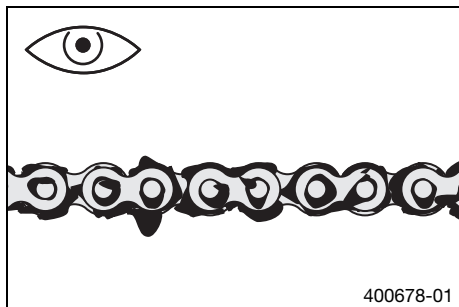
Screw, air filter box top	M6	2 Nm (1.5 lbf ft)
---------------------------	----	-------------------



Finishing work

- Mount the seat. (p. 90)

12.18 Checking the chain for dirt



- Check the chain for heavy soiling.
 - » If the chain is very dirty:
 - Clean the chain. (🔧 p. 95)

12.19 Cleaning the chain



Warning

Danger of accidents Oil or grease on the tires reduces their grip.

- Remove oil and grease with a suitable cleaning material.



Warning

Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

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



Warning

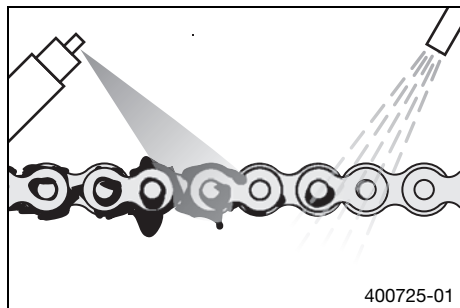
Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.



Info

The service life of the chain depends largely on its maintenance.



Preparatory work

- Raise the motorcycle with the rear wheel stand. (☛ p. 84)

Main work

- Clean the chain regularly and then treat with chain spray.

Offroad chain spray (☛ p. 203)

Finishing work

- Remove the rear of the motorcycle from the wheel stand. (☛ p. 84)

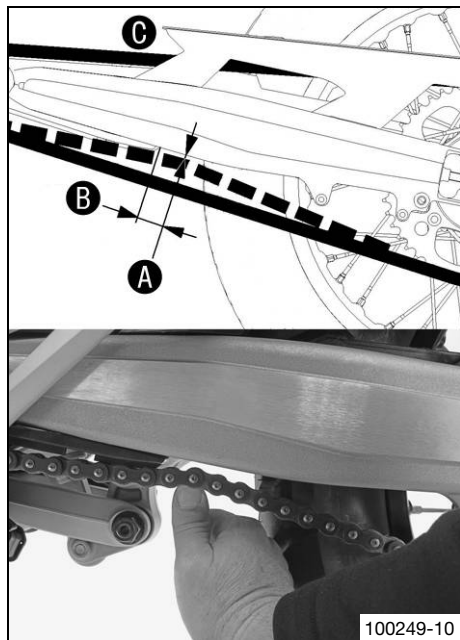
12.20 Checking the chain tension



Warning

Danger of accidents Danger caused by incorrect chain tension.

- If the chain is too taut, the components of the secondary power transmission (chain, engine sprocket, rear sprocket, bearings in the transmission and in the rear wheel) will be under additional load. In addition to premature wear, this can cause the chain or the countershaft of the transmission to break in extreme cases. If the chain is too loose, however, it may fall off the engine sprocket or rear sprocket and block the rear wheel or damage the engine. Ensure that the chain tension is correct and adjust it if necessary.



- Lean the motorcycle on the side stand.
- Shift gear to neutral.
- Push the chain upward at a distance **B** from the chain sliding guard and determine the chain tension **A**.

Info

The upper chain section **C** must be taut.

Chain wear is not always even. Repeat this measurement at different chain positions.

Chain tension	5 mm (0.2 in)
Distance to chain sliding guard	30 mm (1.18 in)

» If the chain tension does not meet specifications:

- Adjust the chain tension. (🔧 p. 98)

12.21 Adjusting the chain tension



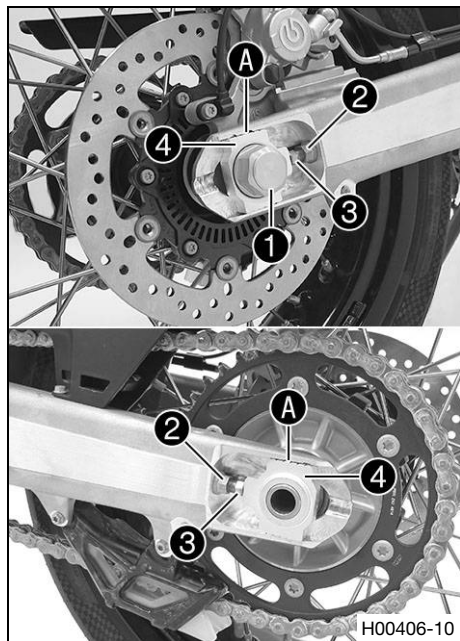
Warning

Danger of accidents Danger caused by incorrect chain tension.

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Preparatory work

- Check the chain tension. (👉 p. 96)



Main work

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

Guideline

Chain tension	5 mm (0.2 in)
Turn the adjusting screws ③ on the left and right so that the markings on the left and right chain adjusters ④ are in the same position relative to the reference marks A. The rear wheel is then correctly aligned.	



Info

The upper part of the chain must be taut.
Chain wear is not always even. Repeat this measurement at different chain positions.

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

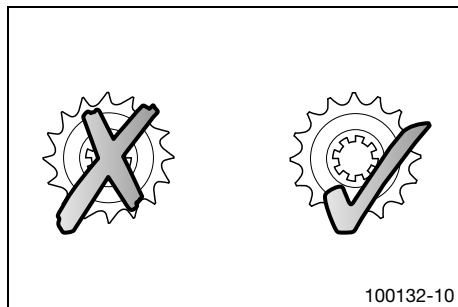
Guideline

Nut, rear wheel spindle	M25x1.5	90 Nm (66.4 lbf ft)
-------------------------	---------	---------------------

12.22 Checking the chain, rear sprocket, engine sprocket, and chain guide

Preparatory work

- Raise the motorcycle with the rear wheel stand. (🔧 p. 84)



Main work

- Shift the transmission to idle.
- Check the rear sprocket and engine sprocket for wear.
 - » If the 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 at the top part of the chain with the specified weight **A**.

Guideline

Weight of chain wear measurement	15 kg (33 lb.)
----------------------------------	----------------

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

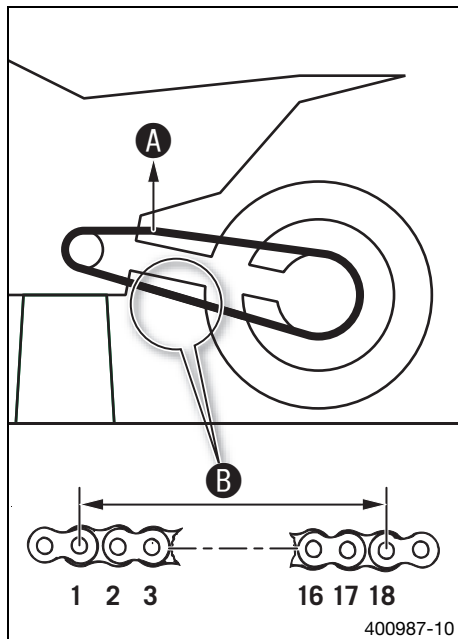


Info

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

Maximum distance B at the longest chain section	272 mm (10.71 in)
--	-------------------

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





Info

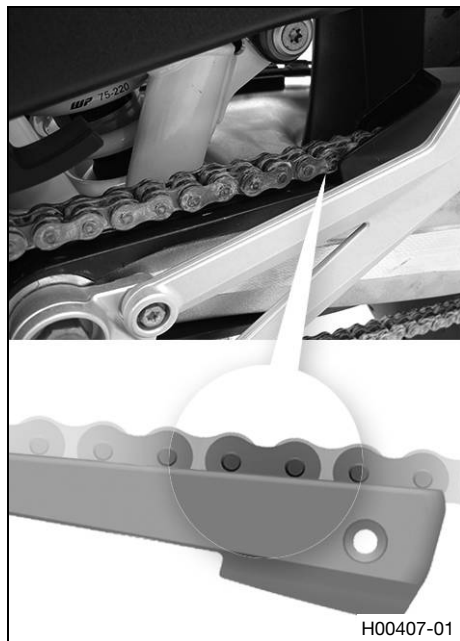
When the chain is replaced, the rear sprocket and engine sprocket should also be changed.

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:
 - Replace 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

Screw, chain sliding guard	M6	8 Nm (5.9 lbf ft)	Loctite® 243™
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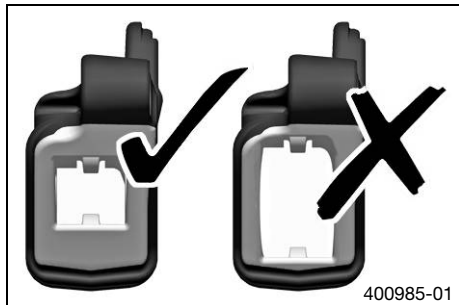




- Check the chain sliding piece for wear.
 - » If the lower edge of the chain pins is in line with or below the chain sliding piece:
 - Change the chain sliding piece. 🛠️
- Check that the chain sliding piece is firmly seated.
 - » If the chain sliding piece is loose:
 - Tighten the screw on the chain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

Guideline

Screw, chain sliding piece	M8	15 Nm (11.1 lbf ft)
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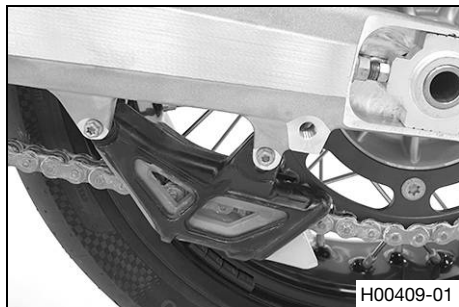
- Check the chain guide for wear.



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 screws on the chain guide.

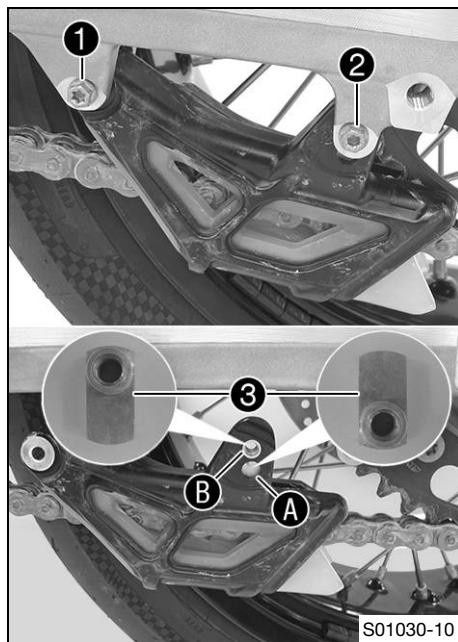
Guideline

Screw, chain guide	M6	8 Nm (5.9 lbf ft)
--------------------	----	-------------------

Finishing work

- Remove the rear of the motorcycle from the wheel stand. (🔧 p. 84)

12.23 Adjusting the chain guide



- Remove screws ❶ and ❷. Take off the chain guide.

Condition

Number of teeth: ≤ 44 teeth

- Insert nut ❸ in hole A. Position the chain guide.
- Mount and tighten screws ❶ and ❷.

Guideline

Screw, chain guide	M6	8 Nm (5.9 lbf ft)
--------------------	----	-------------------

Condition

Number of teeth: ≥ 45 teeth

- Insert nut ❸ in hole B. Position the chain guide.
- Mount and tighten screws ❶ and ❷.

Guideline

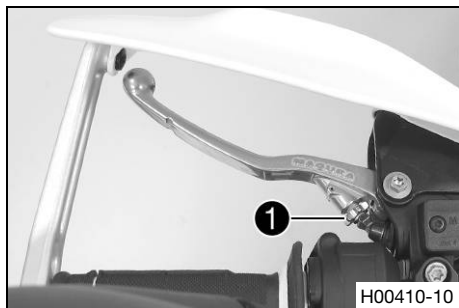
Screw, chain guide	M6	8 Nm (5.9 lbf ft)
--------------------	----	-------------------

12.24 Adjusting the basic position of the clutch lever



Info

Turn the adjusting screw clockwise to increase the distance between the clutch lever and the handlebar.
Turn the adjusting screw counterclockwise to decrease the distance between the clutch lever and 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.



- Adjust the basic position of the clutch lever to your hand size by turning adjusting screw **1**.
- When adjusting the clutch lever, make sure to leave a minimum clearance to other parts of the vehicle.

Guideline

Minimum clearance	5 mm (0.2 in)
-------------------	---------------

12.25 Checking/correcting the fluid level of the hydraulic clutch



Warning

Skin irritation Brake fluid can cause skin irritation on contact.

- Avoid contact with skin and eyes, and keep out of the reach of children.
- Wear suitable protective clothing and goggles.
- If brake fluid comes into contact with the eyes, flush the eyes thoroughly with water and consult a physician immediately.



Warning

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.



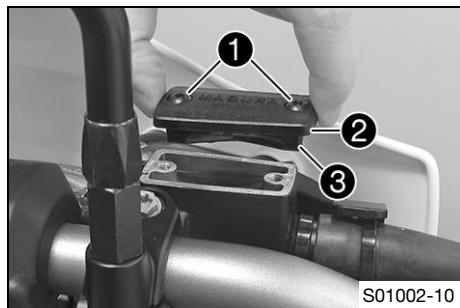
Info

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 clutch fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws ❶.
- Remove cover ❷ with membrane ❸.
- Check the fluid level.

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

» If the fluid level does not meet specifications:

- Correct the fluid level of the hydraulic clutch.

Brake fluid DOT 4 (☞ p. 200)

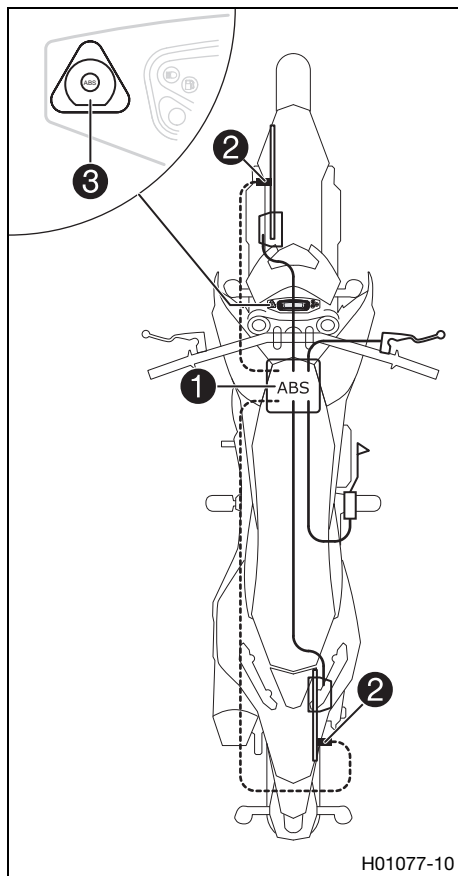
- Position the cover with the membrane. Mount and tighten the screws.



Info

Clean up overflowed or spilled brake fluid immediately with water.

13.1 Antilock braking system (ABS)



The ABS unit **①**, which consists of a hydraulic unit, ABS control unit, and return pump, is installed under the seat. A wheel speed sensor **②** is located at both the front and the rear wheel.



Warning

Danger of accidents Changes to the vehicle impair the function of the ABS.

- Only allow the rear wheel to spin with the front brake applied if the ABS is switched off (burn out).
- Do not make any changes to the suspension travel.
- Only use spare parts on the brake system which have been approved and recommended by Husqvarna Motorcycles.
- Only use tires/wheels approved by Husqvarna Motorcycles with the corresponding speed index.
- Maintain the specified tire air pressure.
- Service work and repairs must be performed properly. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

The ABS is a safety system that prevents locking of the wheels when driving straight ahead without the influence of lateral forces.



Warning

Danger of accidents Vehicle rollover

- It is not always possible to prevent vehicle rollover in extreme riding situations (e. g. luggage loaded with a high center of gravity, varying road surfaces, steep descents, full braking without disengaging the gear). Adapt your riding style to the road conditions and your driving ability.

The ABS operates with two independent brake circuits (front and rear brakes). During normal operation, the brake system operates like a conventional brake system without ABS.

When the ABS control unit detects a locking tendency in a wheel, ABS begins regulating the brake pressure. The regulating process causes a slight pulsing of the hand and foot brake levers.

ABS warning lamp ③ must light up after the ignition is switched on and go out after starting off. If it does not go out after starting off or if it lights up while riding, this indicates a fault in the ABS system. In this case, the ABS is no longer enabled and the wheels may lock during braking. The brake system itself stays functional; only ABS control is not available.

The ABS warning lamp may also light up if the rotating speeds of the front and rear wheels differ greatly under extreme riding conditions, for example when making wheelies or if the rear wheel spins. This causes the ABS to switch off.

To reactivate the ABS, the vehicle must be stopped and the ignition switched off. The ABS is reactivated when the vehicle is switched on again. The ABS warning lamp goes out when you start off.

Button ③ can be used to switch ABS off manually (see Starting).

13.2 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 wheel ①.

Info

Push the hand brake lever forward and turn the adjusting wheel. Do not make any adjustments while riding.

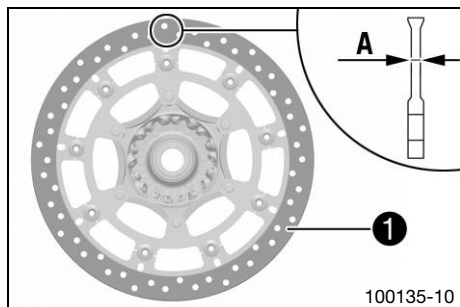
13.3 Checking the brake discs



Warning

Danger of accidents Reduced braking efficiency due to worn brake disc(s).

- Change the worn brake disc(s) without delay. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)



- Check the thickness of the front and rear brake discs at multiple points on each brake disc to ensure it is at least thickness **A**.

Info

Wear will reduce the thickness of the brake disc at the contact surface **1** of the brake linings.

Brake discs - wear limit	
Front	4.0 mm (0.157 in)
Rear	4.5 mm (0.177 in)

- » If the brake disc thickness is less than the specified value.
 - 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. 🛠️

13.4 Checking the front brake fluid level



Warning

Danger of accidents Brake system failure.

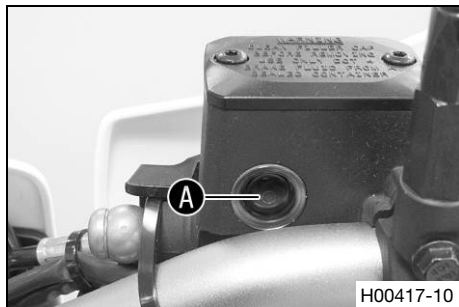
- If the brake fluid level drops below the specified marking or the specified value, this is an indication that the brake system is leaking or that the brake linings are completely worn down. Check the brake system and do not continue riding. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)



Warning

Danger of accidents Reduced braking efficiency due to old brake fluid.

- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)



- Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
- Check the brake fluid level in the viewer.
 - » If the brake fluid has dropped below marking **A**:
 - Add front brake fluid. 🛠️ (p. 111)

13.5 Adding front brake fluid



Warning

Danger of accidents Brake system failure.

- If the brake fluid level drops below the specified marking or the specified value, this is an indication that the brake system is leaking or that the brake linings are completely worn down. Check the brake system and do not continue riding. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)



Warning

Skin irritation Brake fluid can cause skin irritation on contact.

- Avoid contact with skin and eyes, and keep out of the reach of children.
- Wear suitable protective clothing and goggles.
- If brake fluid comes into contact with the eyes, flush the eyes thoroughly with water and consult a physician immediately.



Warning

Danger of accidents Reduced braking efficiency due to old brake fluid.

- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)



Warning

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in 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. 112)

Main work

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

Guideline

Level A	5 mm (0.2 in)
---------	---------------

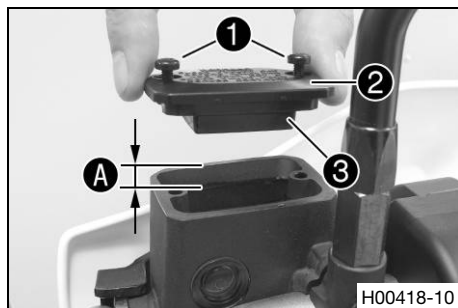
Brake fluid DOT 4 (☞ p. 200)

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



Info

Clean up overflowed or spilled brake fluid immediately with water.



13.6 Checking the front brake linings



Warning

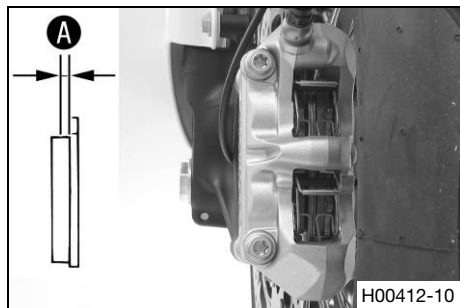
Danger of accidents Reduced braking efficiency caused by worn brake linings.

- Change worn brake linings immediately. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

Note

Danger of accidents Reduced braking efficiency caused by damaged brake discs.

- If the brake linings are not changed in time, the steel brake lining carriers grind on the brake disc. The braking effect is greatly reduced and the brake discs are destroyed. Check the brake linings regularly.



- Check the brake linings for minimum thickness **A**.

Minimum thickness A	$\geq 1 \text{ mm } (\geq 0.04 \text{ in})$
----------------------------	---

- » If the minimum thickness is less than specified:

- Change the front brake linings. 🛠️

- Check the brake linings for damage and cracking.

- » If there is wear or tearing:

- Change the front brake linings. 🛠️

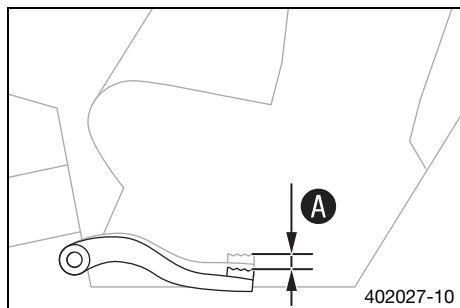
13.7 Checking the free travel of foot brake lever



Warning

Danger of accidents Brake system failure.

- If there is no free travel on the foot brake lever, pressure builds up on the rear brake circuit. The rear brake can fail due to overheating. Adjust the free travel on foot brake lever according to specifications.



- 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)
---------------------------------	----------------------------



Info

You will know that contact has been made with the foot brake cylinder piston when there is increased resistance when you activate the foot brake lever.

- » If the free travel does not meet specifications:

- Adjust the basic position of the foot brake lever. 🛠️ (📖 p. 114)

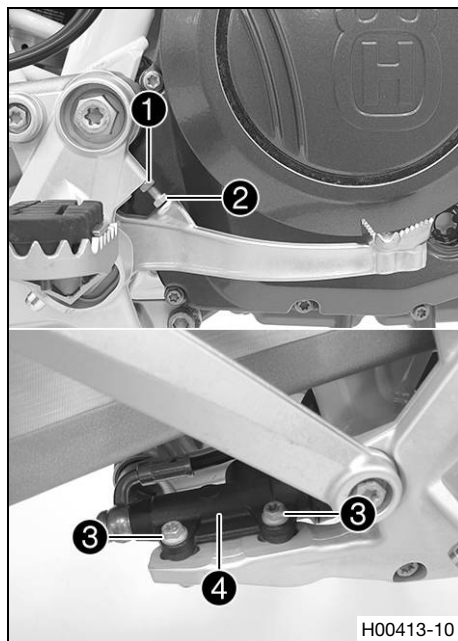
13.8 Adjusting the basic position of the foot brake lever



Warning

Danger of accidents Brake system failure.

- If there is no free travel on the foot brake lever, pressure builds up on the rear brake circuit. The rear brake can fail due to overheating. Adjust the free travel on foot brake lever according to specifications.



H00413-10

- Loosen fittings ③ on foot brake cylinder ④.
- To adjust the basic position of the foot brake lever individually, loosen nut ① and turn screw ② accordingly.



Info

The range of adjustment is limited. The screw must be screwed into the footrest bracket by at least four turns.

- Position foot brake cylinder ④ so that the foot brake lever has the necessary free travel.
- Mount and tighten fittings ③.

Guideline

Screw connection, foot brake cylinder	M6	10 Nm (7.4 lbf ft)
---------------------------------------	----	--------------------

- Check the free travel of the foot brake lever. (☞ p. 113)
- Tighten nut ①.

13.9 Checking rear brake fluid level



Warning

Danger of accidents Failure of the brake system.

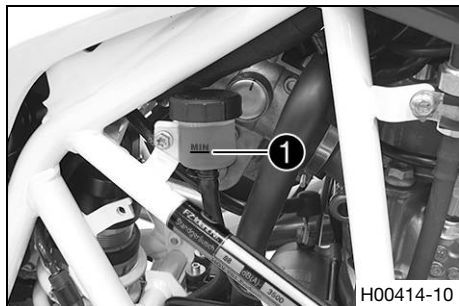
- If the brake fluid level falls below the **MIN** mark, this indicates a leakage in the brake system or worn-out brake linings. Check the brake system and do not continue riding. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)



Warning

Danger of accidents Reduced braking efficiency due to old brake fluid.

- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)



- Stand the vehicle upright.
- Check the brake fluid level in the brake fluid reservoir.
 - » If the fluid level reaches the **MIN** marking ❶:
 - Add rear brake fluid. 🛠️ (📖 p. 115)

13.10 Adding rear brake fluid 🛠️



Warning

Danger of accidents Failure of the brake system.

- If the brake fluid level falls below the **MIN** mark, this indicates a leakage in the brake system or worn-out brake linings. Check the brake system and do not continue riding. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

**Warning**

Skin irritation Brake fluid can cause skin irritation on contact.

- Avoid contact with skin and eyes, and keep out of the reach of children.
- Wear suitable protective clothing and goggles.
- If brake fluid comes into contact with the eyes, flush the eyes thoroughly with water and consult a physician immediately.

**Warning**

Danger of accidents Reduced braking efficiency due to old brake fluid.

- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

**Warning**

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

**Info**

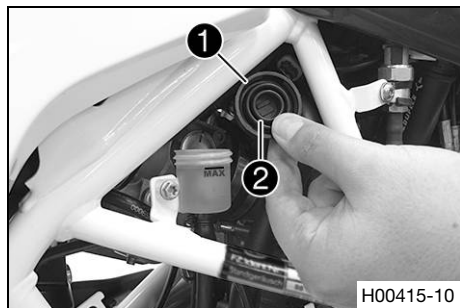
Never use DOT 5 brake fluid. It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.

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 rear brake linings. (🔧 p. 117)



Main work

- Stand the vehicle upright.
- Remove screw cap ① with membrane ②.
- Add brake fluid to the **MAX** marking.

Brake fluid DOT 4 (☞ p. 200)

- Refit screw cap with membrane.



Info

Clean up overflowed or spilled brake fluid immediately with water.

13.11 Checking the rear brake linings



Warning

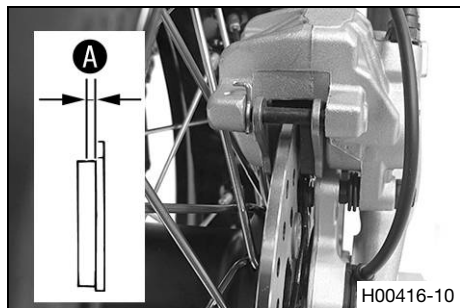
Danger of accidents Reduced braking efficiency caused by worn brake linings.

- Change worn brake linings immediately. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

Note

Danger of accidents Reduced braking efficiency caused by damaged brake discs.

- If the brake linings are not changed in time, the steel brake lining carriers grind on the brake disc. The braking effect is greatly reduced and the brake discs are destroyed. Check the brake linings regularly.



- Check the brake linings for minimum thickness **A**.

Minimum thickness A	$\geq 1 \text{ mm } (\geq 0.04 \text{ in})$
----------------------------	---

- » If the minimum thickness is less than specified:
 - Change the rear brake linings. 🛠️
- Check the brake linings for damage and cracking.
 - » If there is wear or tearing:
 - Change the rear brake linings. 🛠️

14.1 Removing the front wheel

Preparatory work

- Raise the motorcycle with the rear wheel stand. (🔧 p. 84)
- Raise the motorcycle with the front wheel stand. (🔧 p. 85)

Main work

- Remove screw ① and pull wheel speed sensor ② out of the hole.
- Remove screws ③ and spacers ④.
- Press back the brake linings with a light lateral tilting of the brake caliper on the brake disc.
- Pull the brake caliper carefully back from the brake disc and hang it to one side.

Info

Do not pull the hand brake lever while the brake caliper is removed.

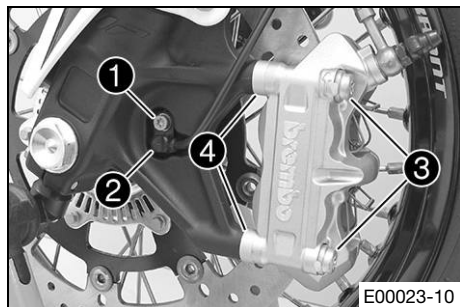
- Loosen screw ⑤ by several rotations.
- Loosen screws ⑥.
- Press your hand on screw ⑤ to push the wheel spindle out of the axle clamp.
- Remove screw ⑤.



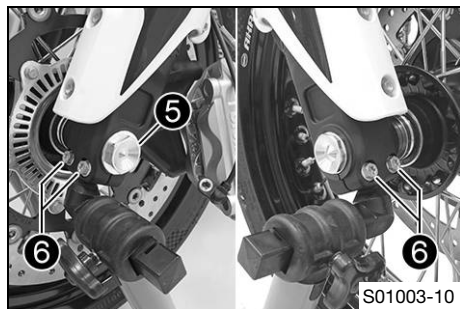
Warning

Danger of accidents Reduced braking efficiency due to damaged brake disc.

- Always lay the wheel down in such a way that the brake disc is not damaged.

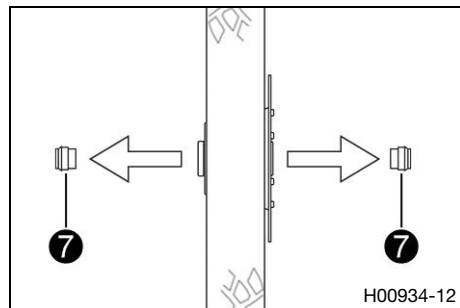


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- Holding the front wheel, withdraw the wheel spindle. Take the front wheel out of the fork.



- Remove spacers 7.

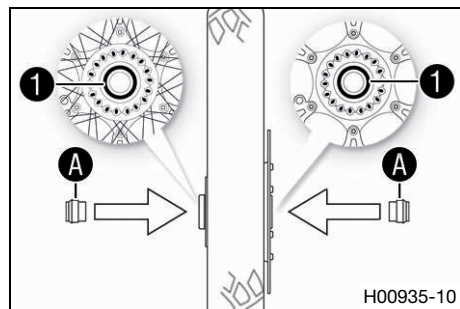
14.2 Installing the front wheel



Warning

Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

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



Main work

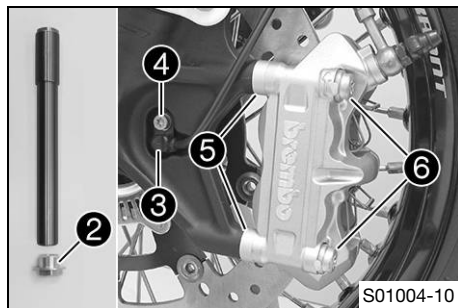
- Check the wheel bearing for damage and wear.
 - » If the wheel bearing is damaged or worn:
 - Change the front wheel bearing.
- Clean and grease shaft seal rings 1 and mating surfaces A of the spacers.

Long-life grease (p. 203)

- Insert the spacers.

14 WHEELS, TIRES

121



- Lift the front wheel into the fork, position it, and insert the wheel spindle.
- Mount and tighten screw ②.

Guideline

Screw, front wheel spindle	M24x1.5	45 Nm (33.2 lbf ft)
----------------------------	---------	---------------------

- Position wheel speed sensor ③ in the drill hole.
- Mount and tighten screw ④.

Guideline

Screw, wheel speed sensor	M6	6 Nm (4.4 lbf ft)
---------------------------	----	-------------------

- Position the brake caliper on the brake disc.
 - ✓ The brake linings are correctly positioned.
- Position spacers ⑤. Mount screws ⑥ but do not tighten yet.
- Operate the hand brake lever repeatedly until the brake linings are in contact with the brake disc and there is a pressure point. Fix the hand brake lever in the activated position.
 - ✓ The brake caliper straightens.
- Tighten screws ⑥.

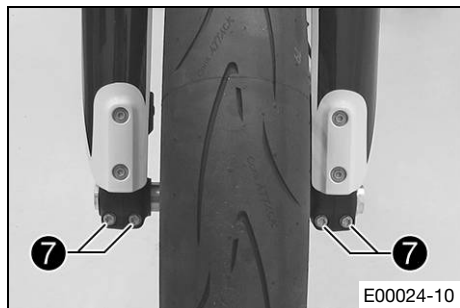
Guideline

Screw, front brake caliper	M10x1.25	45 Nm (33.2 lbf ft)	Loctite® 243™
----------------------------	----------	---------------------	---------------

- Remove the locking piece of the hand brake lever.

14 WHEELS, TIRES

122



- Take the motorcycle off of the front wheel stand. (🔧 p. 86)
- Operate the front brake and compress the fork a few times firmly.
✓ The fork legs straighten.
- Tighten screws 7.

Guideline

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

Finishing work

- Remove the rear of the motorcycle from the wheel stand. (🔧 p. 84)

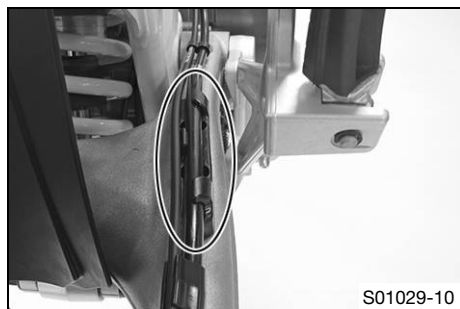
14.3 Removing the rear wheel 🛠

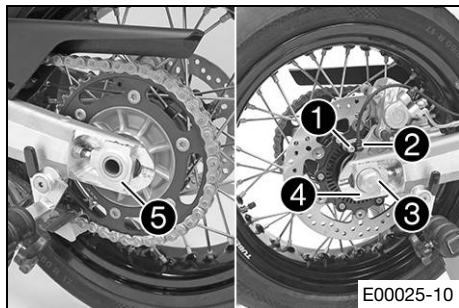
Preparatory work

- Raise the motorcycle with the rear wheel stand. (🔧 p. 84)

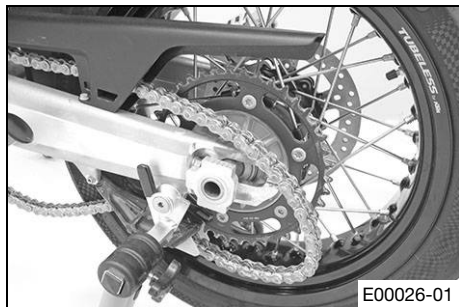
Main work

- Take the brake line out of the guide.





- Press the brake caliper onto the brake disc by hand in order to push back the brake piston.
- Remove screw ① and pull wheel speed sensor ② out of the hole.
- Remove nut ③. Remove chain adjuster ④.
- Pull out wheel spindle ⑤ to the point where the chain adjuster is no longer in contact with the adjusting screw.



- Push the rear wheel forward as far as possible and take the chain off the rear sprocket.



Info

Cover the components to protect them against damage.

- Holding the rear wheel, withdraw the wheel spindle.



Warning

Danger of accidents Reduced braking efficiency due to damaged brake disc.

- Always lay the wheel down in such a way that the brake disc is not damaged.
- Take the rear wheel out of the swingarm.



Info

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

14.4 Installing the rear wheel



Warning

Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

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



Warning

Danger of accidents No braking effect when operating the rear brake.

- After installing the rear wheel, always operate the foot brake until the pressure point is reached.

Main work

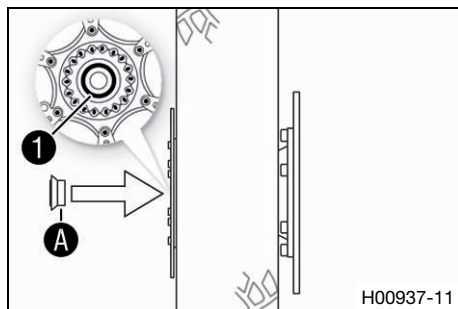
- Check the rear hub rubber dampers. (🔧 p. 126)
- Check the wheel bearing for damage and wear.
 - » If the wheel bearing is damaged or worn:
 - Change the rear wheel bearing. (🔧)
- Remove spacer.
- Clean and grease shaft seal ring ① and contact surface A of the spacer.

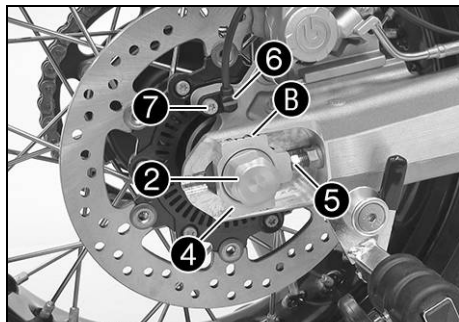
Long-life grease (🔧 p. 203)

- Insert the spacer.
- Clean and grease the thread of the wheel spindle and nut ②.

Long-life grease (🔧 p. 203)

- Mount the rubber damper and rear sprocket carrier in the rear wheel.
- Position the rear wheel.
 - ✓ The brake linings are correctly positioned.

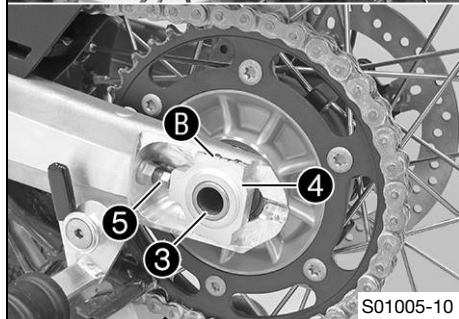




- Push the rear wheel forward as far as possible and lay the chain on the rear sprocket.
- Mount wheel spindle (3) and chain adjuster (4). Mount nut (2), but do not tighten it yet.
- Make sure that chain adjusters (4) are fitted correctly on adjusting screws (5).
- Make sure that the markings on the left and right chain adjusters are in the same position relative to reference marks (B). The rear wheel is then correctly aligned.
- Tighten nut (2).

Guideline

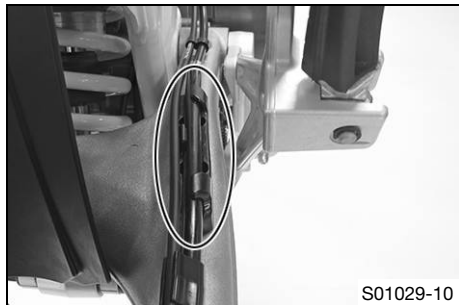
Nut, rear wheel spindle	M25x1.5	90 Nm (66.4 lbf ft)
-------------------------	---------	---------------------



- Position wheel speed sensor (6) in the drill hole.
- Mount and tighten screw (7).

Guideline

Screw, wheel speed sensor	M6	6 Nm (4.4 lbf ft)
---------------------------	----	-------------------



- Position the brake line in the guide.
- 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 rear of the motorcycle from the wheel stand. (🔧 p. 84)
- Check the chain tension. (🔧 p. 96)

14.5 Checking the rear hub rubber dampers 🛠️



Info

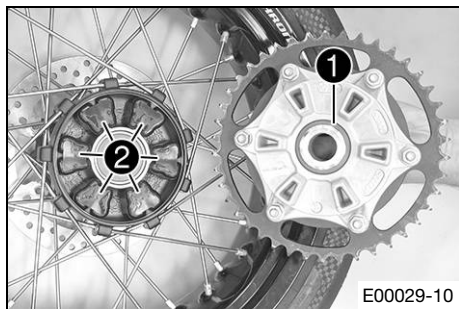
The engine power is transmitted from the rear sprocket to the rear wheel via 6 rubber dampers. They eventually wear out during operation. If the rubber dampers are not changed in time, the rear sprocket carrier and the rear hub become damaged.

Preparatory work

- Raise the motorcycle with the rear wheel stand. (🔧 p. 84)
- Remove the rear wheel. 🛠️ (🔧 p. 122)

Main work

- Check bearing ❶.
 - » If the bearing is damaged or worn:
 - Change the bearing of the rear sprocket carrier. 🛠️
- Check rubber dampers ❷ of the rear hub for damage and wear.
 - » If the rubber dampers of the rear hub are damaged or worn:
 - Change all rubber dampers in the rear hub.





- Lay the rear wheel on a workbench with the rear sprocket facing upwards and insert the wheel spindle in the hub.
- To check play **A**, hold the rear wheel tight and try to turn the rear sprocket with your hand.

Info

Measure the play on the outside of the rear sprocket.

Play in rubber dampers, rear wheel	≤ 5 mm (≤ 0.2 in)
------------------------------------	-------------------

- » If clearance **A** is larger than the specified value:
 - Change all rubber dampers in the rear hub.

Finishing work

- Install the rear wheel. (🔧 p. 124)
- Remove the rear of the motorcycle from the wheel stand. (🔧 p. 84)
- Check the chain tension. (🔧 p. 96)

14.6 Checking the tire condition



Warning

Danger of accidents Uncontrollable vehicle handling in the event of a flat tire.

- In the interest of safety, replace damaged or worn tires immediately. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)



Warning

Danger of crashing Poor vehicle handling due to different tire tread patterns on front and rear wheels.

- The front and rear wheels must be fitted with tires with similar tread patterns to prevent loss of control over the vehicle.



Warning

Danger of accidents Non-approved or non-recommended tires and wheels impact the handling characteristic.

- Only use tires/wheels approved by Husqvarna Motorcycles with the corresponding speed index.



Warning

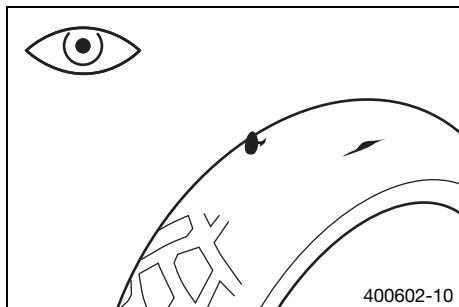
Danger of accidents Reduced road grip with new tires.

- New tires have a smooth rolling surface and therefore cannot provide full road grip. The entire rolling surface must be roughened in the first 200 kilometers (124.3 miles) by moderate riding at alternating angles. The full grip levels are not achieved until the tires have been run in.



Info

The type, condition, and air pressure of the tires all have a major impact on the handling characteristics of the motorcycle. 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 tread depth.



Info

Adhere to the legally required minimum tread depth.

Minimum tread depth	≥ 2 mm (≥ 0.08 in)
---------------------	--------------------

- » If the tread depth is less than the minimum tread depth:
 - Change the tires.
- Check the tire age.



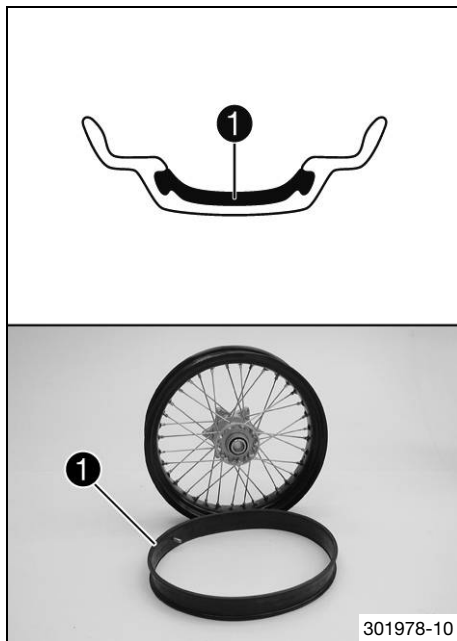
Info

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.

14.7 Tubeless tire system



This vehicle makes use of a tubeless tire system in which a tubeless sealing profile **1** is used instead of the conventional tube.

The advantages of the tubeless system lie in the absence of danger from a faulty tube. This greatly reduces the risk of a sudden loss in pressure.

The moments of inertia of these wheels are smaller than in conventional spoke wheels with a tube. This results in better handling and riding comfort.

The rigid rim design results in a spoke wheel that is almost entirely maintenance-free.

Husqvarna Motorcycles recommends that the tubeless sealing profile be changed after 5 years at the latest, regardless of the actual state of wear.

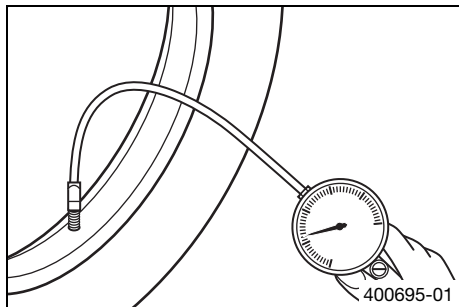
14.8 Checking the tire air pressure



Info

Low tire air pressure leads to abnormal wear and overheating of the tire.

Correct tire air pressure ensures optimal riding comfort and maximum tire service life.



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

Tire air pressure, solo	
Front	2.0 bar (29 psi)
Rear	2.0 bar (29 psi)

Tire air pressure with passenger / fully loaded	
Front	2.0 bar (29 psi)
Rear	2.2 bar (32 psi)

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

14.9 Checking spoke tension



Warning

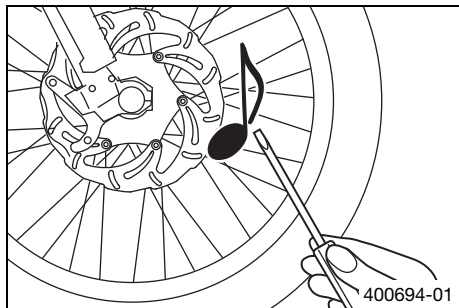
Danger of accidents Instable handling due to incorrect spoke tension.

- Ensure that the spoke tension is correct. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)



Info

A loose spoke can unbalance the wheel and other spokes may loosen within a short period.
If the spokes are too tight, they can break due to local overload.
Check the spoke tension regularly, especially on a new motorcycle.



- Strike each spoke briefly using a screwdriver blade.

i 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. 🛠

15.1 Removing the battery 🔧



Warning

Risk of injury Battery acid and battery gases cause serious chemical burns.

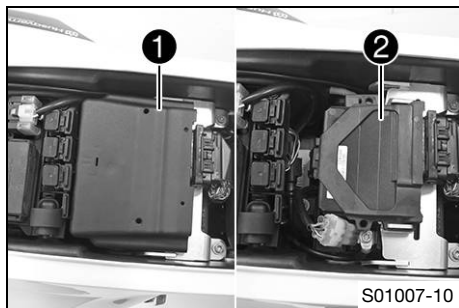
- Keep batteries out of the reach of children.
- Wear suitable protective clothing and goggles.
- Avoid contact with battery acid and battery gases.
- Keep sparks and open flames away from the battery. Only charge in well-ventilated rooms.
- In the event of skin contact, rinse with large amounts of water. If battery acid gets in the eyes, rinse with water for at least 15 minutes and contact a physician.

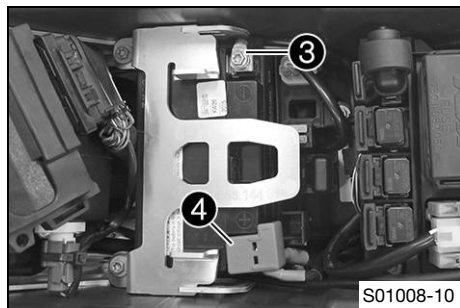
Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the seat. (🔧 p. 90)

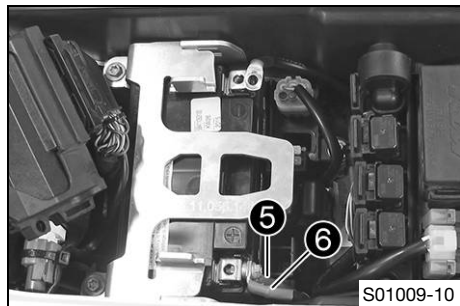
Main work

- Remove battery cover ❶.
- Pull the EFI control unit ❷ off of the holder and set it to one side.

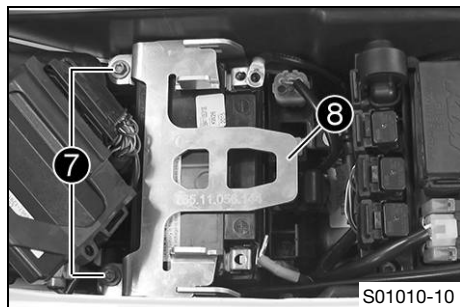




- Disconnect negative cable ③ from the battery.
- Take off the positive terminal cover ④.



- Disconnect the ABS connection cable ⑤ and positive cable ⑥ from the battery.

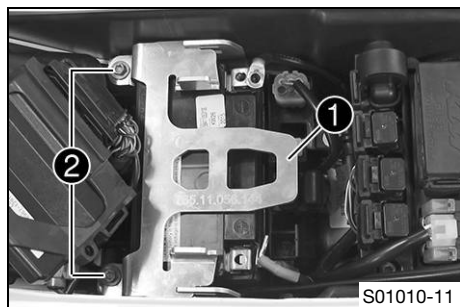


- Remove screws ⑦.
- Pull retaining bracket ⑧ of the battery forward and remove it.
- Lift the battery up and out.

Info

Never operate the motorcycle with a discharged battery or without a battery. In both cases, electrical components and safety devices can be damaged. The vehicle will therefore no longer be roadworthy.

15.2 Installing the battery



Main work

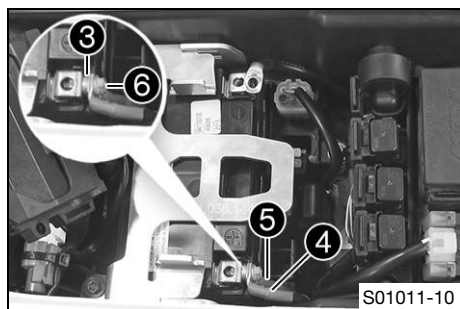
- Insert the battery into the battery compartment with the terminals facing rearward.

Battery (YTZ10S) (☞ p. 192)

- Position retaining bracket **1** and mount and tighten screws **2**.

Guideline

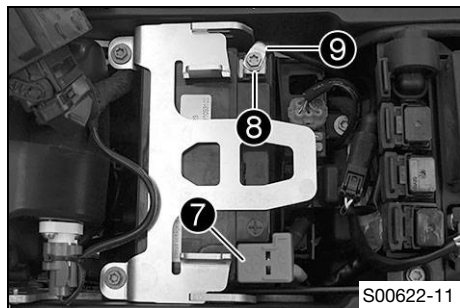
Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
---------------------------	----	--------------------



- Position washer **3**, positive cable **4**, and ABS connection cable **5**.
- Mount and tighten screw **6**.

Guideline

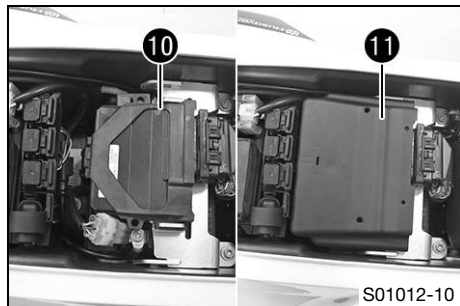
Screw, battery terminal	M6	4.5 Nm (3.32 lbf ft)
-------------------------	----	----------------------



- Position positive terminal cover 7.
- Position washer 8 and negative cable 9, and mount and tighten the screw.

Guideline

Screw, battery terminal	M6	4.5 Nm (3.32 lbf ft)
-------------------------	----	----------------------



- Position EFI control unit 10.
- Mount battery cover 11.

Finishing work

- Mount the seat. (☞ p. 90)
- Set the clock. (☞ p. 47)

15.3 Recharging the battery



Warning

Risk of injury Battery acid and battery gases cause serious chemical burns.

- Keep batteries out of the reach of children.
- Wear suitable protective clothing and goggles.
- Avoid contact with battery acid and battery gases.
- Keep sparks and open flames away from the battery. Only charge in well-ventilated rooms.
- In the event of skin contact, rinse with large amounts of water. If battery acid gets in the eyes, rinse with water for at least 15 minutes and contact a physician.



Warning

Environmental hazard Batteries contain environmentally-hazardous materials.

- Do not dispose of batteries as household waste.
- Return batteries to your authorized Husqvarna Motorcycles dealer or dispose of them at a collection point for used batteries.



Warning

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.



Info

Even when there is no load on the battery, it discharges steadily.

The charging level and the method of charging are very important for the service life of the battery.

Rapid recharging with a high charging current shortens the service life of the battery.

If the charging current, charging voltage, or charging time is exceeded, electrolyte escapes through the safety valves. This reduces the battery capacity.

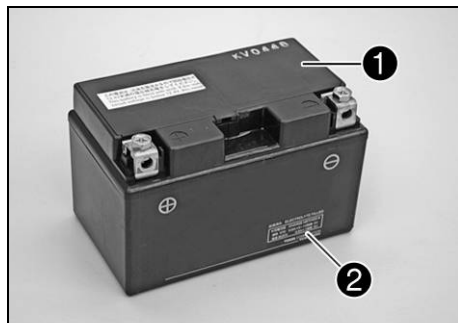
If the battery is depleted by repeated starting, the battery must be charged immediately.

If the battery is left in a discharged state for an extended period, it will become over-discharged and sulfated, destroying the battery.

The battery is maintenance-free. The acid level does not have to be checked.

Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the seat. (🔧 p. 90)
- Remove the battery. 🛠️ (🔧 p. 133)



Main work

- Connect the battery charger to the battery. Switch on the battery charger.

Battery charger (81229074000)

You can also use the battery charger to test the open-circuit voltage and start potential of the battery, and to test the alternator. With this device, you cannot overcharge the battery.

i Info

Never remove lid ①.

Charge the battery to a maximum of 10 % of the capacity specified on battery housing ②.

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

Guideline

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

Charge the battery regularly when the motorcycle is not in use

3 months

Finishing work

- Install the battery. (🔧 p. 135)
- Mount the seat. (🔧 p. 90)
- Set the clock. (🔧 p. 47)

15.4 Changing the main fuse



Warning

Fire hazard The electrical system can be overloaded if the wrong fuses are used.

- Use only fuses with the prescribed amperage. Never bypass or repair fuses.



Info

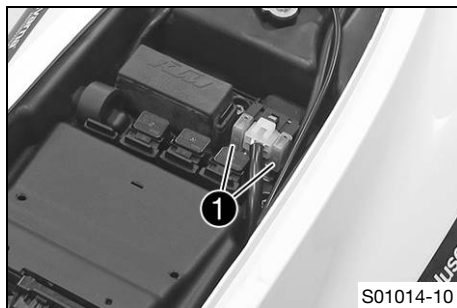
The main fuse protects all power consumers in the vehicle. It is in the housing of the starter relay next to the battery.

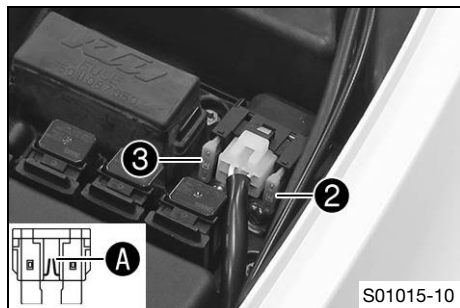
Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the seat. (➔ p. 90)

Main work

- Remove protection covers ❶.





- Remove a defective main fuse ② with needle nose pliers.

i Info

A defective fuse is indicated by a burned-out fuse wire **A**.

A reserve fuse ③ is located in the starter relay.

- Install a new main fuse.

Fuse (58011109130) (☞ p. 193)

i Info

Insert a new replacement fuse into the starter relay to have it available when needed.

- Check the functioning of the electrical equipment.
- Mount the protection covers.

Finishing work

- Mount the seat. (☞ p. 90)
- Set the clock. (☞ p. 47)

15.5 Changing the ABS fuses



Warning

Fire hazard The electrical system can be overloaded if the wrong fuses are used.

- Use only fuses with the prescribed amperage. Never bypass or repair fuses.



Info

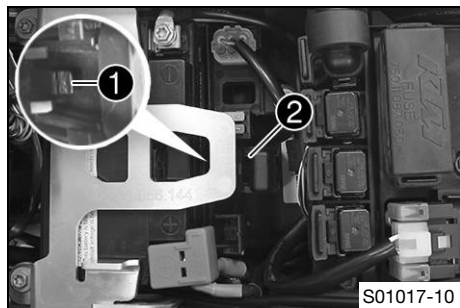
Two fuses for the ABS are located under the seat. These fuses protect the return pump and the hydraulic unit of the ABS. The third fuse, which protects the ABS control unit, is located in the fuse box.

Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the seat. (🔧 p. 90)
- Remove the battery cover.
- Pull the EFI control unit from the holder and set it to one side.

Main work

- Unlock catch ❶ and lift off the holder ❷.



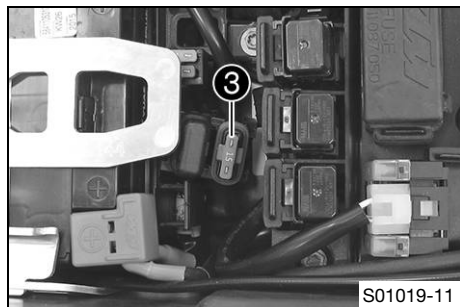
S01017-10

To change the fuse of the ABS hydraulic unit:

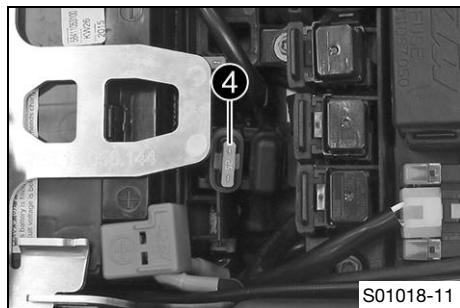
- Take off the protection cap and remove fuse ❸.
- Insert a new fuse.

Fuse (58011109115) (🔧 p. 193)

- Mount the protection cap.



S01019-11



To change the fuse of the ABS return pump:

- Take off the protection cap and remove fuse ④.
- Insert a new fuse.

Fuse (58011109125) (🔧 p. 193)

- Mount the protection cap.

Finishing work

- Position the EFI control unit.
- Mount the battery cover.
- Mount the seat. (🔧 p. 90)

15.6 Changing the fuses of individual power consumers

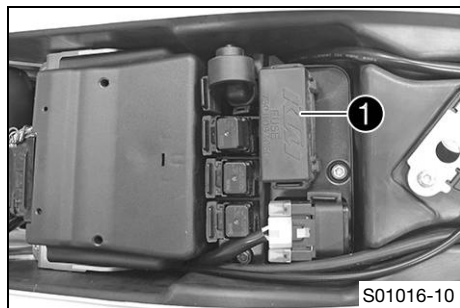


Info

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

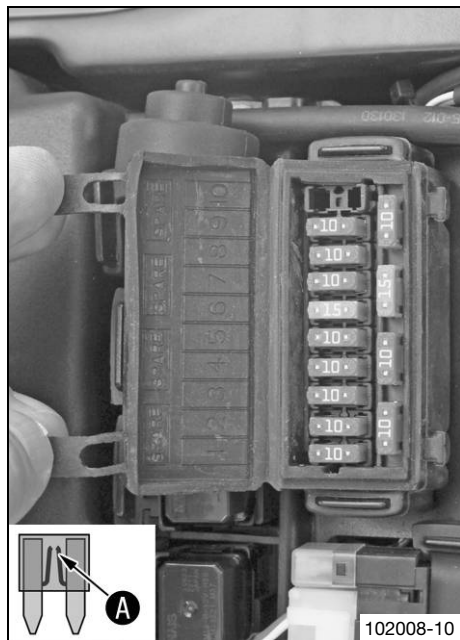
Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the seat. (🔧 p. 90)



Main work

- Open fuse box cover ①.



- Remove the defective fuse.

Guideline

Fuse **1** - 10 A - ignition

Fuse **2** - 10 A - ignition, combination instrument, EFI control unit, lambda sensor, ABS switch

Fuse **3** - 10 A - fuel pump

Fuse **4** - 10 A - radiator fan

Fuse **5** - 10 A - horn, brake light, turn signal, oil pressure sensor

Fuse **6** - 15 A - high beam, low beam, parking light, tail light, license plate lamp

Fuse **7** - 10 A - for auxiliary equipment (permanent positive)

Fuse **8** - 10 A - for auxiliary equipment (accessories connected with ignition switch)

Fuse **9** - 10 A - ABS control unit, diagnostics connector

Fuse **10** - not assigned

Fuse **SPARE** - 10 A/15 A - spare fuses



Info

A defective fuse is indicated by a burned-out fuse wire ②.

**Warning**

Fire hazard The electrical system can be overloaded if the wrong fuses are used.

- Use only fuses with the prescribed amperage. Never bypass or repair fuses.

-
- Use spare fuses with the correct rating only.

Fuse (75011088010) (☞ p. 192)

Fuse (75011088015) (☞ p. 193)

**Tip**

Replace the 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.

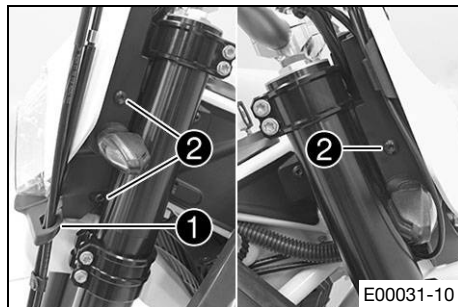
Finishing work

- Mount the seat. (☞ p. 90)

15.7 Removing the headlight mask with the headlight

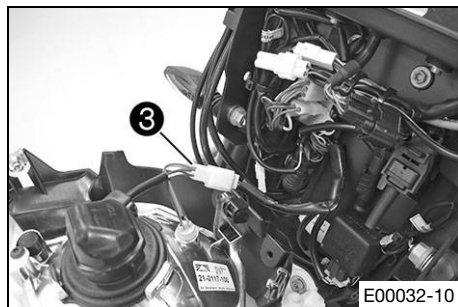
Preparatory work

- Switch off all power consumers and switch off the engine.



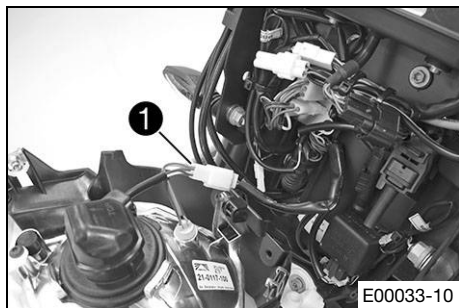
Main work

- Cover the fender with a cloth to protect it from damage.
- Detach the brake line and wiring harness from holder ①.
- Remove screws ② on both sides.
- Tip the headlight mask forward.



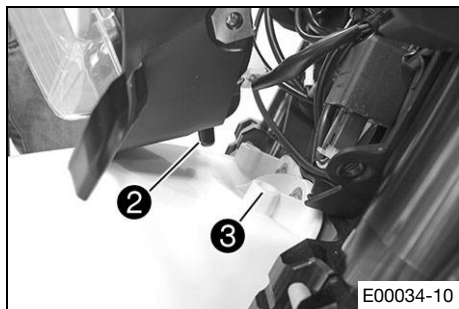
- Disconnect plug-in connector ③ of the headlight.
- Remove the headlight mask.

15.8 Installing the headlight mask with the headlight

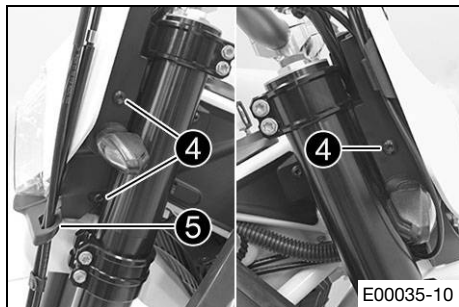


Main work

- Connect plug-in connector ① of the headlight.
- Check that the lighting is functioning properly.



- Remove the cloth from the fender and position the headlight mask.
 - ✓ Both holding lugs ② engage in drilled holes ③ of the fender.



- Mount and tighten screws ④.

Guideline

Screw, headlight mask	M5	5 Nm (3.7 lbf ft)
-----------------------	----	-------------------

- Mount the brake line and wiring harness in holder ⑤.

Finishing work

- Check the headlight setting. (🔧 p. 151)

15.9 Changing the headlight bulb

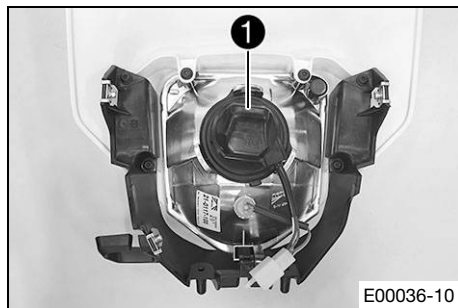
Note

Damage to reflector Reduced brightness.

- Grease on the lamp will evaporate due to the heat and be deposited on the reflector. Clean the lamp and keep it free of grease before mounting.

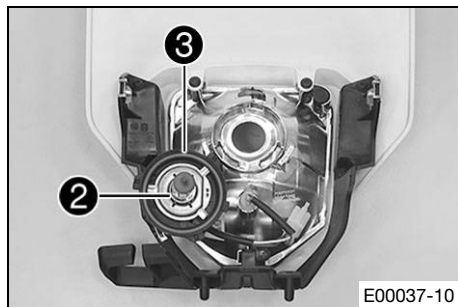
Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the headlight mask with the headlight. (🔧 p. 145)



Main work

- Turn protection cap ① together with the underlying bulb socket counterclockwise all the way and remove it.



- Pull out headlight bulb ②.
- Insert the new headlight bulb.

Headlight (H4/socket P43t) (☛ p. 193)

- Insert the protection cap with the bulb socket into the reflector and turn it clockwise all the way.



Info

Ensure that O-ring ③ is seated properly.

Finishing work

- Install the headlight mask with the headlight. (☛ p. 147)
- Check the headlight setting. (☛ p. 151)

15.10 Changing the parking light bulb

Note

Damage to reflector Reduced brightness.

- Grease on the lamp will evaporate due to the heat and be deposited on the reflector. Clean the lamp and keep it free of grease before mounting.

Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the headlight mask with the headlight. (🔧 p. 145)

Main work

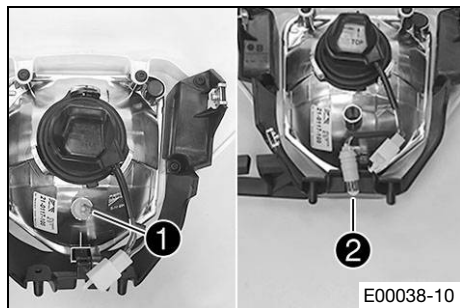
- Pull bulb socket ❶ out of the reflector.
- Pull parking light bulb ❷ out of the bulb socket.
- Insert a new parking light bulb in the bulb socket.

Parking light (W5W / socket W2.1x9.5d) (🔧 p. 193)

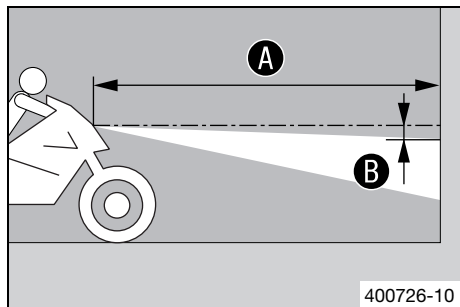
- Insert the bulb socket in the reflector.

Finishing work

- Install the headlight mask with the headlight. (🔧 p. 147)
- Check the headlight setting. (🔧 p. 151)



15.11 Checking the headlight setting



- Position the vehicle upright on a horizontal surface in front of a light wall and make a mark at the height of the center of the low beam headlight.
- Make another mark at a distance **B** under the first mark.

Guideline

Distance B	5 cm (2 in)
-------------------	-------------

- Position the vehicle vertically at a distance **A** away from the wall.

Guideline

Distance A	5 m (16 ft)
-------------------	-------------

- The rider, with luggage and passenger if applicable, now mounts the motorcycle.
- Switch on the low beam.
- Check the headlight setting.

The light-dark boundary must lie exactly on the lower mark when the motorcycle is ready to operate with the rider mounted along with any luggage and a passenger if applicable.

- » If the boundary between light and dark does not meet specifications:
 - Adjust the headlight range. (☛ p. 151)

15.12 Adjusting the headlight range

Preparatory work

- Check the headlight setting. (☛ p. 151)



Main work

- Loosen screw ❶.
- Adjust the headlight range by pivoting the headlight.

Guideline

The boundary between light and dark must be exactly on the lower mark for a motorcycle with rider (instructions on how to apply the mark: Checking the headlight setting).



Info

If you have a payload, you may have to correct the headlight range.

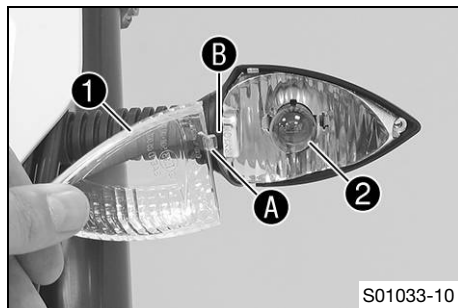
- Tighten screw ❶.

15.13 Changing the turn signal bulb

Note

Damage to reflector Reduced brightness.

- Grease on the lamp will evaporate due to the heat and be deposited on the reflector. Clean the lamp and keep it free of grease before mounting.



- Remove the screw on the rear of the turn signal housing.
- Carefully remove diffuser ①.
- Push bulb ② lightly into the socket, turn approx. 30° counterclockwise, and pull it out of the socket.



Info

Do not touch the reflector with your fingers and keep it free from grease.

- Lightly push the new lamp into the socket and turn all the way clockwise.

Turn signal (RY10W/socket BAU15s) (🔧 p. 193)

- Check that the turn signal is functioning properly.
- Position the diffuser.

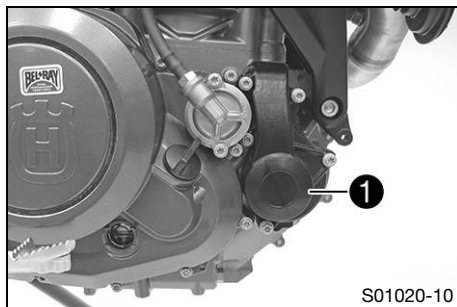


Info

Insert catch ① into recess ②.

- Insert the screw and first turn counterclockwise until it engages in the thread with a small jerk. Tighten the screw lightly.

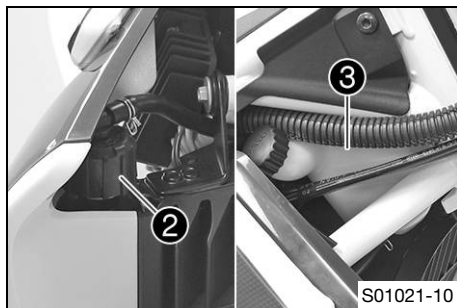
16.1 Cooling system



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. Heat expansion causes excess coolant to flow into compensating tank ③. When the temperature falls, this surplus coolant is sucked back into the cooling system. This ensures that operating the vehicle at the specified coolant temperature will not result in a risk of malfunctions.

125 °C (257 °F)

Cooling takes place by means of the air stream and a radiator fan, which is controlled by a thermost switch. The lower the speed, the less the cooling effect. Dirty cooling fins also reduce the cooling effect.



16.2 Checking the antifreeze and coolant level



Warning

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

- Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.



Warning

Danger of poisoning Coolant is poisonous and a health hazard.

- Coolant must not come into contact with the skin, eyes, or clothing. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that is contaminated with coolant. Keep coolant out of reach of children.

Condition

The engine is cold.

- Stand the motorcycle on its side stand on a horizontal surface.
- Remove the cover of compensating tank ❶.
- 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 compensating tank.

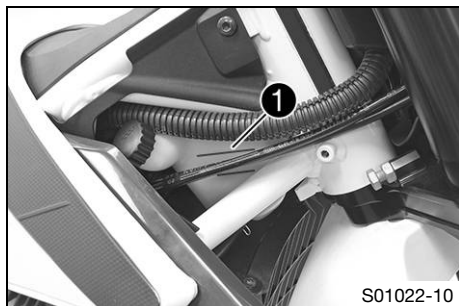
The coolant level must be between the two markings.

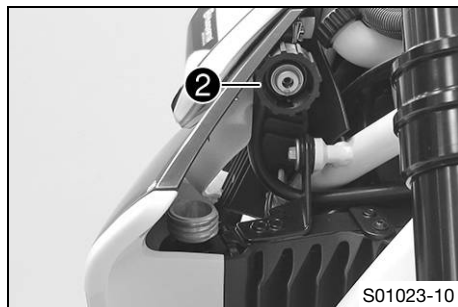
» If the coolant level does not match the specified value:

- Correct the coolant level.

Coolant (🔧 p. 200)

- Mount the cover of the compensating ❶ tank.





- Remove radiator cap ②.
- 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.

The radiator must be filled completely.

» If the coolant level does not match the specified value:

- Check the coolant level and the reason for the loss.

Coolant (☛ p. 200)

- Mount radiator cap ②.

16.3 Checking the coolant level



Warning

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

- Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.



Warning

Danger of poisoning Coolant is poisonous and a health hazard.

- Coolant must not come into contact with the skin, eyes, or clothing. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that is contaminated with coolant. Keep coolant out of reach of children.

Condition

The engine is cold.

- Stand the motorcycle on its side stand on a horizontal surface.
- Check the coolant level in compensating tank ❶.

The coolant level must be between the two markings.

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

Coolant (🔧 p. 200)

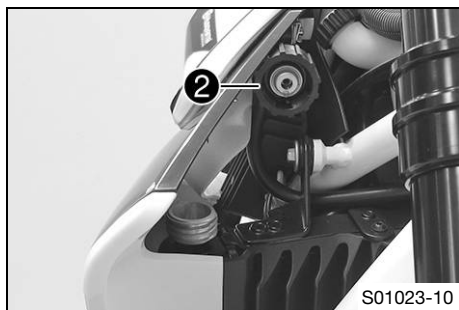
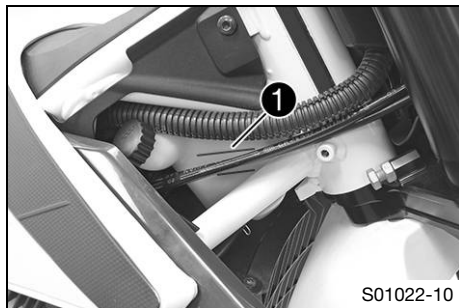
- Remove radiator cap ❷ and check the coolant level in the radiator.

The radiator must be filled completely.

- » If the coolant level does not match the specified value:
 - Check the coolant level and the reason for the loss.

Coolant (🔧 p. 200)

- Mount the radiator cap.



16.4 Draining the coolant 🛠



Warning

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

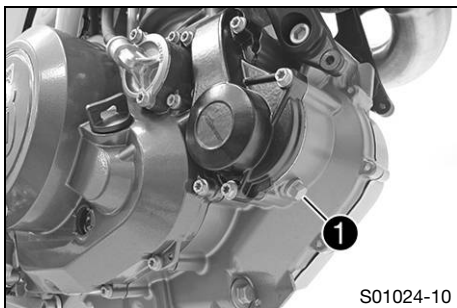
- Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.



Warning

Danger of poisoning Coolant is poisonous and a health hazard.

- Coolant must not come into contact with the skin, eyes, or clothing. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that is contaminated with coolant. Keep coolant out of reach of children.



- Position the motorcycle upright.
- Place a suitable container under the engine.
- Remove screw ❶.
- Remove the radiator cap.
- Completely drain the coolant.
- Mount and tighten screw ❶ with a new seal ring.

Guideline

Plug, drain hole of water pump	M10x1	15 Nm (11.1 lbf ft)
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16.5 Filling/bleeding the cooling system 🛠️



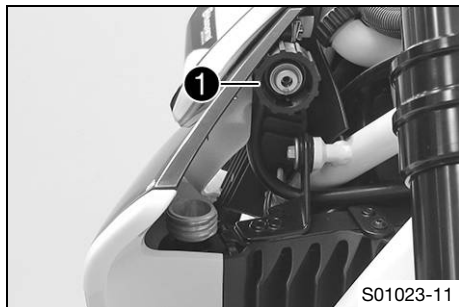
Warning

Danger of poisoning Coolant is poisonous and a health hazard.

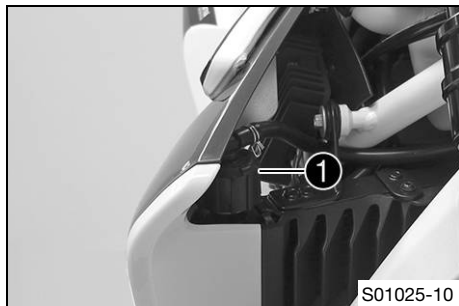
- Coolant must not come into contact with the skin, eyes, or clothing. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that is contaminated with coolant. Keep coolant out of reach of children.

16 COOLING SYSTEM

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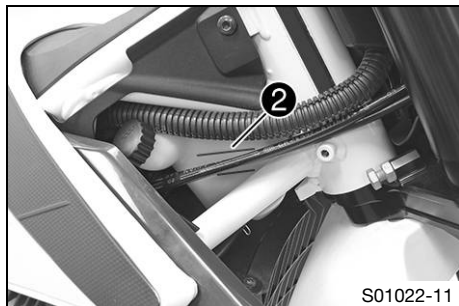
- Stand the motorcycle on its side stand on a horizontal surface.
- Remove radiator cap ❶.



- Refill with coolant.

Coolant (☛ p. 200)

- Completely fill the radiator with coolant.
- Mount radiator cap ❶.



- Remove the cover of compensating tank ❷.
- Add coolant up to the level between the two markings.
- Mount the cover of the compensating tank.



Danger

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

- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.
-
- Start the engine and let it warm up.
 - Stop the engine and allow it to cool down.
 - Check the coolant level. (➡ p. 156)

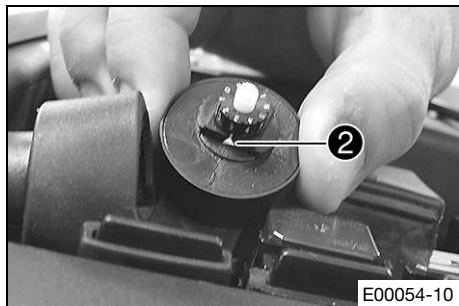
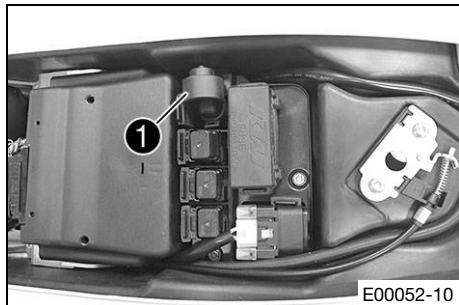
17.1 Adjusting the engine characteristic

Preparatory work

- Switch off the ignition by turning the ignition key to position **OFF** ☒.
- Remove the seat. (☛ p. 90)

Main work

- Pull the **Map-Select** switch and holder ① upward off of the retaining bracket.
- Pull the **Map-Select** switch out of the holder.



- Turn the adjusting wheel until the desired digit is next to marking ②.

Set the Map-Select switch to Soft.

- Set the adjusting wheel to position 1.
 - ✓ Soft – reduced homologated peak performance for better driveability.

Set the Map-Select switch to Advanced.

- Set the adjusting wheel to position 2.
 - ✓ Advanced – homologated performance with extremely direct responsiveness.

Set the Map-Select switch to Standard.

- Set the adjusting wheel to position 3, 4, 5, 6, 7, 8 or 9.
 - ✓ Standard – homologated performance with balanced responsiveness.

Set the Map-Select switch to poor fuel quality.

- Set the adjusting wheel to position 0.
 - ✓ Poor fuel quality – homologated performance is reduced in accordance with the fuel quality, use for no more than 1 tank of fuel

- Position the **Map-Select** switch in the holder.
- Slide the **Map-Select** switch with the holder downward onto the retaining bracket.

Finishing work

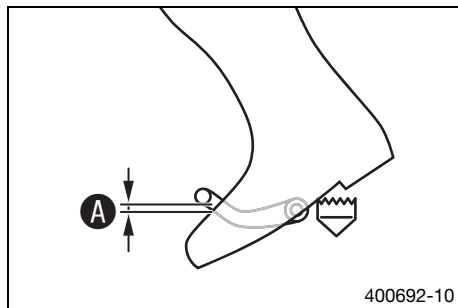
- Mount the seat. (🔧 p. 90)

17.2 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.

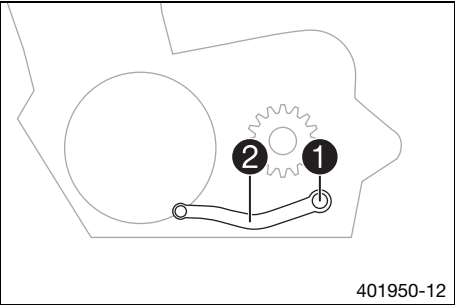


- Sit on the vehicle in the riding position and determine distance **A** between the upper edge of your boot and the shift lever.

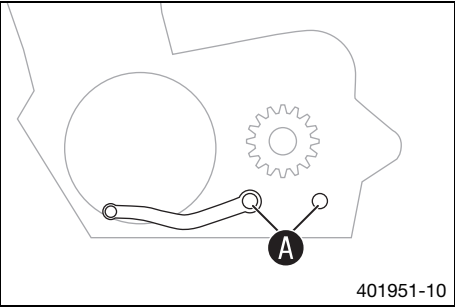
Distance between shift lever and upper edge of boot	10... 20 mm (0.39... 0.79 in)
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- » If the distance does not meet specifications:
 - Adjust the basic position of the shift lever. 🛠️ (🔧 p. 163)

17.3 Adjusting the basic position of the shift lever 🛠️



- Remove screw ❶ with washers and take off shift lever ❷.



- Clean gear teeth A of the shift lever and shift shaft.
- Mount shift lever ❷ 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.

- Locate and tighten screw ❶ with washers.

Guideline

Screw, shift lever	M6	14 Nm (10.3 lbf ft)	Loctite® 243™
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18.1 Checking the engine oil level

Condition

The engine is at operating temperature.

Preparatory work

- Stand the motorcycle upright on a horizontal surface.

Main work

- Check the engine oil level.



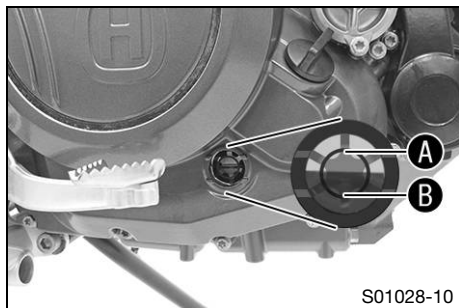
Info

After switching off the engine, wait one minute before checking the level.

The engine oil must be between marking **A** and marking **B** of the oil level viewer.

» If the engine oil level is not at the specified level:

- Add engine oil. (🔧 p. 169)



18.2 Changing the engine oil and oil filter, cleaning the oil screens 🛠️



Warning

Danger of scalding Engine oil and gear oil get very hot when the motorcycle is ridden.

- Wear appropriate protective clothing and safety gloves. In case of burns, rinse immediately with lukewarm water.



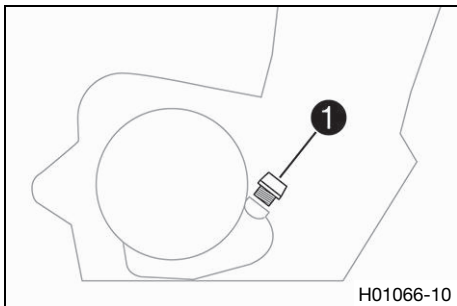
Warning

Environmental hazard Hazardous substances cause environmental damage.

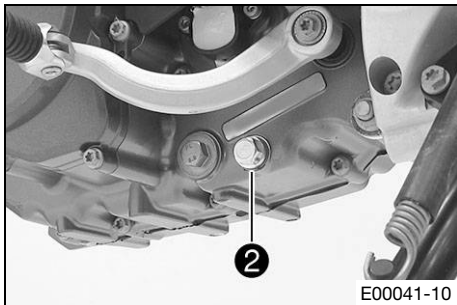
- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

**Info**

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

**Main work**

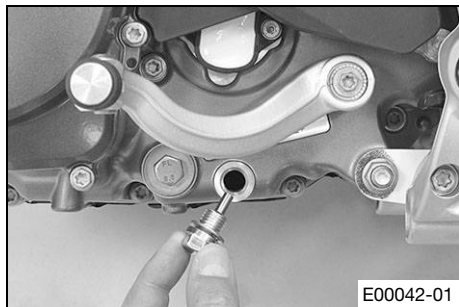
- Place a suitable container under the engine.
- Remove oil filler plug ❶ with the O-ring from the clutch cover.



- Remove oil drain plug ❷ with the magnet and seal ring.
- Completely drain the engine oil.

18 SERVICE WORK ON THE ENGINE

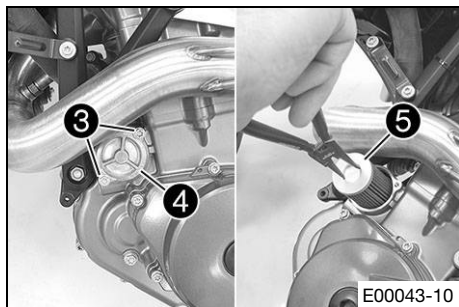
166



- Thoroughly clean the oil drain plug with magnet.
- Mount and tighten the oil drain plug with the magnet and a new seal ring.

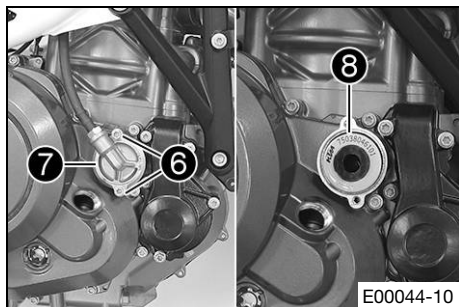
Guideline

Oil drain plug with magnet	M12x1.5	20 Nm (14.8 lbf ft)
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- Remove screws ③. Remove oil filter cover ④ with the O-ring.
- Pull oil filter ⑤ out of the oil filter housing.

Circlip pliers reverse (51012011000)



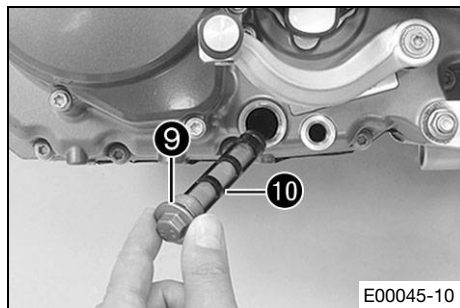
- Remove screws ⑥. Remove oil filter cover ⑦ with the O-ring.
- Pull oil filter ⑧ out of the oil filter housing.

Circlip pliers reverse (51012011000)

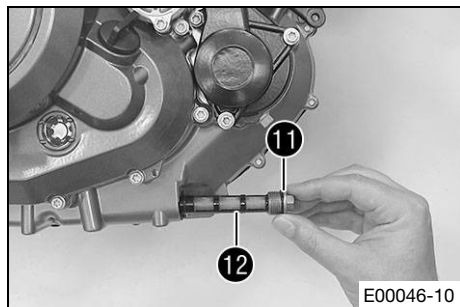
- Completely drain the engine oil.
- Thoroughly clean the parts and sealing surfaces.

18 SERVICE WORK ON THE ENGINE

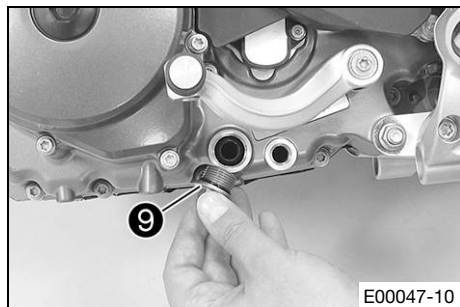
167



- Remove screw plug 9 with oil screen 10 and the O-rings.



- Remove screw plug 11 with oil screen 12 and the O-rings.
- Completely drain the engine oil.
- Thoroughly clean the parts and sealing surfaces.



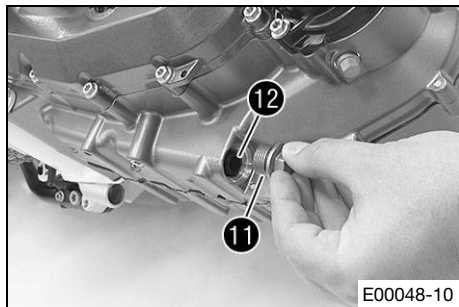
- Position oil screen 10 with the O-rings.
- Mount and tighten screw plug 9 with the O-ring.

Guideline

Plug, oil screen	M20x1.5	15 Nm (11.1 lbf ft)
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18 SERVICE WORK ON THE ENGINE

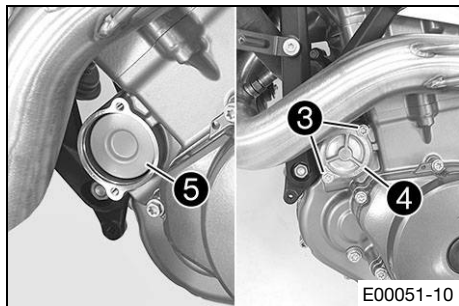
168



- Position oil screen **12** with the O-rings.
- Mount and tighten screw plug **11** with the O-ring.

Guideline

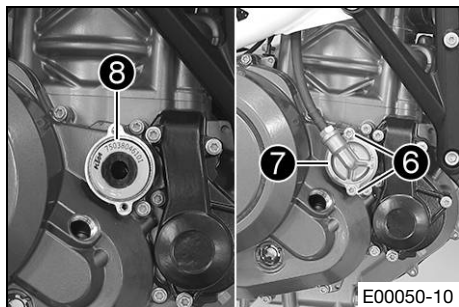
Plug, oil screen	M20x1.5	15 Nm (11.1 lbf ft)
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- Insert oil filter **5**.
- Lubricate the O-ring of the oil filter cover. Position oil filter cover **4**.
- Mount and tighten screws **3**.

Guideline

Screw, oil filter cover	M5x16	6 Nm (4.4 lbf ft)
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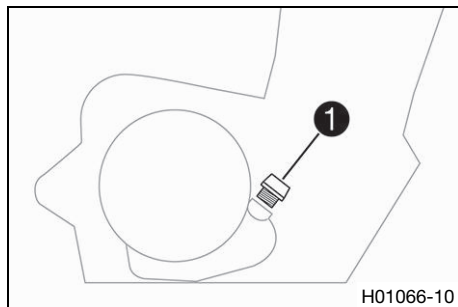
- Insert oil filter **8**.
- Lubricate the O-ring of the oil filter cover. Position oil filter cover **7**.
- Mount and tighten screws **6**.

Guideline

Screw, oil filter cover	M5x16	6 Nm (4.4 lbf ft)
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- Fill up with engine oil at the clutch cover.

Engine oil	1.70 l (1.8 qt.)	Engine oil (SAE 10W/50) (☛ p. 200)
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i Info

Too little engine oil or poor-quality engine oil results in premature wear of the engine.

- Mount and tighten the oil filler plug **1** with the O-ring.

! Danger

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

- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.
- Start the engine and check that it is oil-tight.

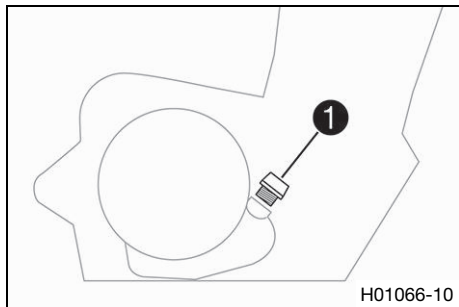
Finishing work

- Check the engine oil level. (🔧 p. 164)

18.3 Adding engine oil

i Info

Too little engine oil or poor-quality engine oil results in premature wear of the engine.



Main work

- Remove filler plug ❶ and the O-ring from the clutch cover and fill up with engine oil.

Engine oil (SAE 10W/50) (☛ p. 200)

- Mount and tighten the oil filler plug ❶ with the O-ring.



Danger

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

- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.
-
- Start the engine and check that it is oil-tight.

Finishing work

- Check the engine oil level. (☛ p. 164)

19.1 Cleaning the motorcycle

Note

Material damage Damage and destruction of components by high-pressure cleaning equipment.

- When cleaning the vehicle with a pressure cleaner, do not point the water jet directly onto electrical components, connectors, cables, bearings, etc. Maintain a minimum distance of 60 cm between the nozzle of the pressure cleaner and the component. Excessive pressure can cause malfunctions or destroy these parts.



Warning

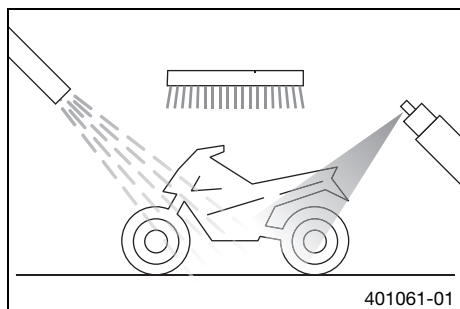
Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in 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 loose dirt first with a soft jet of water.
- Spray very dirty parts with a normal commercial engine cleaner and then brush off with a soft brush.



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.
If the vehicle was operated in road salt, clean it with cold water. Warm water would enhance the corrosive effects of salt.

- 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 Reduced braking efficiency due to a wet or dirty brake system.

- Clean or dry a dirty or wet brake system by riding and braking gently.

-
- 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.

-
- Push back the protection caps of the handlebar controls to allow any water that has penetrated to evaporate.
 - After the motorcycle has cooled off, lubricate all moving parts and bearings.
 - Clean the chain. (🔧 p. 95)
 - Treat bare metal (except for brake discs and the exhaust system) with a corrosion inhibitor.

Preserving materials for paints, metal and rubber (🔧 p. 203)

- Treat all painted parts with a mild paint care product.

**Info**

Do not polish parts that were matte when delivered as this would strongly impair the material quality.

-
- Treat all plastic parts and powder-coated parts with a mild cleaning and care product.
 - Lubricate the ignition/steering lock.

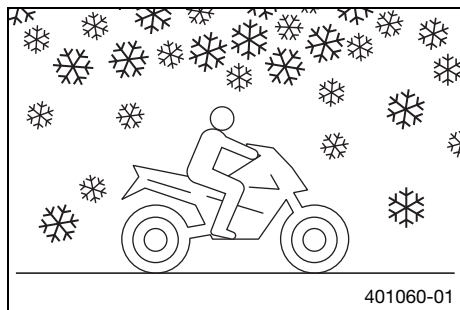
Universal oil spray (☛ p. 203)

19.2 Checks and maintenance steps for winter operation

i Info

If you use the motorcycle in winter, you must expect salt on the roads. You should therefore take precautions against aggressive road salt.

If the vehicle was operated in road salt, clean it with cold water after riding. Warm water would enhance the corrosive effects of salt.



- Clean the motorcycle. (☛ p. 171)
- Clean the brake system.

i Info

After **EVERY** trip on salted roads, thoroughly wash the brake calipers and brake linings with cold water and dry carefully. This should be done after the parts are cooled down and while they are installed.

After use on salted roads, clean the motorcycle thoroughly with cold water and dry it properly.

- Treat the engine, the swingarm, and all other bare or galvanized parts (except brake discs) with a wax-based anti-corrosion substance.

i Info

To prevent serious reduction of the braking efficiency, make sure no anti-corrosion substance gets on to the brake discs.

- Clean the chain. (☛ p. 95)

20.1 Storage



Warning

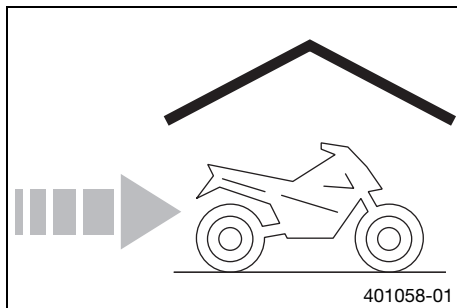
Danger of poisoning Fuel is poisonous and a health hazard.

- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that has been contaminated with fuel. Store fuel properly in a suitable canister and keep away from 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.
- Refuel. (☞ p. 66)
- Clean the motorcycle. (☞ p. 171)
- Change the engine oil and oil filter and clean the oil screens. ☞ (☞ p. 164)
- Check the antifreeze and coolant level. (☞ p. 154)
- Check the tire air pressure. (☞ p. 130)
- Remove the battery. ☞ (☞ p. 133)
- Recharge the battery. ☞ (☞ p. 137)

Guideline

Storage temperature of battery without direct sunshine

0... 35 °C (32... 95 °F)

- Store the vehicle in a dry location that is not subject to large fluctuations in temperature.

i Info

Husqvarna Motorcycles recommends raising the motorcycle.

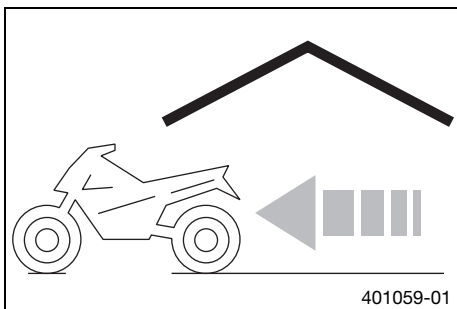
-
- Raise the motorcycle with the rear wheel stand. (🔧 p. 84)
 - Raise the motorcycle with the front wheel stand. (🔧 p. 85)
 - Cover the vehicle with a tarp or similar cover that is permeable to air.

i 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. Since the engine cannot warm up properly, the water vapor produced during combustion condenses and causes valves and the exhaust system to rust.

20.2 Preparing for use after storage



401059-01

- Take the motorcycle off of the front wheel stand. (🔧 p. 86)
- Remove the rear of the motorcycle from the wheel stand. (🔧 p. 84)
- Install the battery. 🔧 (🔧 p. 135)
- Set the clock. (🔧 p. 47)
- Perform checks and vehicle care when preparing for use. (🔧 p. 56)
- Take a test ride.

Faults	Possible cause	Action
The engine does not turn when the starter button is pressed	Operating error	– Carry out the start procedure. (☞ p. 57)
	The battery is discharged	– Recharge the battery. ☹ (☞ p. 137) – Check the quiescent current. ☹
	Fuse 1 or 2 blown	– Change the fuses of individual power consumers. (☞ p. 143) – Set the clock. (☞ p. 47)
	Main fuse burned out	– Change the main fuse. (☞ p. 140)
	No ground connection present	– Check the ground connection.
Engine turns only if the clutch lever is drawn	The vehicle is in gear	– Shift gear to neutral.
	The vehicle is in gear and the side stand is folded out	– Shift gear to neutral.
The engine turns but does not start	Operating error	– Carry out the start procedure. (☞ p. 57)
	Fuse 3 blown	– Change the fuses of individual power consumers. (☞ p. 143)
	The plug-in connection of the fuel hose connection is not connected	– Connect the plug-in connection of the fuel line.
	Defect in fuel injection system	– Read out the fault memory using the Husqvarna Motorcycles diagnostics tool. ☹
	Throttle opened while starting	– When starting, DO NOT open the throttle – Carry out the start procedure. (☞ p. 57)
Engine has too little power	Air filter is very dirty	– Remove the air filter. ☹ (☞ p. 93) – Install the air filter. ☹ (☞ p. 94)
	Fuel screen is very dirty	– Change fuel screen. ☹
	Fuel filter is very dirty	– Check the fuel pressure. ☹

Faults	Possible cause	Action
Engine has too little power	Defect in fuel injection system	– Read out the fault memory using the Husqvarna Motorcycles diagnostics tool. 
	Map-Select switch incorrectly adjusted	– Adjust the engine characteristic. (🔧 p. 161)
Engine overheats	Too little coolant in cooling system	– Check the cooling system for leakage. – Check the coolant level. (🔧 p. 156)
	Radiator fins very dirty	– Clean radiator fins.
	Foam formation in cooling system	– Drain the coolant.  (🔧 p. 157) – Fill/bleed the cooling system.  (🔧 p. 158)
	Buckled or damaged radiator hose	– Change the radiator hose. 
	Thermostat is faulty	– Check the thermostat. 
	Fuse 4 blown	– Change the fuses of individual power consumers. (🔧 p. 143)
	Defect in radiator fan system	– Check the radiator fan system. 
	Air in cooling system	– Fill/bleed the cooling system.  (🔧 p. 158)
FI warning lamp (MIL) lights/flashes	Defect in fuel injection system	– Read out the fault memory using the Husqvarna Motorcycles diagnostics tool. 
N The idling speed indicator lamp does not light up when the transmission is in neutral	Gear position sensor not programmed	– Read out the fault memory using the Husqvarna Motorcycles diagnostics tool. 
Engine dies during the journey	Lack of fuel	– Refuel. (🔧 p. 66)
	Fuse 1 , 2 or 3 blown	– Change the fuses of individual power consumers. (🔧 p. 143)
The ABS warning lamp lights up	The ABS fuse is blown	– Change the ABS fuses. (🔧 p. 141)

Faults	Possible cause	Action
The ABS warning lamp lights up	Large difference in wheel speeds of the front and rear wheels	– Stop the vehicle, switch off the ignition, and start it again.
	Malfunction in ABS	– Read out the ABS fault memory using the Husqvarna Motorcycles diagnostics tool. 🛠
High oil consumption	Engine vent hose bent	– Route the vent hose without bends or change it if necessary.
	Engine oil level too high	– Check the engine oil level. (🔧 p. 164)
	Engine oil too thin (low viscosity)	– Change the engine oil and oil filter and clean the oil screens. 🛠 (🔧 p. 164)
Headlight and parking light are not functioning	Fuse 6 blown	– Change the fuses of individual power consumers. (🔧 p. 143)
Turn signal, brake light and horn not functioning	Fuse 5 blown	– Change the fuses of individual power consumers. (🔧 p. 143)
Time is not (correctly) displayed	Fuse 1 blown	– Change the fuses of individual power consumers. (🔧 p. 143) – Set the clock. (🔧 p. 47)
Battery discharged	Ignition not switched off when vehicle was parked	– Recharge the battery. 🛠 (🔧 p. 137)
	Battery is not charged by alternator	– Check the charging voltage. 🛠 – Check the quiescent current. 🛠
Combination instrument shows nothing in the display	Fuse 1 or 2 blown	– Change the fuses of individual power consumers. (🔧 p. 143) – Set the clock. (🔧 p. 47)

Blink code FI of warning lamp (MIL)	 02 FI warning lamp (MIL) flashes briefly 2x
Error level condition	Crankshaft position sensor - circuit fault
Blink code FI of warning lamp (MIL)	 09 FI warning lamp (MIL) flashes briefly 9x
Error level condition	Manifold absolute pressure sensor cylinder 1 - input signal too low
	Manifold absolute pressure sensor cylinder 1 - input signal too high
Blink code FI of warning lamp (MIL)	 12 FI warning lamp (MIL) flashes 1x long, 2x short
Error level condition	Engine coolant temperature sensor - input signal too low
	Engine coolant temperature sensor - input signal too high
Blink code FI of warning lamp (MIL)	 13 FI warning lamp (MIL) flashes 1x long, 3x short
Error level condition	Intake air temperature sensor - input signal too low
	Intake air temperature sensor - input signal too high
Blink code FI of warning lamp (MIL)	 14 FI warning lamp (MIL) flashes 1x long, 4x short
Error level condition	Ambient air pressure sensor - input signal too low
	Ambient air pressure sensor - input signal too high

Blink code FI of warning lamp (MIL)	 15 FI warning lamp (MIL) flashes 1x long, 5x short
Error level condition	Rollover sensor - input signal too low Rollover sensor - input signal too high
Blink code FI of warning lamp (MIL)	 17 FI warning lamp (MIL) flashes 1x long, 7x short
Error level condition	Lambda sensor cylinder 1, sensor 1 - circuit fault
Blink code FI of warning lamp (MIL)	 22 FI warning lamp (MIL) flashes 2x long, 2x short
Error level condition	Gear position sensor - circuit fault
Blink code FI of warning lamp (MIL)	 24 FI warning lamp (MIL) flashes 2x long, 4x short
Error level condition	System voltage - circuit fault
Blink code FI of warning lamp (MIL)	 25 FI warning lamp (MIL) flashes 2x long, 5x short
Error level condition	Side stand switch - circuit fault

Blink code FI of warning lamp (MIL)	 27 FI warning lamp (MIL) flashes 2x long, 7x short
Error level condition	Accelerator position sensor circuit fault - accelerator position sensor voltage
Blink code FI of warning lamp (MIL)	 33 FI warning lamp (MIL) flashes 3x long, 3x short
Error level condition	Injector cylinder 1 - circuit fault
Blink code FI of warning lamp (MIL)	 37 FI warning lamp (MIL) flashes 3x long, 7x short
Error level condition	Ignition coil 1, cylinder 1 - circuit fault
Blink code FI of warning lamp (MIL)	 39 FI warning lamp (MIL) flashes 3x long, 9x short
Error level condition	Ignition coil 2, cylinder 1 - circuit fault
Blink code FI of warning lamp (MIL)	 41 FI warning lamp (MIL) flashes 4x long, 1x short
Error level condition	Fuel pump controller - short circuit to ground or open circuit
	Fuel pump controller - input signal too high

Blink code FI of warning lamp (MIL)	 45 FI warning lamp (MIL) flashes 4x long, 5x short
Error level condition	Lambda sensor heater cylinder 1, sensor 1 - short circuit to ground or open circuit
	Lambda sensor heater cylinder 1, sensor 1 - input signal too high
Blink code FI of warning lamp (MIL)	 53 FI warning lamp (MIL) flashes 5x long, 3x short
Error level condition	Fuel evaporation valve - short circuit to ground or open circuit
	Fuel evaporation valve - input signal too high
Blink code FI of warning lamp (MIL)	 65 FI warning lamp (MIL) flashes 6x long, 5x short
Error level condition	E²PROM Error
Blink code FI of warning lamp (MIL)	 82 FI warning lamp (MIL) flashes 8x long, 2x short
Error level condition	Throttle position sensor circuit A - input signal too low
	Throttle position sensor circuit A - input signal too high
Blink code FI of warning lamp (MIL)	 83 FI warning lamp (MIL) flashes 8x long, 3x short
Error level condition	Throttle position sensor circuit B - input signal too low
	Throttle position sensor circuit B - input signal too high

Blink code FI of warning lamp (MIL)	 84 FI warning lamp (MIL) flashes 8x long, 4x short
Error level condition	Throttle position sensor circuit A and B - plausibility fault
Blink code FI of warning lamp (MIL)	 85 FI warning lamp (MIL) flashes 8x long, 5x short
Error level condition	Accelerator position sensor circuit A - input signal too low
	Accelerator position sensor circuit A - input signal too high
Blink code FI of warning lamp (MIL)	 86 FI warning lamp (MIL) flashes 8x long, 6x short
Error level condition	Accelerator position sensor circuit B - input signal too high
Blink code FI of warning lamp (MIL)	 87 FI warning lamp (MIL) flashes 8x long, 7x short
Error level condition	Accelerator position sensor circuit A and B - plausibility fault
Blink code FI of warning lamp (MIL)	 88 FI warning lamp (MIL) flashes 8x long, 8x short
Error level condition	DBW throttle valve position - circuit fault

Blink code FI of warning lamp (MIL)	 89 FI warning lamp (MIL) flashes 8x long, 9x short
Error level condition	DBW return spring - stuck open
Blink code FI of warning lamp (MIL)	 90 FI warning lamp (MIL) flashes 9x long
Error level condition	DBW internal power relay – stuck in INACTIVE
	DBW internal power relay – stuck in ACTIVE
Blink code FI of warning lamp (MIL)	 92 FI warning lamp (MIL) flashes 9x long, 2x short
Error level condition	DBW throttle actuator control IC - stuck open
Blink code FI of warning lamp (MIL)	 93 FI warning lamp (MIL) flashes 9x long, 3x short
Error level condition	CPU mutual - surveillance error
Blink code FI of warning lamp (MIL)	 94 FI warning lamp (MIL) flashes 9x long, 4x short
Error level condition	DBW stop function system error - stop function A system error

Blink code FI of warning lamp (MIL)	 95 FI warning lamp (MIL) flashes 9x long, 5x short
Error level condition	DBW stop function system error - stop function B system error

Blink code FI of warning lamp (MIL)	 96 FI warning lamp (MIL) flashes 9x long, 6x short
Error level condition	System voltage - input voltage too low
	System voltage - input signal too high

23.1 Engine

Design	1-cylinder 4-stroke engine, water-cooled
Displacement	690 cm ³ (42.11 cu in)
Stroke	84.5 mm (3.327 in)
Bore	102 mm (4.02 in)
Compression ratio	12.6:1
Idle speed	
Coolant temperature: ≥ 70 °C (≥ 158 °F)	1,550... 1,650 rpm
Control	OHC, 4 valves controlled via rocker arm, chain drive
Valve diameter, intake	40 mm (1.57 in)
Valve diameter, exhaust	34 mm (1.34 in)
Valve play, cold	0.07... 0.13 mm (0.0028... 0.0051 in)
Crankshaft bearing	2 roller bearings
Conrod bearing	Needle bearing
Piston pin bearing	Piston pin with DLC coating
Pistons	Forged light alloy
Piston rings	1 L-ring, 1 tapered compression piston ring, 1 oil scraper ring
Engine lubrication	Semi-dry sump lubrication system with two rotor pumps
Primary transmission	36:79
Clutch	APTC™ antihopping clutch in oil bath/hydraulically operated
Transmission	6-gear, claw shifted
Transmission ratio	
1st gear	14:35
2nd gear	16:28

3rd gear	21:28
4th gear	21:23
5th gear	23:22
6th gear	23:20
Mixture preparation	Electronic fuel injection
Ignition	Contactless controlled fully electronic ignition with digital ignition adjustment
Alternator	12 V, 300 W
Spark plug	
Inside spark plug	NGK LKAR8BI-9
Outside spark plug	NGK LMAR7A-9
Spark plug electrode gap	0.9 mm (0.035 in)
Cooling	Water cooling, permanent circulation of coolant by water pump
Starting aid	Electric starter, automatic decompressor

23.2 Engine tightening torques

Screw, membrane fixation	M3	2 Nm (1.5 lbf ft)	Loctite® 243™
Hose clamp, intake flange	M4	2.5 Nm (1.84 lbf ft)	–
Oil nozzle for conrod bearing lubrication	M4	2 Nm (1.5 lbf ft)	Loctite® 243™
Locking screw for bearing	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Remaining screws, engine	M5	6 Nm (4.4 lbf ft)	–
Screw, breather cover on valve cover	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Screw, clutch spring	M5x25	6 Nm (4.4 lbf ft)	–
Screw, cover plate for oil return line	M5	6 Nm (4.4 lbf ft)	–

Screw, gear position sensor	M5x16	5 Nm (3.7 lbf ft)	Loctite® 243™
Screw, oil filter cover	M5x16	6 Nm (4.4 lbf ft)	–
Screw, oil pump cover, top	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Cylinder head screw	M6x25	10 Nm (7.4 lbf ft)	Loctite® 243™
Intake channel vacuum connection	M6	2.5 Nm (1.84 lbf ft)	Loctite® 243™
Remaining screws, engine	M6	10 Nm (7.4 lbf ft)	–
Screw, alternator cover	M6x25	10 Nm (7.4 lbf ft)	–
Screw, alternator cover (chain shaft through-hole)	M6x25	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, autodecompression	M6	3... 4 Nm (2.2... 3 lbf ft)	Loctite® 243™
Screw, axial lock of camshaft	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, clutch cover	M6	10 Nm (7.4 lbf ft)	–
Screw, clutch slave cylinder	M6x20	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, clutch slave cylinder	M6x35	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, crankshaft position sensor	M6x16	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, cylinder	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, engine case	M6	10 Nm (7.4 lbf ft)	–
Screw, ignition coil	M6	10 Nm (7.4 lbf ft)	–
Screw, locking lever	M6x20	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, oil pump cover, bottom	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, rocker arm shaft	M6x30	12 Nm (8.9 lbf ft)	–
Screw, shift drum locating	M6x30	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, shift lever	M6	14 Nm (10.3 lbf ft)	Loctite® 243™
Screw, starter motor	M6x20	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, stator	M6	10 Nm (7.4 lbf ft)	Loctite® 243™

Screw, thermostat case	M6x20	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, timing chain guide rail	M6x30	10 Nm (7.4 lbf ft)	Loctite® 2701™
Screw, timing chain tensioning rail	M6x30	10 Nm (7.4 lbf ft)	Loctite® 2701™
Screw, valve cover	M6	10 Nm (7.4 lbf ft)	–
Screw, water pump cover	M6x30	10 Nm (7.4 lbf ft)	–
Screw, water pump impeller	M6x15	10 Nm (7.4 lbf ft)	Loctite® 243™
Oil jet, piston cooling	M6x0.75	4 Nm (3 lbf ft)	Loctite® 243™
Crankshaft clamp screw plug	M8	15 Nm (11.1 lbf ft)	–
Stud, exhaust flange	M8	10 Nm (7.4 lbf ft)	Loctite® 243™
Cylinder head screw	M10	Tightening sequence: Tighten diagonally, beginning with the rear screw on the timing chain shaft. Step 1 15 Nm (11.1 lbf ft) Step 2 30 Nm (22.1 lbf ft) Step 3 45 Nm (33.2 lbf ft) Step 4 60 Nm (44.3 lbf ft)	Lubricated with engine oil
Oil line for oil pressure sensor	M10x1	10 Nm (7.4 lbf ft)	–
Oil pressure sensor	M10x1	10 Nm (7.4 lbf ft)	–
Plug, drain hole of water pump	M10x1	15 Nm (11.1 lbf ft)	–
Screw plug, oil channel	M10x1	15 Nm (11.1 lbf ft)	Loctite® 243™
Screw plug, oil channel, for oil radiator	M10x1	15 Nm (11.1 lbf ft)	–

Screw, unlocking of timing chain tensioner	M10x1	10 Nm (7.4 lbf ft)	–
Spark plug outside	M10x1	11 Nm (8.1 lbf ft)	–
Spark plug inside	M12x1.25	18 Nm (13.3 lbf ft)	–
Coolant temperature sensor on cylinder head	M12x1.5	12 Nm (8.9 lbf ft)	–
Oil drain plug with magnet	M12x1.5	20 Nm (14.8 lbf ft)	–
Oil pressure regulator valve plug	M12x1.5	20 Nm (14.8 lbf ft)	–
Screw plug, oil channel	M14x1.5	15 Nm (11.1 lbf ft)	Loctite® 243™
Engine case stud	M16x1.5	25 Nm (18.4 lbf ft)	Loctite® 243™
Rotor nut	M18x1.5	100 Nm (73.8 lbf ft)	–
Nut, engine sprocket	M20x1.5	80 Nm (59 lbf ft)	Loctite® 243™
Nut, inner clutch hub	M20x1.5	100 Nm (73.8 lbf ft)	Loctite® 243™
Nut, primary gear	M20LHx1.5	90 Nm (66.4 lbf ft)	Loctite® 243™
Plug, oil screen	M20x1.5	15 Nm (11.1 lbf ft)	–
Plug, timing chain tensioner	M20x1.5	25 Nm (18.4 lbf ft)	–
Plug, oil thermostat	M24x1.5	15 Nm (11.1 lbf ft)	–
Screw in alternator cover	M24x1.5	8 Nm (5.9 lbf ft)	–

23.3 Capacities

23.3.1 Engine oil

Engine oil	1.70 l (1.8 qt.)	Engine oil (SAE 10W/50) (☛ p. 200)
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23.3.2 Coolant

Coolant	1.20 l (1.27 qt.)	Coolant (☛ p. 200)
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23.3.3 Fuel

Total fuel tank capacity, approx.	13 l (3.4 US gal)	Super unleaded (ROZ 95/RON 95/PON 91) (☛ p. 201)
Fuel reserve, approx.	2 l (2 qt.)	

23.4 Chassis

Frame	Lattice frame made of chrome molybdenum steel tubing, powder-coated
Fork	WP Performance Systems 4860 ROTA SPLIT
Shock absorber	WP Performance Systems 4618 with Pro-Lever linkage
Suspension travel	
Front	215 mm (8.46 in)
Rear	250 mm (9.84 in)
Brake system	
Front	Disc brake with radially screwed four-piston brake caliper, floating brake disc
Rear	Disc brake with single-piston brake caliper, floating
Brake discs - diameter	
Front	320 mm (12.6 in)
Rear	240 mm (9.45 in)
Brake discs - wear limit	

Front	4.0 mm (0.157 in)
Rear	4.5 mm (0.177 in)
Tire air pressure, solo	
Front	2.0 bar (29 psi)
Rear	2.0 bar (29 psi)
Tire air pressure with passenger / fully loaded	
Front	2.0 bar (29 psi)
Rear	2.2 bar (32 psi)
Secondary drive ratio	16:42
Chain	5/8 x 1/4" X-ring
Steering head angle	63°
Wheelbase	1,485±15 mm (58.46±0.59 in)
Seat height unloaded	915 mm (36.02 in)
Ground clearance unloaded	275 mm (10.83 in)
Weight without fuel, approx.	147 kg (324 lb.)
Maximum permissible front axle load	150 kg (331 lb.)
Maximum permissible rear axle load	200 kg (441 lb.)
Maximum permissible overall weight	350 kg (772 lb.)

23.5 Electrical system

Battery	YTZ10S	Battery voltage: 12 V Nominal capacity: 8.6 Ah maintenance-free
Fuse	75011088010	10 A

Fuse	75011088015	15 A
Fuse	58011109115	15 A
Fuse	58011109125	25 A
Fuse	58011109130	30 A
Headlight	H4/socket P43t	12 V 60/55 W
Parking light	W5W / socket W2.1x9.5d	12 V 5 W
Instrument lights and indicator lamps	LED	
Turn signal	RY10W/socket BAU15s	12 V 10 W
Brake/tail light	LED	
License plate lamp	LED	

23.6 Tires

Front tires	Rear tires
120/70 R 17 M/C 58H TL Continental ContiAttack SM	160/60 R 17 M/C 69H TL Continental ContiAttack SM
Additional information is available in the Service section under: www.husqvarna-motorcycles.com	

23.7 Fork

Fork part number	14.15.8P.12
Fork	WP Performance Systems 4860 ROTA SPLIT
Compression damping	

Comfort	20 clicks
Standard	15 clicks
Sport	10 clicks
Full payload	10 clicks
Rebound damping	
Comfort	20 clicks
Standard	15 clicks
Sport	10 clicks
Full payload	10 clicks
Spring length with preload spacer(s)	468 mm (18.43 in)
Spring rate	
Medium (standard)	5.6 N/mm (32 lb/in)
Air chamber length	110 $\pm_{-30}^{+20}$ mm (4.33 $\pm_{-1.18}^{+0.79}$ in)
Fork length	895 mm (35.24 in)
Fork oil per fork leg	640 ml (21.64 fl. oz.)
Fork oil (SAE 4) (48601166S1) (☛ p. 201)	

23.8 Shock absorber

Shock absorber article number	15.15.7P.12
Shock absorber	WP Performance Systems 4618 with Pro-Lever linkage
Compression damping, low-speed	
Comfort	25 clicks
Standard	15 clicks
Sport	10 clicks
Full payload	10 clicks

Compression damping, high-speed	
Comfort	2 turns
Standard	1.5 turns
Sport	1 turn
Full payload	1 turn
Rebound damping	
Comfort	20 clicks
Standard	15 clicks
Sport	10 clicks
Full payload	10 clicks
Spring preload	21 mm (0.83 in)
Spring rate	
Medium (standard)	75 N/mm (428 lb/in)
Hard	80 N/mm (457 lb/in)
Spring length	220 mm (8.66 in)
Gas pressure	10 bar (145 psi)
Static sag	25 mm (0.98 in)
Riding sag	70... 75 mm (2.76... 2.95 in)
Fitted length	395 mm (15.55 in)
Shock absorber fluid	Shock absorber fluid (SAE 2.5) (50180751S1) (☛ p. 201)

23.9 Chassis tightening torques

Screw, chain guard	EJOT	2 Nm (1.5 lbf ft)	–
Screw, fan hood	EJOT	2 Nm (1.5 lbf ft)	–
Screw, side stand switch	EJOT	2 Nm (1.5 lbf ft)	–
Screw, speedometer	EJOT	1 Nm (0.7 lbf ft)	–
Fitting, side stand switch	M4	2 Nm (1.5 lbf ft)	–
Spoke nipple, front wheel	M4.5	4 Nm (3 lbf ft)	–
Spoke nipple, rear wheel	M4.5	4 Nm (3 lbf ft)	–
Bolt, foot brake lever stub	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Remaining nuts, chassis	M5	4 Nm (3 lbf ft)	–
Remaining screws, chassis	M5	4 Nm (3 lbf ft)	–
Screw, brake line holder on swingarm	M5	4 Nm (3 lbf ft)	–
Screw, cable on starter motor	M5	3 Nm (2.2 lbf ft)	–
Screw, combination switch, left	M5	3.5 Nm (2.58 lbf ft)	–
Screw, electrical holder	M5	3 Nm (2.2 lbf ft)	–
Screw, exhaust heat shield	M5	8 Nm (5.9 lbf ft)	Loctite® 243™
Screw, fuel hose clamp on fuel tank	M5	5 Nm (3.7 lbf ft)	–
Screw, fuel level sensor	M5	3 Nm (2.2 lbf ft)	–
Screw, fuel pump	M5	4 Nm (3 lbf ft)	–
Screw, fuel tank closure flange	M5	2.5 Nm (1.84 lbf ft)	–
Screw, pressure regulator	M5	4 Nm (3 lbf ft)	–
Screw, radiator guard	M5	4 Nm (3 lbf ft)	–
Screw, throttle grip	M5	3.5 Nm (2.58 lbf ft)	–
Screw, trim	M5x12	3.5 Nm (2.58 lbf ft)	–

Screw, trim	M5x17	3.5 Nm (2.58 lbf ft)	–
Remaining nuts, chassis	M6	10 Nm (7.4 lbf ft)	–
Remaining screws on fuel tank	M6	5 Nm (3.7 lbf ft)	–
Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)	–
Screw connection, foot brake cylinder	M6	10 Nm (7.4 lbf ft)	–
Screw, ABS control unit	M6	5 Nm (3.7 lbf ft)	–
Screw, air filter box top	M6	2 Nm (1.5 lbf ft)	–
Screw, air filter box, on frame	M6	6 Nm (4.4 lbf ft)	–
Screw, ball joint of push rod on foot brake cylinder	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, battery terminal	M6	4.5 Nm (3.32 lbf ft)	–
Screw, brake assembly	M6	5 Nm (3.7 lbf ft)	–
Screw, brake fluid reservoir of rear brake	M6	5 Nm (3.7 lbf ft)	–
Screw, chain guard	M6	2 Nm (1.5 lbf ft)	Loctite® 243™
Screw, chain guide	M6	8 Nm (5.9 lbf ft)	–
Screw, chain sliding guard	M6	8 Nm (5.9 lbf ft)	Loctite® 243™
Screw, clutch assembly	M6	5 Nm (3.7 lbf ft)	–
Screw, front brake disc	M6	14 Nm (10.3 lbf ft)	Loctite® 243™
Screw, ignition lock	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, license plate holder, bottom	M6	8 Nm (5.9 lbf ft)	–
Screw, license plate holder, top	M6	8 Nm (5.9 lbf ft)	–
Screw, lower radiator bracket	M6	8 Nm (5.9 lbf ft)	–
Screw, magnetic holder on side stand	M6	6 Nm (4.4 lbf ft)	Loctite® 243™
Screw, rear brake disc	M6	14 Nm (10.3 lbf ft)	Loctite® 243™

Screw, seat lock	M6	5 Nm (3.7 lbf ft)	–
Screw, upper radiator bracket	M6	10 Nm (7.4 lbf ft)	–
Screw, voltage regulator	M6	8 Nm (5.9 lbf ft)	–
Screw, wheel speed sensor	M6	6 Nm (4.4 lbf ft)	–
Nut, manifold on cylinder head	M8	20 Nm (14.8 lbf ft)	Copper paste
Nut, rear sprocket screw	M8	35 Nm (25.8 lbf ft)	Loctite® 2701™
Remaining nuts, chassis	M8	25 Nm (18.4 lbf ft)	–
Remaining screws, chassis	M8	25 Nm (18.4 lbf ft)	–
Screw, bottom triple clamp	M8	12 Nm (8.9 lbf ft)	–
Screw, chain sliding piece	M8	15 Nm (11.1 lbf ft)	–
Screw, connection lever on frame	M8	30 Nm (22.1 lbf ft)	Loctite® 243™
Screw, foot brake lever	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
Screw, fork stub	M8	15 Nm (11.1 lbf ft)	–
Screw, front footrest bracket	M8	25 Nm (18.4 lbf ft)	–
Screw, fuel tank bracket	M8	15 Nm (11.1 lbf ft)	–
Screw, fuel tank, bottom	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
Screw, fuel tank, top	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
Screw, grab handle	M8	10 Nm (7.4 lbf ft)	–
Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)	–
Screw, heel protector	M8x12	5 Nm (3.7 lbf ft)	Loctite® 243™
Screw, main silencer clamp	M8	12 Nm (8.9 lbf ft)	Copper paste
Screw, main silencer holder	M8	25 Nm (18.4 lbf ft)	–
Screw, main silencer holder on fuel tank	M8	25 Nm (18.4 lbf ft)	–
Screw, rear footrest bracket	M8x16	25 Nm (18.4 lbf ft)	–

Screw, side stand bracket	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
Screw, spring holder on side stand bracket	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
Screw, steering stem	M8	20 Nm (14.8 lbf ft)	–
Screw, top triple clamp	M8	17 Nm (12.5 lbf ft)	–
Engine carrying screw	M10	45 Nm (33.2 lbf ft)	Loctite® 243™
Remaining nuts, chassis	M10	45 Nm (33.2 lbf ft)	–
Remaining screws, chassis	M10	45 Nm (33.2 lbf ft)	–
Screw, bottom shock absorber	M10	45 Nm (33.2 lbf ft)	Loctite® 243™
Screw, engine bearer on frame	M10	45 Nm (33.2 lbf ft)	–
Screw, handlebar support	M10	45 Nm (33.2 lbf ft)	Loctite® 243™
Screw, side stand	M10	35 Nm (25.8 lbf ft)	Loctite® 243™
Screw, top shock absorber	M10	45 Nm (33.2 lbf ft)	Loctite® 243™
Banjo bolt, brake line	M10x1	25 Nm (18.4 lbf ft)	–
Screw, front brake caliper	M10x1.25	45 Nm (33.2 lbf ft)	Loctite® 243™
Screw, swingarm pivot	M12	80 Nm (59 lbf ft)	–
Lambda sensor	M12x1.25	25 Nm (18.4 lbf ft)	Copper paste
Nut, linkage lever on swingarm	M14x1.5	100 Nm (73.8 lbf ft)	–
Nut, linkage lever to rocker arm	M14x1.5	100 Nm (73.8 lbf ft)	–
Screw, bottom steering head	M20x1.5	60 Nm (44.3 lbf ft)	Loctite® 243™
Screw, top steering head	M20x1.5	12 Nm (8.9 lbf ft)	–
Screw, front wheel spindle	M24x1.5	45 Nm (33.2 lbf ft)	–
Nut, rear wheel spindle	M25x1.5	90 Nm (66.4 lbf ft)	–

Brake fluid DOT 4

Standard/classification

- DOT

Guideline

- Use only brake fluid that complies with the specified standard (see specifications on the container) and that possesses the corresponding properties.

Recommended supplier

Bel-Ray®

- Super DOT 4 Brake Fluid

Coolant

Guideline

- Only use high quality coolant with corrosion inhibitor for aluminum motors (even in countries with high temperatures). Using inferior antifreeze can result in corrosion and foaming.

Mixture ratio

Antifreeze protection: -25... -45 °C (-13... -49 °F)	anti-corrosion/antifreeze distilled water
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Recommended supplier

Bel-Ray®

- Moto Chill Racing Coolant

Engine oil (SAE 10W/50)

Standard/classification

- JASO T903 MA (☞ p. 204)
- SAE (☞ p. 204) (SAE 10W/50)

Guideline

- Use only engine oils that comply with the specified standards (see specifications on the container) and that possess the corresponding properties.

Synthetic engine oil

Recommended supplier

Bel-Ray®

- EXS Synthetic Ester 4T

Fork oil (SAE 4) (48601166S1)

Standard/classification

- SAE (☛ p. 204) (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. 204) (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).

Long-life grease

Recommended supplier

Bel-Ray®

- Waterproof Grease

Offroad chain spray

Guideline

Recommended supplier

Bel-Ray®

- Blue Tac Chain Lube

Preserving materials for paints, metal and rubber

Recommended supplier

Bel-Ray®

- Silicone Detailer & Protectant Spray

Universal oil spray

Recommended supplier

Bel-Ray®

- 6 in 1

JASO T903 MA

Different technical development directions required a new specification for 4-stroke motorcycles – the JASO T903 MA Standard. Earlier, engine oils from the automobile industry were used for 4-stroke motorcycles because there was no separate motorcycle specification. Whereas long service intervals are demanded for automobile engines, high performance at high engine speeds are in the foreground for motorcycle engines. In most motorcycles, the gearbox and the clutch are lubricated with the same oil as the engine. The JASO MA 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.

ABS	ABS	Safety system that prevents locking of the wheels when driving straight ahead without the influence of lateral forces
MIL	Malfunction indicator lamp	Indicator lamp that supports vehicle diagnostics through flash codes
OBD	On-board diagnosis	Vehicle system that monitors emission- and safety-related values

28 LIST OF ABBREVIATIONS

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Art. no.	Article number
ca.	circa
cf.	compare
e.g.	for example
etc.	et cetera
i.a.	inter alia
no.	number
poss.	possibly

29.1 Red symbols

Red symbols indicate an error condition that requires immediate intervention.

	The coolant temperature warning lamp lights up red – The coolant temperature has reached a critical value.
	The oil pressure warning lamp lights up red – Engine oil pressure is too low.

29.2 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.

	ABS warning lamp lights up/flashes yellow – ABS is not active. The ABS lamp also lights up when an error is detected.
	The low fuel warning lamp lights up orange – The fuel level has reached the reserve mark.
	FI warning lamp (MIL) lights up/flashes orange – The OBD has detected an emission- or safety-critical fault.

29.3 Green and blue symbols

Green and blue symbols reflect information.

	The high beam indicator lamp lights up blue – The high beam is switched on.
	The idle indicator lamp lights up green – The transmission is shifted to idle.

 A circular symbol containing two horizontal arrows pointing in opposite directions, one to the left and one to the right.	Turn signal indicator lamp flashes green – The turn signal is switched on.
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