PIONEERING SINCE 1903

OWNER'S MANUAL **2017**

701 Supermoto

Art. no. 3402116en

Husqvarna MOTORCYCLES

DEAR HUSQVARNA MOTORCYCLES CUSTOMER

Congratulations on your decision to purchase a Husqvarna motorcycle. You are now the owner of a state-of-the-art sports 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. 20)	Dealer's stamp
Engine number (📖 p. 21)	
Key number (📖 p. 21)	

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

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09/2016

DEAR HUSQVARNA MOTORCYCLES CUSTOMER

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Issued by: TÜV Management Service

Husqvarna Motorcycles GmbH
5230 Mattighofen, Austria

This document is valid for the following models:

701 Supermoto EU (F2603Q3)

TABLE OF CONTENTS

TABLE OF CONTENTS

TABLE OF CONTENTS

TABLE OF CONTENTS

1 MEANS OF REPRESENTATION

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.
Underlined terms	Refer to technical details of the vehicle or indicate technical terms, which are explained in the glossary.

2 SAFETY ADVICE

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 Misuse

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

2.3 Safety advice

A number of safety instructions need to be followed to operate the 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.

2.4 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.

2.5 Tampering warning

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

1 The removal or rendering inoperative by any person other than for purposes of 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.

2.6 Safe operation

Danger

Danger of accidents A rider who is not fit to ride poses a danger to him or herself and others.

– Do not operate the vehicle if you are not fit to ride due to alcohol, drugs or medication.

– Do not operate the vehicle if you are physically or mentally impaired.

Danger

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

– Always make sure there is sufficient ventilation when running the engine.

– Use an effective exhaust extraction system when starting or running the engine in an enclosed space.

Warning

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

– Do not touch any parts such as the exhaust system, radiator, engine, shock absorber, or brake system before the vehicle parts have cooled down.

– Let the vehicle parts cool down before you perform any work on the vehicle.

Only operate the vehicle when it is in perfect technical condition, in accordance with its intended use, and in a safe and environmentally compatible manner.
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.

2 SAFETY ADVICE

Adhere to the information and warning labels on the vehicle.

2.7 Protective clothing

Warning

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

- Wear appropriate protective clothing such as helmet, boots, gloves as well as trousers and a jacket with protectors on all rides.
- Always wear protective clothing that is in good condition and meets the legal regulations.

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

2.8 Work rules

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.

2.9 Environment

If you use your motorcycle responsibly, you can ensure that problems and conflicts do not occur. To protect the future of the motorcycle sport, make sure that you use your motorcycle legally, display environmental consciousness, and respect the rights of others.
When disposing of used oil, other operating and auxiliary fluids, and used components, comply with the laws and regulations of the respective country.
Because motorcycles are not subject to the EU regulations governing the disposal of used vehicles, there are no legal regulations that pertain to the disposal of an end-of-life motorcycle. Your authorized Husqvarna Motorcycles dealer will be glad to advise you.

2.10 Owner's Manual

It is important that you read this Owner's Manual carefully and completely before making your first trip. The Owner's Manual contains useful information and many tips on how to operate, handle, and 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 IMPORTANT NOTES

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 enter the groundwater, the soil, 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.

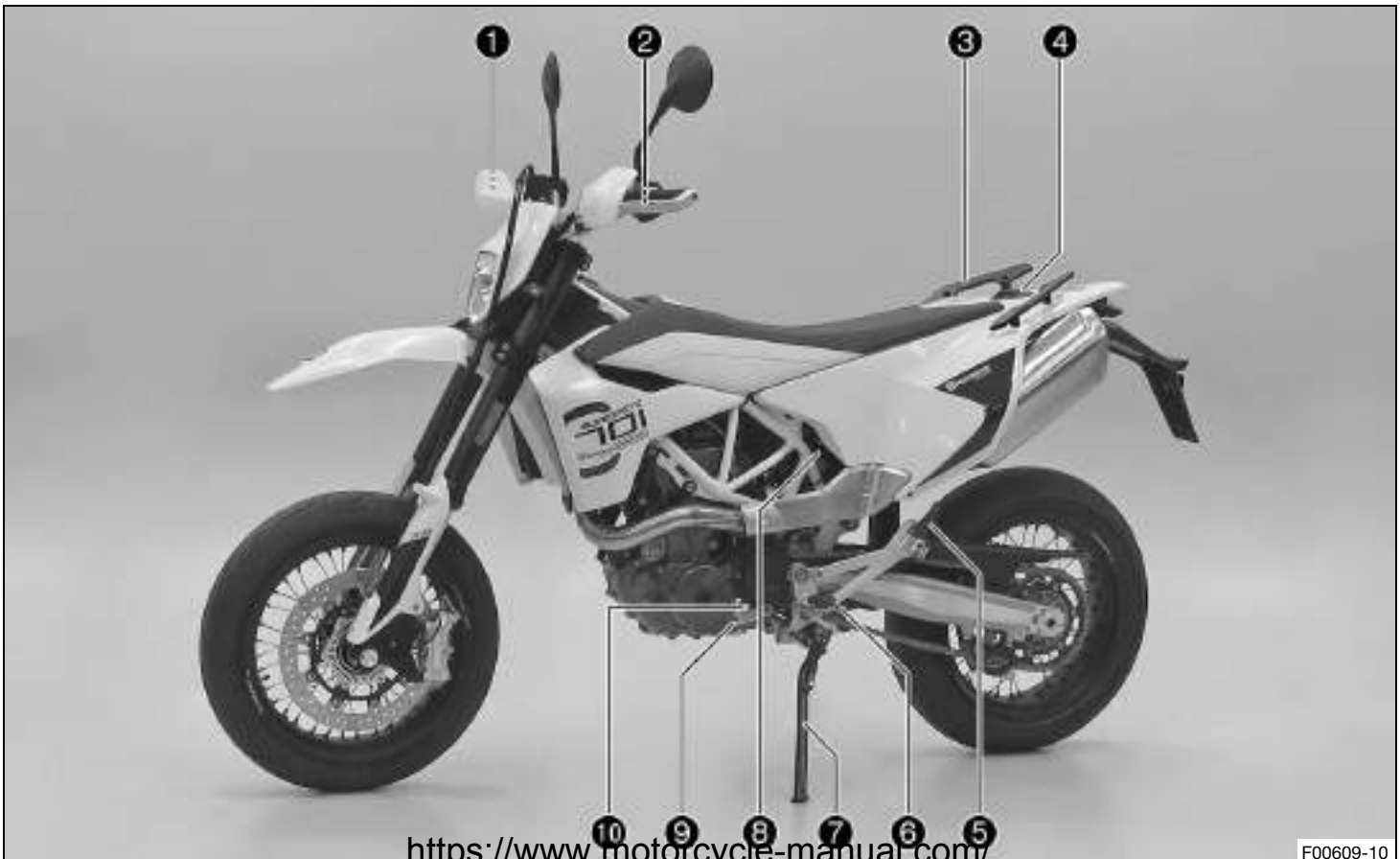
3.6 Customer service

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

4.1 View of vehicle, front left (example)



4 VIEW OF VEHICLE

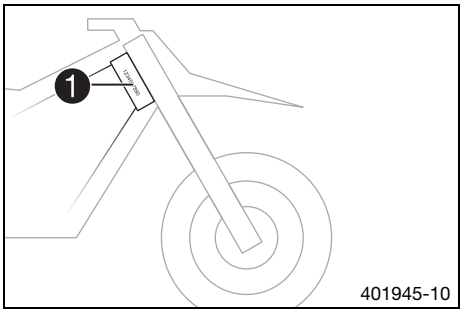
1	Hand brake lever (📖 p. 23)
2	Clutch lever (📖 p. 23)
3	Grab handles (📖 p. 30)
4	Filler cap
5	Passenger footrest (📖 p. 31)
6	Shock absorber rebound damping
7	Side stand (📖 p. 33)
8	Seat unlocking (📖 p. 30)
9	Engine number (📖 p. 21)
10	Shift lever (📖 p. 31)

4.2 View of vehicle, rear right (example)

1	Ignition/steering lock (📖 p. 27)
2	Fork compression adjustment
3	Horn button (📖 p. 24)
3	Turn signal switch (📖 p. 25)
3	Light switch (📖 p. 25)
4	Electric starter button (📖 p. 26)
4	Emergency OFF switch (📖 p. 26)
5	Throttle grip (📖 p. 24)
6	Fork rebound adjustment
7	Chassis number (📖 p. 20)
8	Level viewer, engine oil
9	Foot brake lever (📖 p. 32)
10	Shock absorber compression adjustment

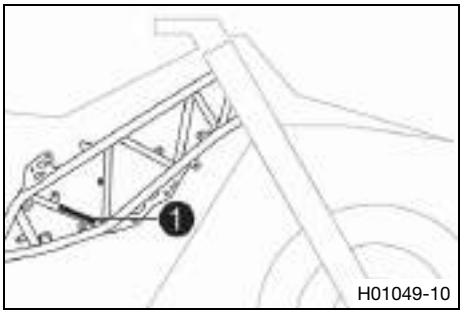
5 SERIAL NUMBERS

5.1 Chassis number



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

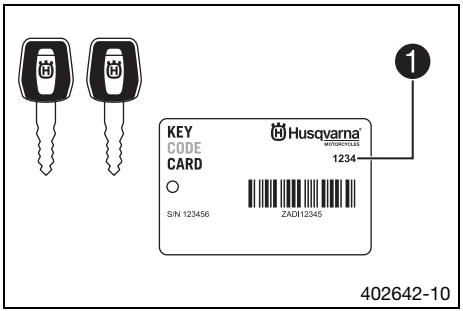
5.2 Type label



The type label ❶ is located on the right side of the frame.

5 SERIAL NUMBERS

5.3 Key number

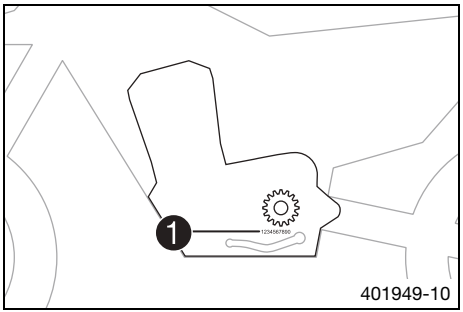


The key number ❶ can be found on the **KEYCODECARD**.

Info

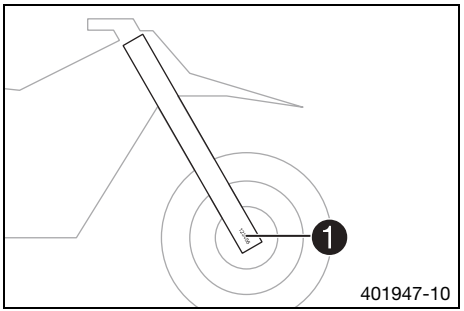
You need the key number to order a spare key. Keep the **KEYCODECARD** in a safe place.

5.4 Engine number



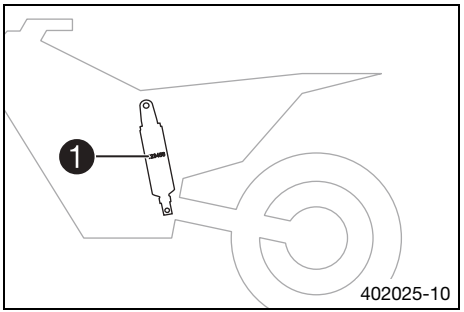
The engine number ❶ is stamped on the left side of the engine under the engine sprocket.

5.5 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.

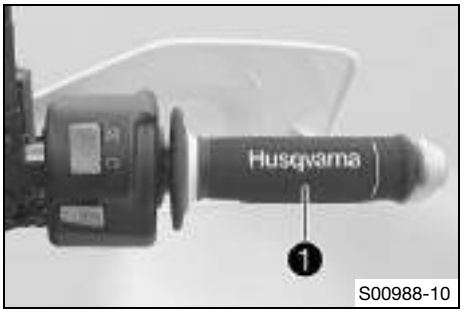
6.1 Clutch lever

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

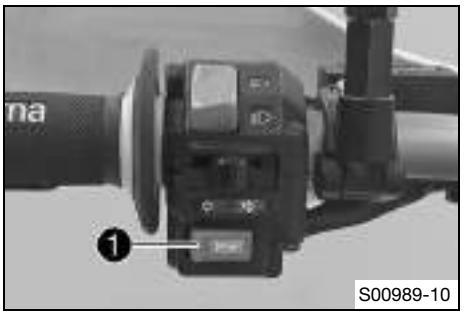
The hand break lever ❶ is fitted on the right side of the handlebar.
The hand brake lever operates the front brake.

6.3 Throttle grip



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

6.4 Horn button

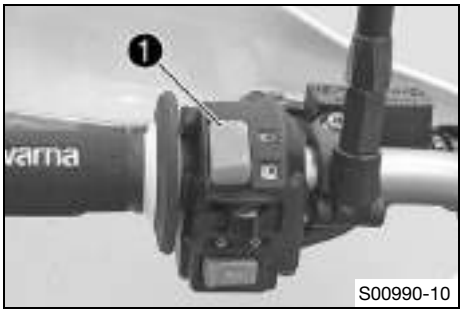


The horn button ❶ is fitted on the left side of the handlebar.

Possible states

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

6.5 Light switch



The light switch ❶ 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 ❶ 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 in basic position
- Electric starter button pressed – In this position, the electric starter is actuated.

6.9 Ignition/steering lock

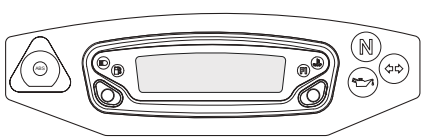
S00994-01

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

Possible states

	Ignition off **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 **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


H01070-01

Possible states

ABS	ABS warning lamp lights up/flashes yellow – ABS is not active. The ABS lamp also lights up if 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.
EFI	Malfunction indicator lamp lights up/flashes orange – The OBD has detected an emission- or safety-critical fault.
	The coolant temperature warning lamp lights up red – The coolant temperature has reached a critical value.
N	The idle indicator lamp lights up green – The transmission is in 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.

The fuel in the fuel tank expands when warm and can escape if overfilled.

- Do not refuel the vehicle in the vicinity of open flames or lit cigarettes.
- Switch off the engine for refueling.
- Make sure that no fuel is spilled; particularly not on hot parts of the vehicle.
- If any fuel is spilled, wipe it off immediately.
- Observe the specifications for refueling.

Warning

Danger of poisoning Fuel is poisonous and a health hazard.

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

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

– Do not allow fuel to enter the groundwater, the soil, or the sewage system.

– Lift cover ❶ 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.

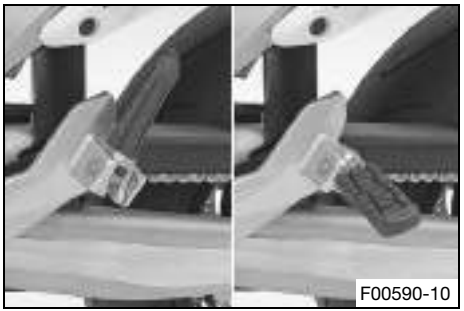
6.13 Seat unlocking

The loop ❶ unlocks the seat.

6.14 Grab handles

The grab handles ❶ are used for moving the motorcycle around.
If you carry a passenger, the passenger can hold onto the grab handles during the trip.

6.15 Passenger footrest

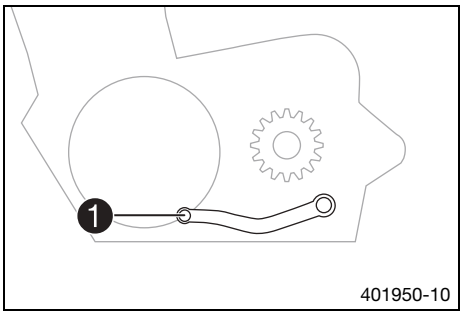


The passenger footrests are foldable.

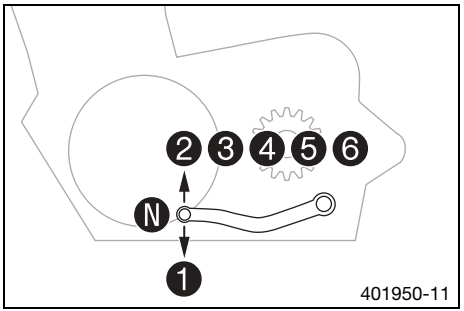
Possible states

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

6.16 Shift lever

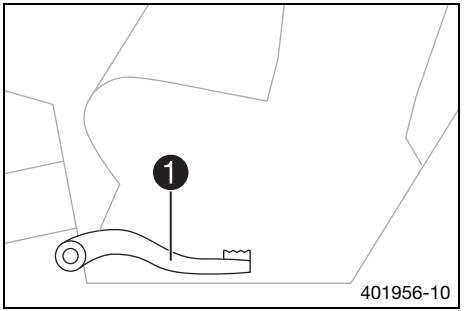


The shift lever ❶ is mounted on the left side of the engine.



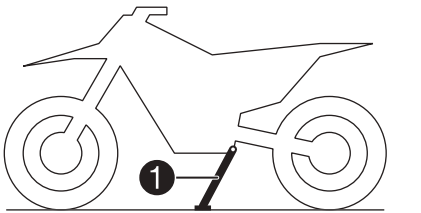
The gear positions can be seen in the photograph.
The neutral or idle position is between the first and second gears.

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

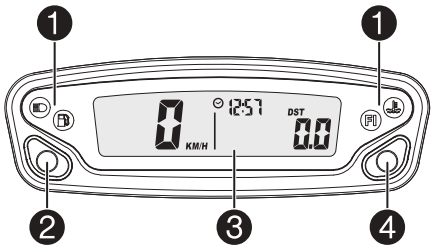
The side stand must be folded up during motorcycle use.
The side stand is coupled with the safety starting system – see the riding instructions.

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 SPEEDOMETER

7.1 Overview



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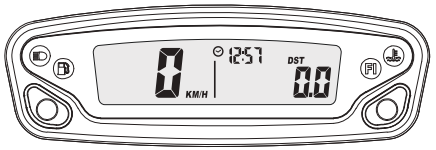
1	Indicator lamps overview (📖 p. 27)
2	Left button
3	Display
4	Right button

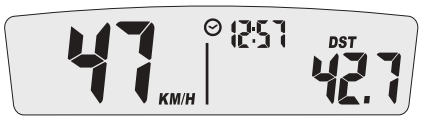
7.2 Activation



H01069-10

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



401901-01

Possible states

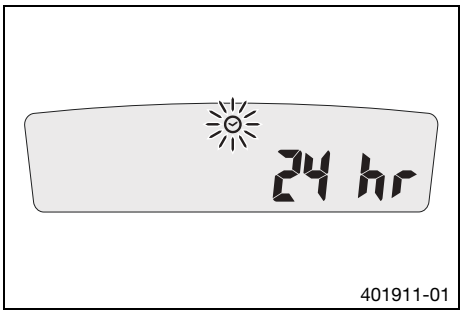
LO	Battery voltage of the speedometer – The battery voltage of the speedometer is too low. Change the battery.

7.4 Setting the speedometer

401909-01

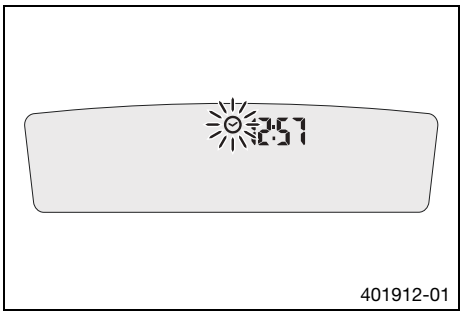
Condition
The motorcycle is stationary.

– 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**.



401911-01

– 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.

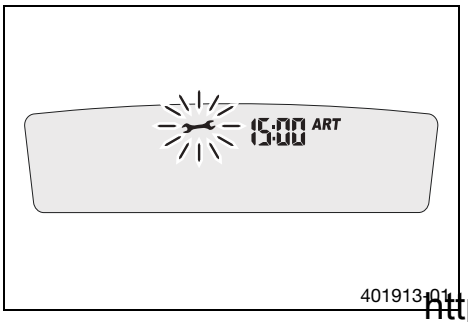


401912-01

– 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.



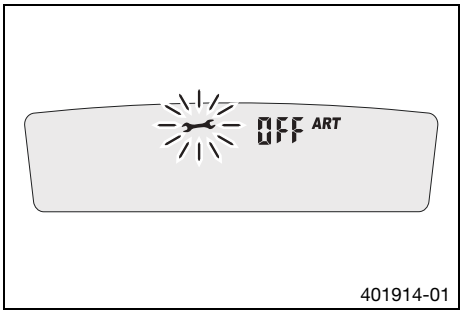
401913-01

– 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.

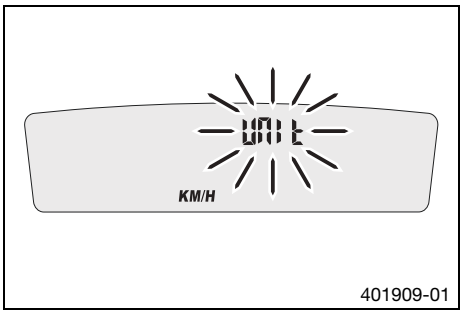
7.5 Setting kilometers or miles

Info

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

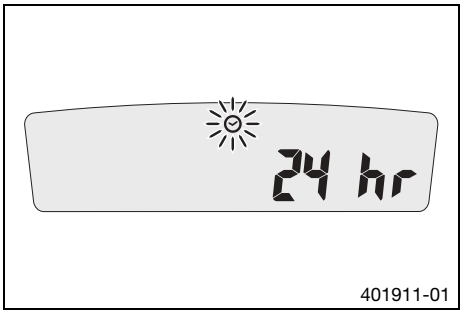
Condition

The motorcycle is stationary.



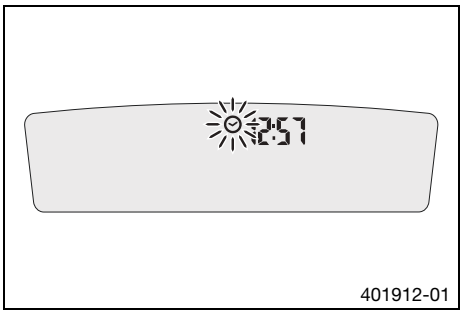
– Press both buttons for 3–5 seconds.
  ✔ The Setup menu is displayed. The **UNIT** display flashes.
– Press one of the buttons to select **UNIT** for the speed in kilometers **KM/H** or miles **M/H**.

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.



– Wait for 5 seconds.

✓ The speedometer changes to the next menu item. The clock ⏲ symbol flashes.

Resetting the time

– Press the left button.

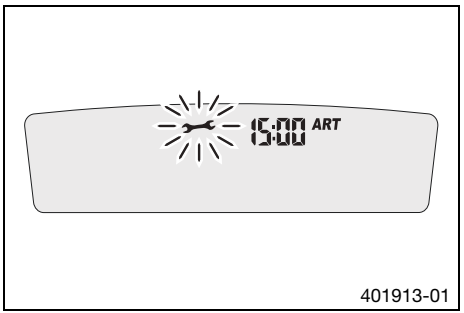
✓ The value decreases.

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.

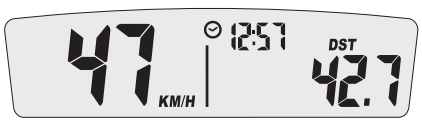
401914-01

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



401901-01

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

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

⊙ shows the time.

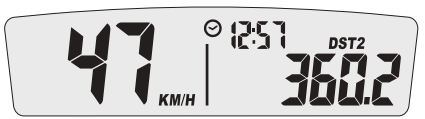
DST shows the distance since the last reset, such as between two refueling stops.

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



401902-01

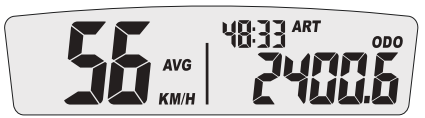
– Press one of the buttons until **DST2** appears on the speedometer.

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.

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 A rider who is not fit to ride poses a danger to him or herself and others.

– Do not operate the vehicle if you are not fit to ride due to alcohol, drugs or medication.
– Do not operate the vehicle if you are physically or mentally impaired.

Warning

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

– Wear appropriate protective clothing such as helmet, boots, gloves as well as trousers and a jacket with protectors on all rides.
– Always wear protective clothing that is in good condition and meets the legal regulations.

Warning

Danger of crashing Different tire tread patterns on the front and rear wheel impair the handling characteristic.

Different tire tread patterns can make the vehicle significantly more difficult to control.

– Make sure that only tires with a similar tire tread pattern are fitted to the front and rear wheel.

Warning

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

If the foot brake lever is not released, the brake linings drag continuously.

– Take your foot off the foot brake lever when you are not braking.

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. 100)
– Adjust the basic position of the hand brake lever. (📖 p. 105)
– Adjust the basic position of the foot brake lever. 🔧 (📖 p. 111)
– 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.
– Do not make any trips that exceed your ability and experience.
– Run the engine in. (📖 p. 44)

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 RIDING INSTRUCTIONS

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. 163)
- Check the front brake fluid level. (p. 106)
- Check the rear brake fluid level. (p. 112)
- Check the front brake linings. (p. 109)
- Check the rear brake linings. (p. 114)
- Check the brake system function.
- Check the coolant level. (p. 154)
- Check the chain for dirt. (p. 90)
- Check the chain tension. (p. 91)
- Check the tire condition. (p. 125)
- Check the tire air pressure. (p. 127)
- 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 death.

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

Caution

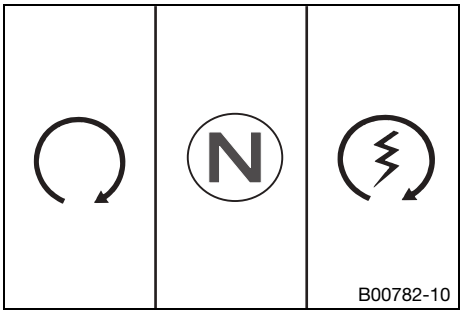
Danger of accidents If the vehicle is operated with a discharged battery or without a battery, electronic components and safety equipment may be damaged.

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

Note

Engine damage High revving speed with a cold engine negatively impacts the lifespan of the engine.

– Always run the engine warm at a low speed.



– Turn the emergency OFF switch to the position ○.
– Switch on the ignition by turning the ignition key to the **ON** ○ position.
  ✓ After you switch on the ignition, you can hear the fuel pump working for about two seconds. The function check of the speedometer 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 speedometer 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.

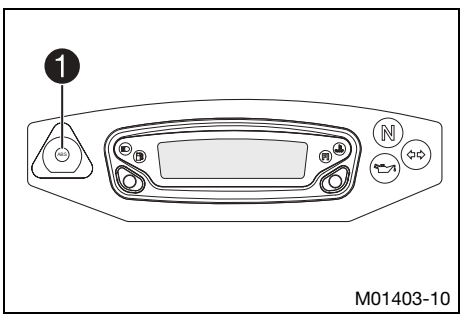
Press the starter for a maximum of 5 seconds. Wait for a least 5 seconds before trying again.

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)

Warning

Voiding of the government approval for road use and the insurance coverage If the ABS is switched off completely, the vehicle's approval for road use is invalidated.

– Only operate the vehicle in closed-off areas remote from public road traffic if the ABS is switched off completely.

– Press and hold the button ❶ for 3 - 5 seconds.

✓ The ABS warning lamp lights up. ABS is deactivated.

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 blocks and the engine races.

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

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

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

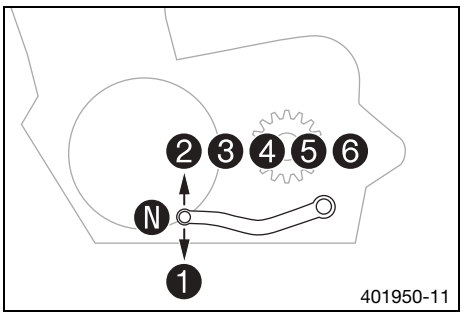
Note

Engine failure Overheating damages the engine.

– If the coolant temperature warning is displayed, stop immediately and take care not to endanger yourself or other traffic participants in the process.
– Allow the engine and cooling system to cool down.
– Check and, if necessary, correct the coolant level on the cooling system while it is in a cooled state.

Info

If unusual noises occur 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 ¾ 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 at a low engine speed instead of at a high engine speed with a slipping clutch.
- Stop immediately taking care not to endanger yourself or other road users if the malfunction indicator lamp lights up during a trip.

9.5 Applying the brakes

Warning
Danger of accidents Moisture and dirt impair the brake system.

- Brake carefully several times to dry out and remove dirt from the brake linings and the brake discs.

Warning
Danger of accidents A spongy pressure point on the front or rear brake reduces braking efficiency.

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

Warning
Danger of accidents The brake system fails in the event of overheating.
If the foot brake lever is not released, the brake linings drag continuously.

- Take your foot off the foot brake lever when you are not braking.

Warning
Danger of accidents 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 The rear wheel can lock due to the engine braking effect.

– Pull in the clutch, if you perform emergency or full braking, or if you brake on a slippery ground.

– 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 Banked or laterally sloping ground reduces the maximum possible delay.

– If possible finish braking before going 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 any parts such as the exhaust system, radiator, engine, shock absorber, or brake system before the vehicle parts have cooled down.

– Let the vehicle parts cool down before you perform any work on the vehicle.

Note

Material damage The vehicle may be damaged by incorrect procedure when parking.

Significant damage may be caused if the vehicle rolls away or falls over.
The components for parking the vehicle are designed only for the weight of the vehicle.

– Park the vehicle on a firm and level surface.

– Ensure that nobody sits on the vehicle when the vehicle is parked on a stand.

Note

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

– Do not park the vehicle near to materials which are highly flammable or explosive.

– Allow the vehicle to cool down before covering it.

– Apply the brakes on the motorcycle.
– Shift gear to neutral.
– Switch off the ignition by turning the ignition key to the **OFF** ⊠ position.

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 the position ⊠ and turning it to the position 🔒. To make the steering lock engage more easily, move the handlebar a little to the left and right. Remove the ignition key.

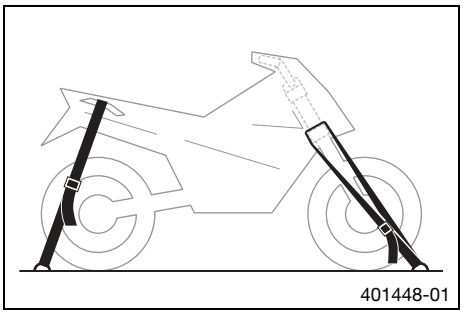
9.7 Transport

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

– Park the vehicle on a firm and level surface.

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

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

The fuel in the fuel tank expands when warm and can escape if overfilled.

– Do not refuel the vehicle in the vicinity of open flames or lit cigarettes.
– Switch off the engine for refueling.
– Make sure that no fuel is spilled; particularly not on hot parts of the vehicle.
– If any fuel is spilled, wipe it off immediately.
– Observe the specifications for refueling.

Warning

Danger of poisoning Fuel is poisonous and a health hazard.

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

Note

Material damage Inadequate fuel quality causes the fuel filter to quickly become clogged.

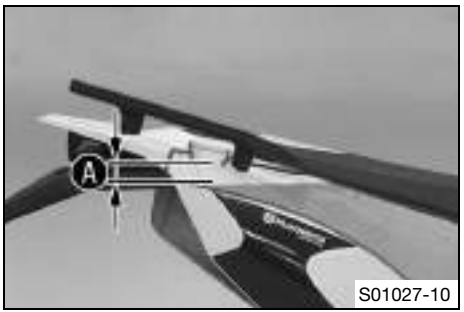
In some countries and regions, the available fuel quality and cleanliness may not be sufficient. This will result in problems with the fuel system.

- Refuel only with clean fuel that meets the specified standards. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

Warning

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

- Do not allow fuel to enter the groundwater, the soil, or the sewage system.



– Switch off the engine.
– Open the filler cap. (📖 p. 28)
– Fill the fuel tank with fuel up to level Ⓐ.

Guideline

Level Ⓐ		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. 198)

– Close the filler cap. (📖 p. 29)

10 SERVICE SCHEDULE

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

	after 1,000 km (620 mi)	every 10,000 km (6,200 mi)	every 20,000 km (12,400 mi)	Every year	Every two years
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. 109)	○	●	●	●	●
Check the rear brake linings. (📖 p. 114)	○	●	●	●	●
Check the brake discs. (📖 p. 105)	○	●	●	●	●
Check the brake lines for damage and leakage. 🔧	○	●	●	●	●
Change the front brake fluid. 🔧					●
Change the rear brake fluid. 🔧					●
Change the hydraulic clutch fluid. 🔧					●
Check the rear brake fluid level. (📖 p. 112)	○	●	●	●	
Check the front brake fluid level. (📖 p. 106)	○	●	●	●	
Check/correct the fluid level of the hydraulic clutch. (📖 p. 101)		●	●	●	
Check the free travel of the foot brake lever. (📖 p. 110)	○	●	●	●	●

	after 1,000 km (620 mi)	every 10,000 km (6,200 mi)	every 20,000 km (12,400 mi)	Every year	Every two years
Check the shock absorber and fork for leaks. Perform a fork service and shock absorber service as needed and depending on how the vehicle is used. 🔧	○	●	●	●	●
Clean the dust boots of the fork legs. (📖 p. 80)		●	●		
Check the play of the steering head bearing. (📖 p. 83)	○	●	●	●	●
Check the tire condition. (📖 p. 125)	○	●	●	●	●
Check the tire air pressure. (📖 p. 127)	○	●	●	●	●
Check the spoke tension. (📖 p. 128)	○	●	●	●	●
Check the rim run-out. 🔧	○	●	●	●	●
Check the chain, rear sprocket, engine sprocket, and chain guide. (📖 p. 94)		●	●	●	●
Check the chain tension. (📖 p. 91)	○	●	●	●	●
Change the fuel screen. 🔧 (📖 p. 162)	○	●	●	●	●
Change the spark plugs. 🔧			●		
Check the valve clearance. 🔧		●	●		
Check the antifreeze and coolant level. (📖 p. 152)	○	●	●	●	●
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. 🔧		●	●		

	after 1,000 km (620 mi)	every 10,000 km (6,200 mi)	every 20,000 km (12,400 mi)	Every year	Every two years
Check the headlight setting. (📖 p. 149)	○	●	●		
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

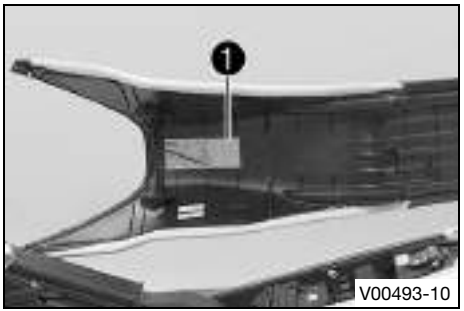
	after 1,000 km (620 mi)	every 10,000 km (6,200 mi)	every 30,000 km (18,600 mi)	Every year	Every four years
Check the frame. 🔧			●		
Check the swingarm. 🔧			●		
Checking the swingarm bearing for play.		●	●		
Check the wheel bearing for play.		●	●		
Empty the drainage hoses. 🔧	○	●	●	●	●
Grease all moving 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 the screws and nuts for tightness. 🔧	○	●	●	●	●
Change the coolant. 🔧					●

○ One-time interval

● Periodic interval

11 TUNING THE CHASSIS

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

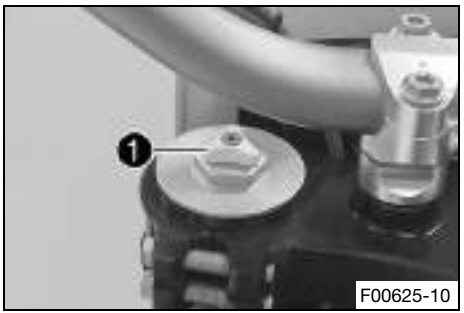
To help you adapt the vehicle, we have summarized our findings in Table 1. You can find the table on the underside of the seat.

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 ± 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 clockwise as far as it will go.

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.

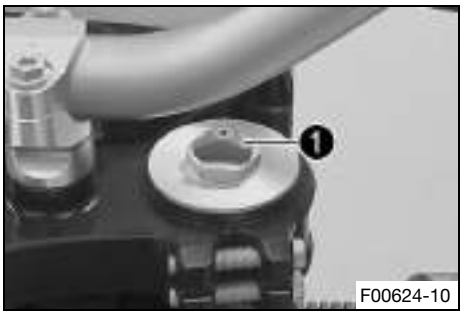
Guideline

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 ❶ clockwise as far as it will go.

Info
Adjusting screw ❶ 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.

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

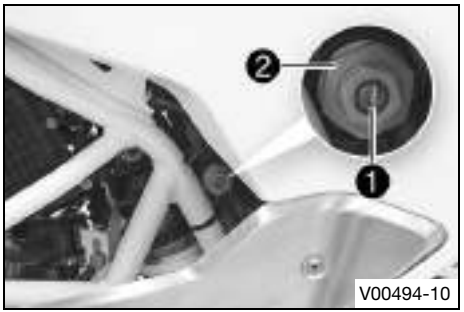
The compression damping of the shock absorber is divided into two ranges: high-speed and low-speed.
High-speed and low-speed refer to the compression speed of the rear wheel suspension and not to the vehicle speed.
The high-speed setting, for example, has an effect when riding over an asphalt edge: the 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
Risk of injury Parts of the shock absorber will fly off if the shock absorber is disassembled incorrectly.
The shock absorber is filled with highly compressed nitrogen.

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

Info
The effect of the low-speed 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

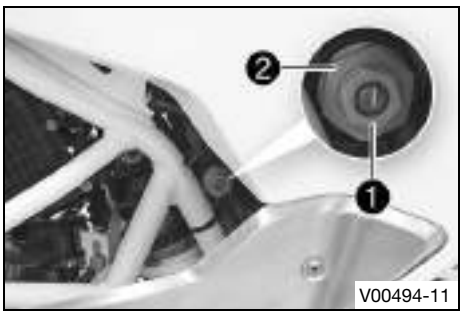
Risk of injury Parts of the shock absorber will fly off if the shock absorber is disassembled incorrectly.

The shock absorber is filled with highly compressed nitrogen.

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

Info

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



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

Info

Do not loosen fitting ❷!

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

Guideline

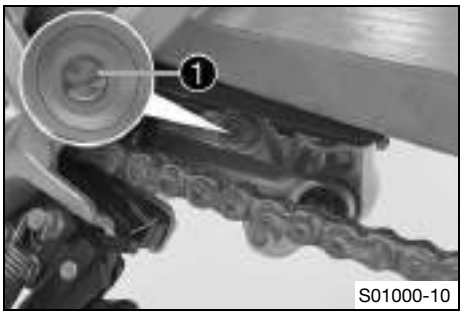
Compression damping, high-speed	
Comfort	2 turns
Standard	1.5 turns
Sport	1 turn
Full payload	1 turn

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

11.7 Adjusting the rebound damping of the shock absorber

Caution
Risk of injury Parts of the shock absorber will fly off if the shock absorber is disassembled incorrectly.
The shock absorber is filled with highly compressed nitrogen.

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



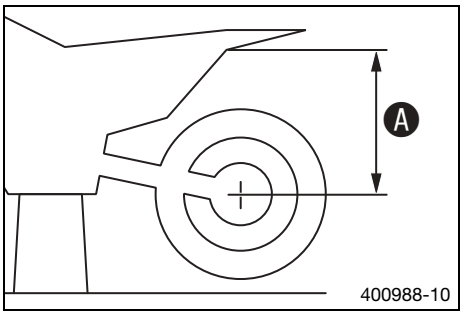
– Turn adjusting screw ❶ clockwise up to the last perceptible click.
– Turn counterclockwise by the number of clicks corresponding to the shock absorber type.

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

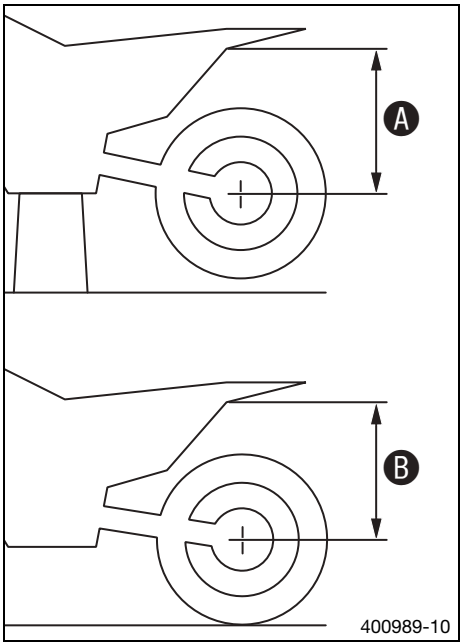
– Measure the distance – as vertical as possible – between the rear axle and a fixed point, for example, a mark on the rear fairing.

– Note down the value as dimension Ⓐ.

Finishing work

– Remove the motorcycle from the work stand.

11.9 Checking the static sag of the shock absorber



– Measure dimension Ⓐ of rear wheel unloaded. (📖 p. 70)
– 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 Ⓑ.

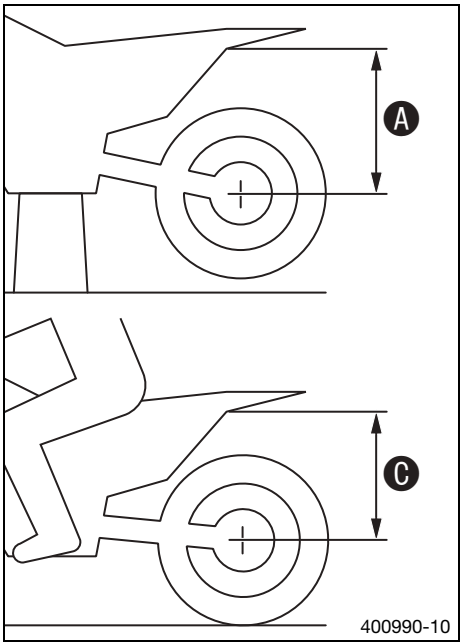
Info
The static sag is the difference between measurements Ⓐ and Ⓑ.

– 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. 73)

11.10 Checking the riding sag of the shock absorber



– Measure dimension A of rear wheel unloaded. (📖 p. 70)
– 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.

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. 75)

11.11 Adjusting the spring preload of the shock absorber

Caution

Risk of injury Parts of the shock absorber will fly off if the shock absorber is disassembled incorrectly.

The shock absorber is filled with highly compressed nitrogen.

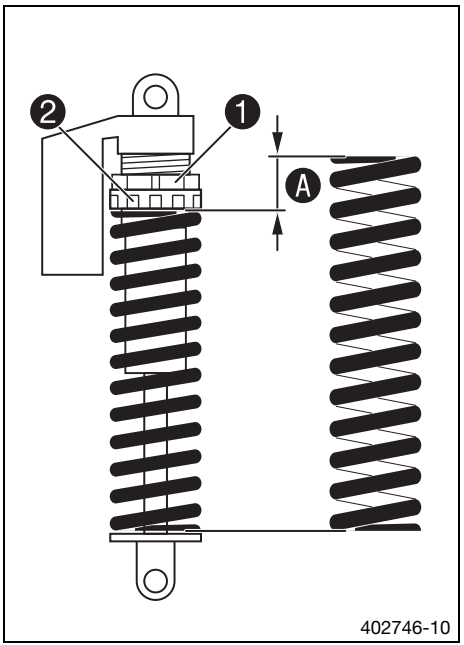
– Please follow the description provided. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

Info

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

Preparatory work

– Raise the motorcycle with the work stand.
– Remove the seat. (p. 85)
– Take off the side cover. (p. 86)
– Remove the air filter box.
– Remove the rear fairing.
– Remove the rear left side cover.
– Remove the rear right side cover.
– 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 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 rear right side cover.

– Install the rear left side cover.

– Fit the rear fairing.

– Install the air filter box.

– Mount the side cover. (p. 86)

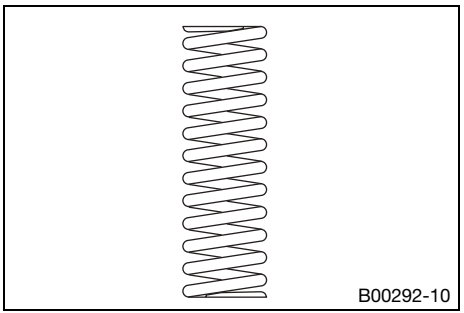
– Mount the seat. (p. 85)

– 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. 85)
– Take off the side cover. (p. 86)
– Remove the air filter box.
– Remove the rear fairing.
– Remove the rear left side cover.
– Remove the rear right side cover.
– Remove the shock absorber.
– After removing the shock absorber, clean it thoroughly.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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)

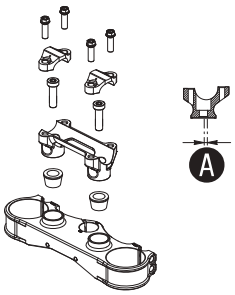
Info
The spring rate is shown on the outside of the spring.

Finishing work

– Install the shock absorber.
– Install the rear right side cover.
– Install the rear left side cover.

- Fit the rear fairing.
- Install the air filter box.
- Mount the side cover. (p. 86)
- Mount the seat. (p. 85)
- Remove the motorcycle from the work stand.
- Check the static sag of the shock absorber. (p. 71)
- Adjust the rebound damping of the shock absorber. (p. 69)

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.

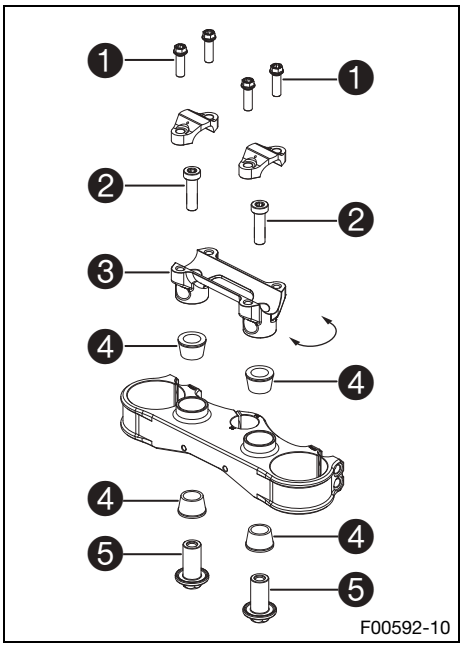
11.14 Adjusting the handlebar position

Warning

Danger of accidents A repaired handlebar poses a safety risk.

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

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



– 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

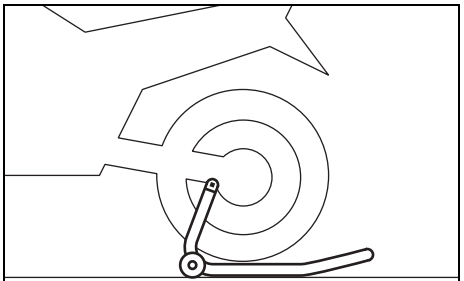
Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)

12.1 Raising the motorcycle with the rear wheel stand

Note

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

– Park the vehicle on a firm and level surface.



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

Adapter (61029055110)
Lifting gear, rear (61029055400)

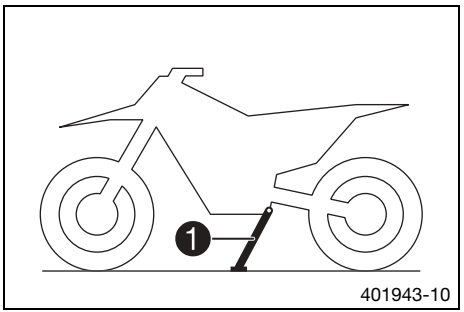
– Position the motorcycle upright, align the stand and raise the motorcycle.

12.2 Removing the rear of the motorcycle from the wheel stand

Note

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

– Park the vehicle on a firm and level surface.



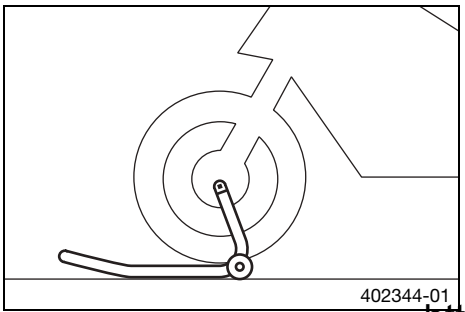
– Secure the motorcycle against falling over.
– Remove the rear wheel stand and lean the vehicle on side stand ❶.

12.3 Raising the motorcycle with the front wheel stand

Note

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

– Park the vehicle on a firm and level surface.



Preparatory work

– Raise the motorcycle with the rear wheel stand. (📖 p. 78)

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.

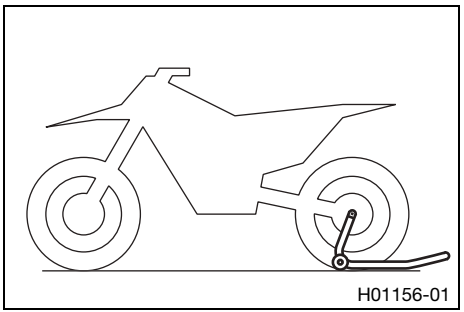
– Raise the front of the motorcycle.

12.4 Taking the motorcycle from the front lifting gear

Note

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

– Park the vehicle on a firm and level surface.

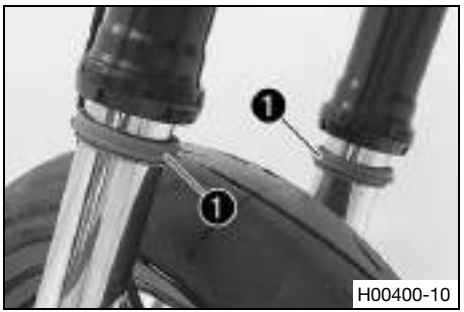


– Secure the motorcycle against falling over.
– Remove the front lifting gear.

12.5 Cleaning the dust boots of the fork legs

Preparatory work

– Remove the fork protector. (📖 p. 82)



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 Oil or grease on the brake discs reduces the braking effect.

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

– Clean and oil the dust boots and inner fork tubes of both fork legs.

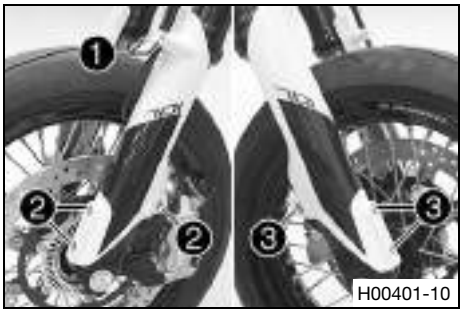
Universal oil spray (📖 p. 199)

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

Finishing work

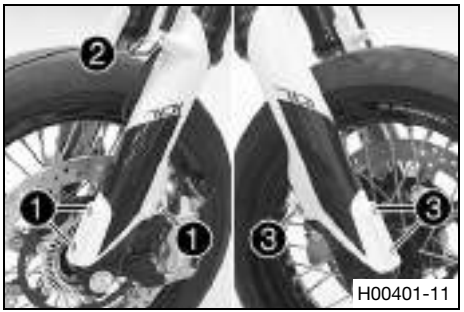
– Install the fork protector. (📖 p. 82)

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

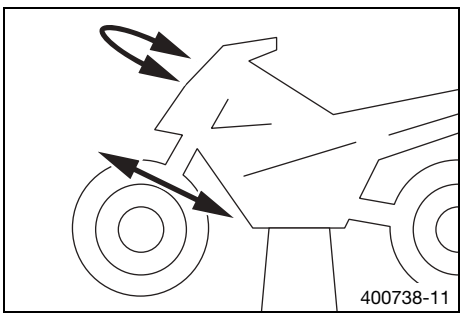
Warning

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

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

Info

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



Preparatory work

– Raise the motorcycle with 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. 84)

– 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. 84)

– Check the steering head bearing and change if necessary.

Finishing work

– Release the rear of the vehicle.

– Remove the motorcycle from the work stand.

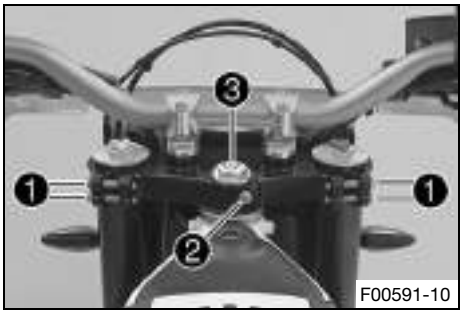
12.9 Adjusting the steering head bearing play

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. 83)

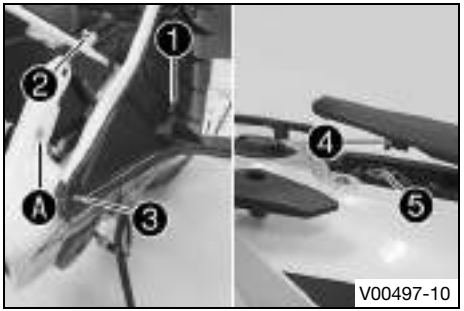
– Release the rear of the vehicle.

– Remove the motorcycle from the work stand.

12.10 Removing the seat

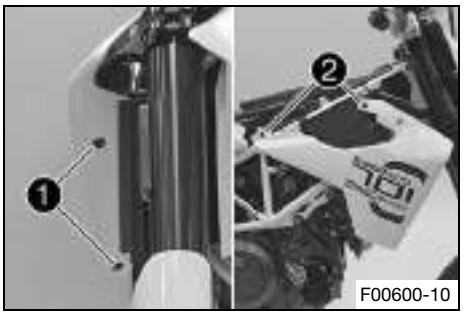
– Pull on the loop ❶ while raising the rear of the seat.
– Pull off the seat sideways at the front ends from the side cover.
– Pull seat back and lift it off.

12.11 Mounting the seat



– Stretch the seat at the front ends slightly and position holding tabs ❶ on holders ❷.
  ✓ The holding tabs engage in the holder.
– Press holding tab ❸ into the bushings Ⓐ.
– Insert locking pin ❹ into the lock housing ❺ 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



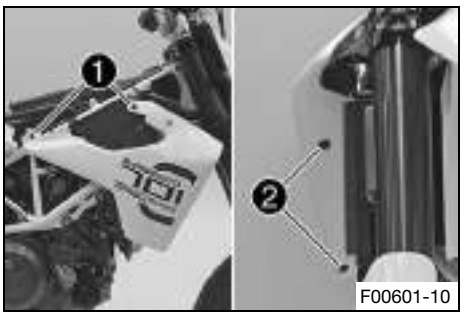
Preparatory work

– Remove the seat. (p. 85)

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)

– Mount and tighten screws ❷.

Guideline

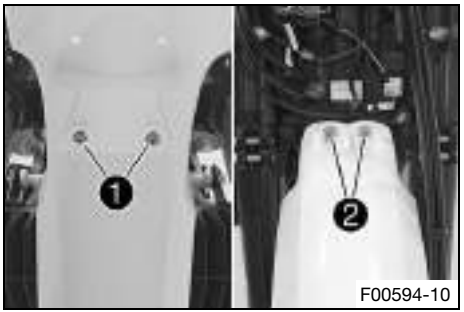
Screw, trim	M5x17	3.5 Nm (2.58 lbf ft)

– Repeat these steps on the opposite side.

Finishing work

– Mount the seat. (p. 85)

12.14 Removing the front fender



Preparatory work

– Switch off the ignition by turning the ignition key to the **OFF** ⊠ position.

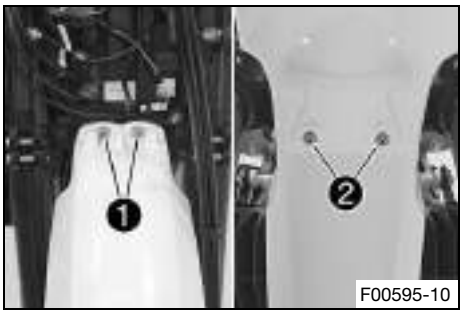
– Remove the headlight mask with the headlight. (📖 p. 143)

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

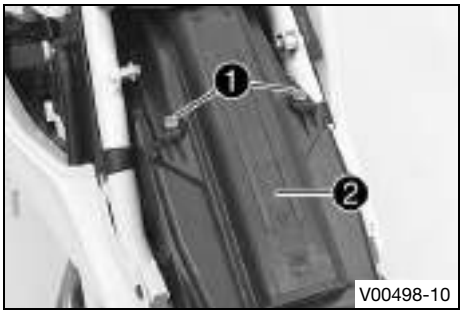
– Install the headlight mask with the headlight. (📖 p. 145)

– Check the headlight setting. (📖 p. 149)

12.16 Removing the air filter 🔧

Preparatory work

– Remove the seat. (📖 p. 85)



Main work

– Remove screws ❶.

– Remove the upper part of the air filter box ❷.

Note

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

Dust and dirt will enter the engine without an air filter.

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

– Remove air filter ❸.

12.17 Installing the air filter

Main work

– Clean the air filter box.

– Mount air filter ❶.

Info

The air filter must lie flush against the air filter box along the entire sealing surface Ⓐ.
If the air filter is not mounted correctly, dust and dirt may enter the engine and result in damage.

– Hook air filter box top ❷ into the front of the air filter box and swing down.

– Mount and tighten screws ❸.

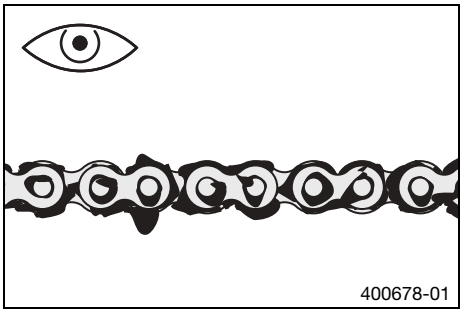
Guideline

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

Finishing work

– Mount the seat. (📖 p. 85)

12.18 Checking the chain for dirt



– Check the chain for heavy soiling.
  » If the chain is very dirty:
    – Clean the chain. (📖 p. 90)

12.19 Cleaning the chain

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

– Remove the lubricant from the tires using a suitable cleaning agent.

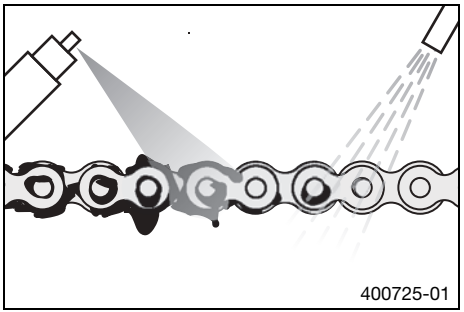
Warning
Danger of accidents Oil or grease on the brake discs reduces the braking effect.

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

Warning
Environmental hazard Hazardous substances cause environmental damage.

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

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



Preparatory work
– Raise the motorcycle with the rear wheel stand. (📖 p. 78)

Main work
– Clean the chain regularly.
– Rinse off loose dirt with a soft jet of water.
– Remove old grease residue with chain cleaner.
– After drying, apply chain spray.

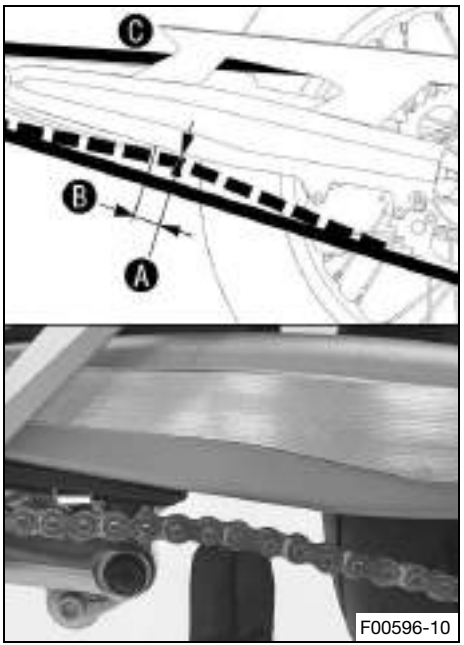
Offroad chain spray (📖 p. 199)

Finishing work
– Remove the rear of the motorcycle from the wheel stand. (📖 p. 78)

12.20 Checking the chain tension

Warning
Danger of accidents Incorrect chain tension damages components and results in accidents.
If the chain is tensioned too much, the chain, engine sprocket, rear sprocket, transmission and rear wheel bearings wear more quickly. Some components may break if overloaded.
If the chain is too loose, the chain may fall off the engine sprocket or the rear sprocket. As a result, the rear wheel locks or the engine will be damaged.

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



– Place the motorcycle onto the side stand.
– Shift gear to neutral.
– Push the chain upward at a distance Ⓑ from the chain sliding guard and determine chain tension Ⓐ.

Info

Upper chain section Ⓒ 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 the specification:
– Adjust the chain tension. (📖 p. 93)

12.21 Adjusting the chain tension

Warning

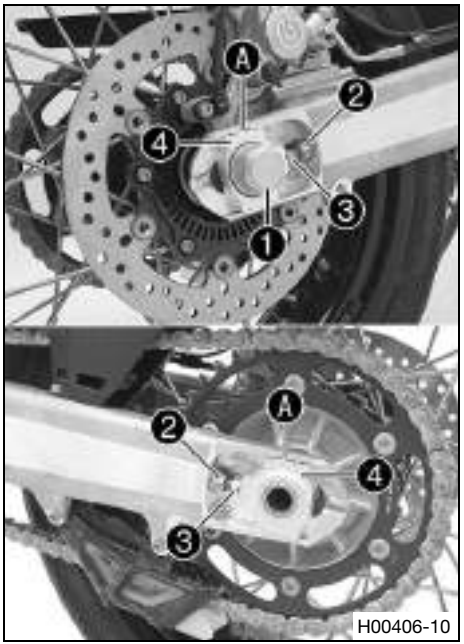
Danger of accidents Incorrect chain tension damages components and results in accidents.

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

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

Preparatory work

- Check the chain tension. (📖 p. 91)



Main work

– Loosen nut ❶.

– Loosen nuts ❷.

– Adjust the chain tension by turning adjusting screws ❸ left and right.

Guideline

Chain tension	5 mm (0.2 in)
Turn the adjusting screws ❸ on the left and right so that the markings on the left and right chain adjusters ❹ are in the same position relative to the reference marks Ⓐ. 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 ❷.

– Make sure that chain adjusters ❹ are fitted correctly on adjusting screws ❸.

– Tighten nut ❶.

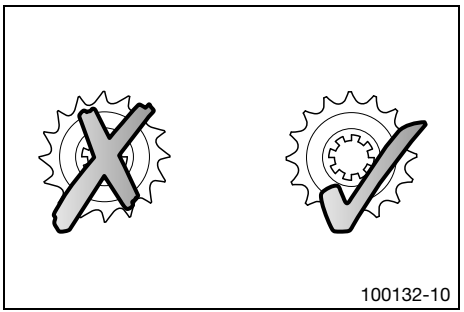
Guideline

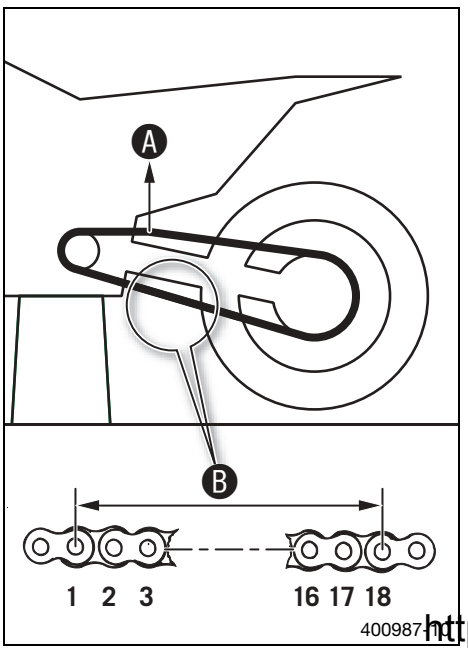
Nut, rear wheel spindle	M25x1.5	90 Nm (66.4 lbf ft)

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

Preparatory work

– Raise the motorcycle with the rear wheel stand. (📖 p. 78)





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 Ⓐ.

Guideline

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

– Measure distance Ⓑ 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.

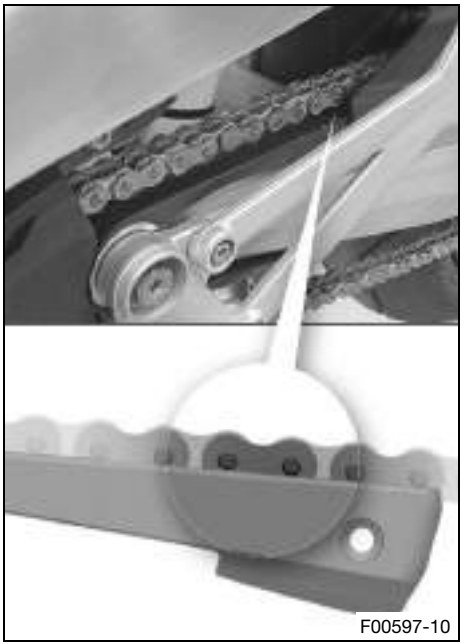
Maximum distance Ⓑ at the longest chain section	272 mm (10.71 in)

» If the distance Ⓑ is greater than the specified measurement:

– Change the drivetrain kit.

Info

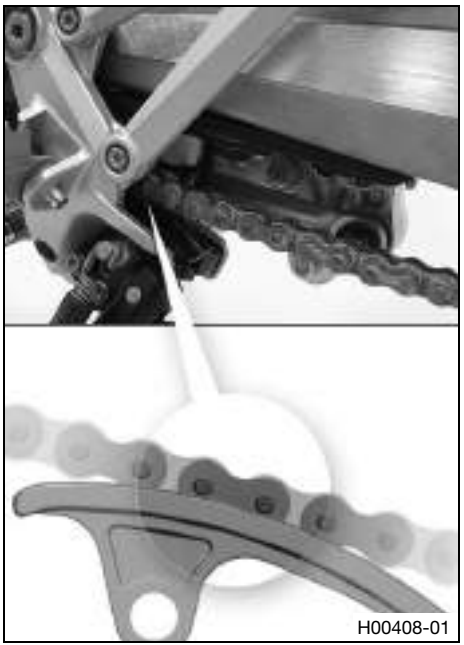
When the chain is replaced, the rear sprocket and engine sprocket should also be changed.
New chains wear out faster on an old, worn rear sprocket or engine sprocket.


F00597-10

– 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

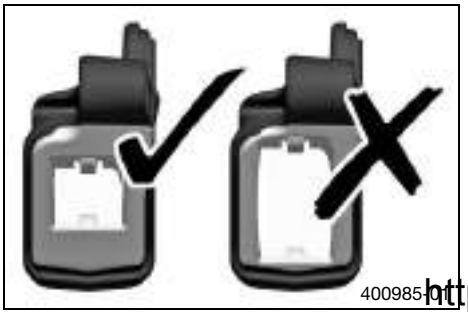
Screw, chain sliding guard	M6	8 Nm (5.9 lbf ft)	**Loctite® 243™**


H00408-01

– 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.

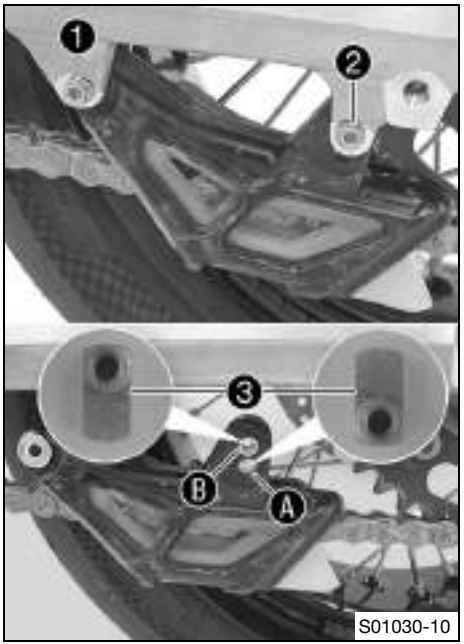
    Guideline

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

Finishing work

– Remove the rear of the motorcycle from the wheel stand. (📖 p. 78)

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 Ⓐ. 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 Ⓑ. Position the chain guide.

– Mount and tighten screws ❶ and ❷.

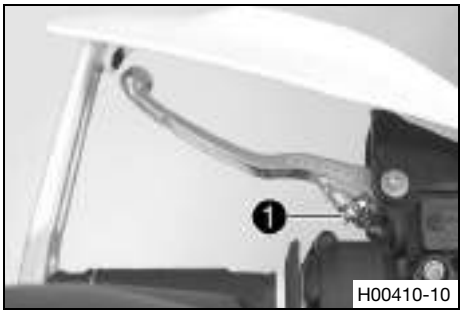
Guideline

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 causes skin irritation.

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

Warning

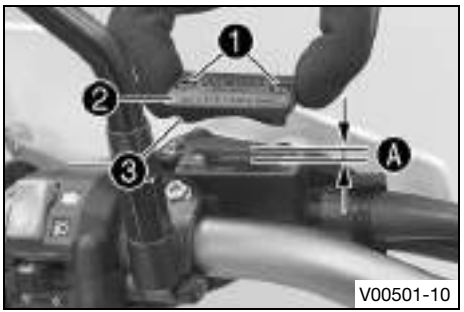
Environmental hazard Hazardous substances cause environmental damage.

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

Info

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

- Move the 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)

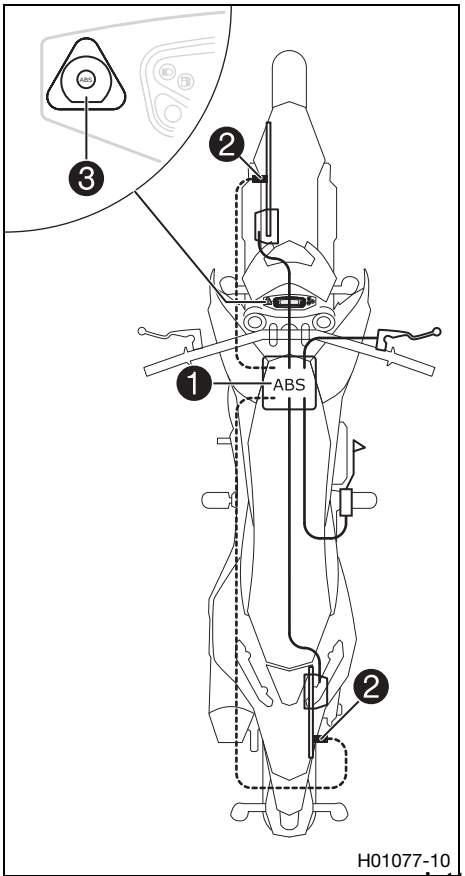
» If the fluid level does not meet specifications:
– Correct the fluid level of the hydraulic clutch.

Brake fluid DOT 4 (📖 p. 196)

– 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 ❶, which consists of a hydraulic unit, ABS control unit, and return pump, is installed under the seat. One wheel speed sensor ❷ is located in each case on 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.)

Warning

Voiding of the government approval for road use and the insurance coverage If the ABS is switched off completely, the vehicle's approval for road use is invalidated.

- Only operate the vehicle in closed-off areas remote from public road traffic if the ABS is switched off completely.

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 ❸ 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, stop the vehicle and switch off the ignition. The ABS is reactivated when the vehicle is switched on again. The ABS warning lamp goes out when you start off.

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

13.2 Adjusting the basic position of the hand brake lever

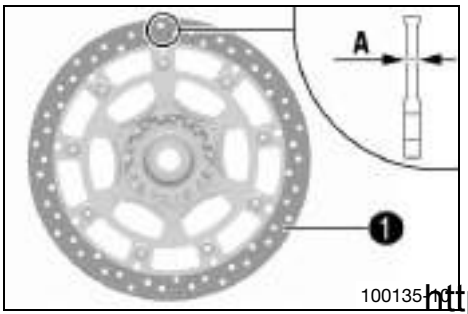
– Adjust the basic position of the hand brake lever to your hand size by turning adjusting wheel 1.

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 Worn-out brake discs reduce the braking effect.

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



– Check the 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 An insufficient brake fluid level will cause the brake system to fail.

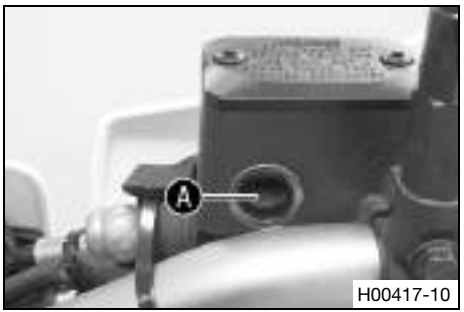
If the brake fluid level drops below the specified marking or the specified value, the brake system is leaking or the brake linings are worn down.

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

Warning

Danger of accidents Old brake fluid reduces the braking effect.

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



– 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 Ⓐ:
    – Add front brake fluid. 🔧 (📖 p. 107)

13.5 Adding front brake fluid 🔧

Warning

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

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

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

Warning

Skin irritation Brake fluid causes skin irritation.

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

Warning

Danger of accidents Old brake fluid reduces the braking effect.

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

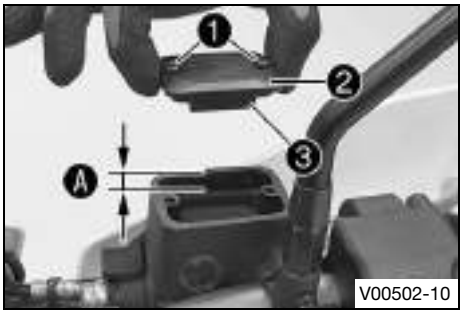
Warning

Environmental hazard Hazardous substances cause environmental damage.

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

Info

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



Main work

– Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
– Remove screws ❶.
– Remove cover ❷ with membrane ❸.
– Add brake fluid to level Ⓐ.

Guideline

Level Ⓐ (brake fluid level below reservoir rim)	5 mm (0.2 in)

Brake fluid DOT 4 (📖 p. 196)

– 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

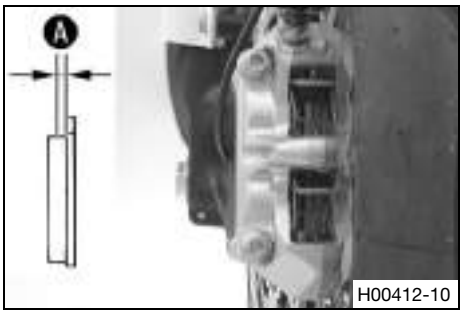
Warning
Danger of accidents Worn-out brake linings reduce the braking effect.

– Ensure that worn-out brake linings are replaced immediately. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

Warning
Danger of accidents Damaged brake discs reduce the braking effect.

If the brake linings are not changed in time, the brake lining carriers grind against the brake disc. As a consequence, the braking effect is greatly reduced and the brake discs are destroyed.

– Check the brake linings regularly.



– Check the brake linings for minimum thickness Ⓐ.

Minimum thickness Ⓐ	≥ 1 mm (≥ 0.04 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. 🔧

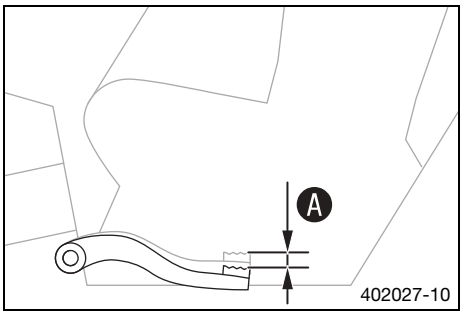
13.7 Checking the free travel of foot brake lever

Warning

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

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

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



– 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 Ⓐ.

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. 111)

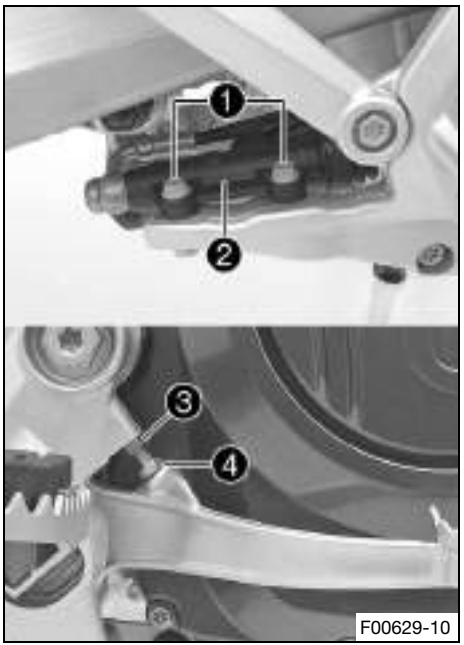
13.8 Adjusting the basic position of the foot brake lever

Warning

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

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

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



– Loosen fittings ❶ on foot brake cylinder ❷.

– To adjust the basic position of the foot brake lever to individual requirements, loosen nut ❸ and turn screw ❹ 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 ❷ so that the foot brake lever has the necessary free travel.

– Tighten fittings ❶.

Guideline

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

– Check the free travel of the foot brake lever. (📖 p. 110)

– Tighten nut ❸.

13.9 Checking the rear brake fluid level

Warning

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

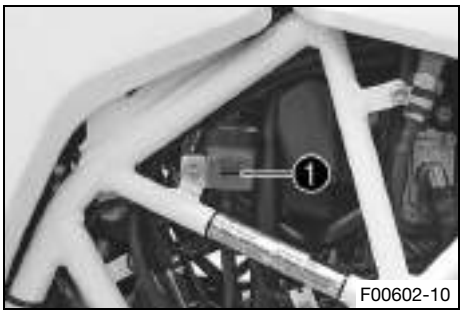
If the brake fluid level drops below the **MIN** marking, the brake system is leaking or the brake linings are worn down.

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

Warning

Danger of accidents Old brake fluid reduces the braking effect.

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



– Stand the vehicle upright.
– Check the brake fluid level of the brake fluid reservoir.
  » If the fluid level reaches the **MIN** marking 1:
    – Add rear brake fluid. (📖 p. 113)

13.10 Adding rear brake fluid

Warning

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

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

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

Warning

Skin irritation Brake fluid causes skin irritation.

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

Warning

Danger of accidents Old brake fluid reduces the braking effect.

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

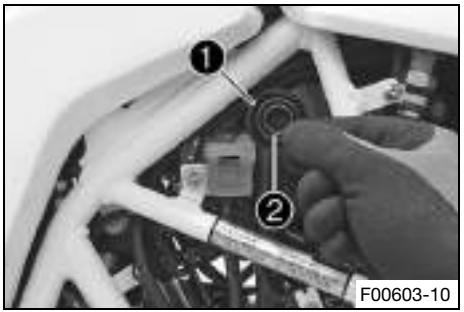
Warning

Environmental hazard Hazardous substances cause environmental damage.

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

Info

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



Preparatory work

– Check the rear brake linings. (📖 p. 114)

Main work

– Stand the vehicle upright.
– Remove screw cap ❶ with membrane ❷.
– Add brake fluid up to the **MAX** marking.

Brake fluid DOT 4 (📖 p. 196)

– Mount 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 Worn-out brake linings reduce the braking effect.

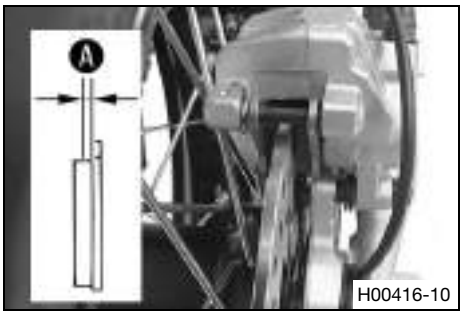
– Ensure that worn-out brake linings are replaced immediately. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

Warning

Danger of accidents Damaged brake discs reduce the braking effect.

If the brake linings are not changed in time, the brake lining carriers grind against the brake disc. As a consequence, the braking effect is greatly reduced and the brake discs are destroyed.

– Check the brake linings regularly.



– Check the brake linings for minimum thickness Ⓐ.

Minimum thickness Ⓐ	≥ 1 mm (≥ 0.04 in)

» If the minimum thickness is less than specified:

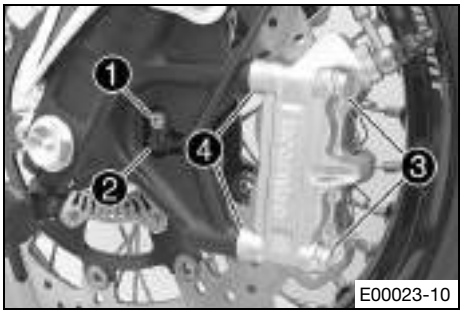
– Change the rear brake linings.

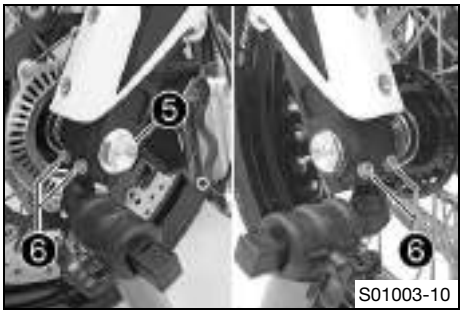
– Check the brake linings for damage and cracking.

» 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. 78)

– Raise the motorcycle with the front wheel stand. (📖 p. 79)

Main work

– Remove screw ❶ and pull wheel speed sensor ❷ out of the hole.

– Remove screws ❸ and spacers ❹.

– 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 ❺ by several rotations.

– Loosen screws ❻.

– Press your hand on screw ❺ to push the wheel spindle out of the axle clamp.

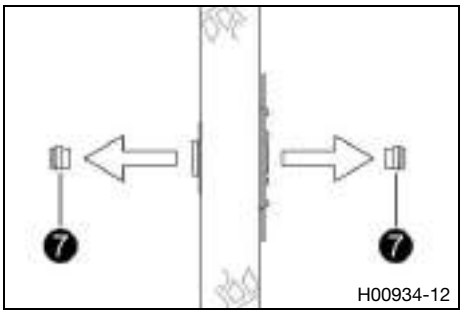
– Remove screw ❺.

Warning

Danger of accidents Damaged brake discs reduce the braking effect.

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

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



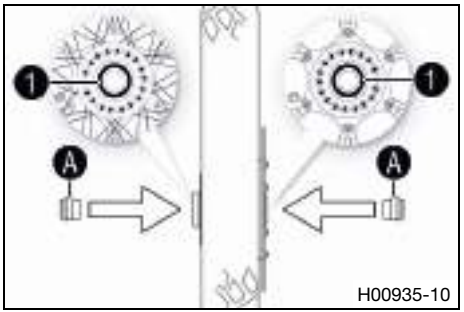
– Remove spacers 7.

14.2 Installing the front wheel

Warning

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

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

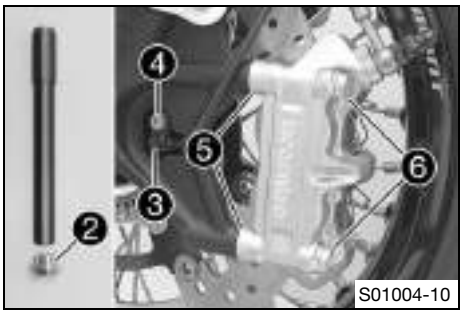


Main work

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

  Long-life grease (p. 199)

– Insert the spacers.



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

Guideline

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

– Position wheel speed sensor ❸ in the drill hole.
– Mount and tighten screw ❹.

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 ❺. Mount screws ❻ 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.

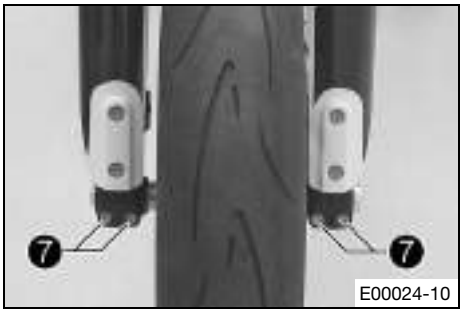
✓ The brake caliper straightens.

– Tighten screws ❻.

Guideline

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

– Remove the locking piece of the hand brake lever.



– Take the motorcycle from the front lifting gear. (📖 p. 80)
– Operate the front brake and compress the fork a few times firmly.
  ✓ The fork legs straighten.
– Tighten screws ❼.

  Guideline

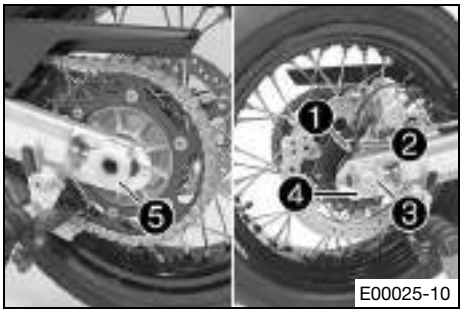
Screw, fork stub	M8	15 Nm (11.1 lbf ft)

Finishing work
– Remove the rear of the motorcycle from the wheel stand. (📖 p. 78)

14.3 Removing the rear wheel 🔧

Preparatory work
– Raise the motorcycle with the rear wheel stand. (📖 p. 78)

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 ❶ and pull wheel speed sensor ❷ out of the hole.
– Remove nut ❸. Remove chain adjuster ❹.
– Pull out wheel spindle ❺ 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 Damaged brake discs reduce the braking effect.
– 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

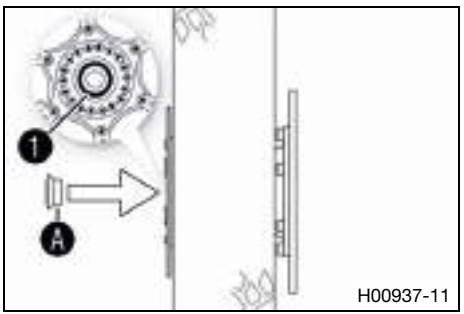
Danger of accidents Oil or grease on the brake discs reduces the braking effect.

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

Warning

Danger of accidents There is no braking effect to start with at the rear brake after installing the rear wheel.

– Actuate the foot brake several times before going on a ride until you can feel a firm pressure point.



Main work

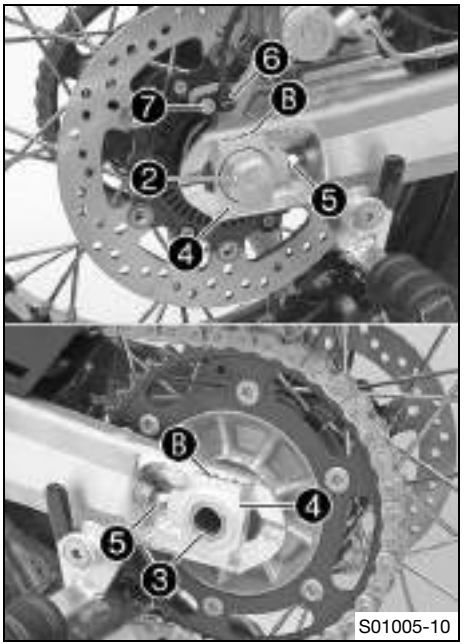
– Check the rear hub rubber dampers. (p. 123)
– Check the wheel bearing for damage and wear.
  » If the wheel bearing is damaged or worn:
    – Change the rear wheel bearing.
– Remove spacer.
– Clean and grease shaft seal ring 1 and contact surface A of the spacer.

  Long-life grease (p. 199)

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

  Long-life grease (p. 199)

– 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 ❸ and chain adjuster ❹. Mount nut ❷, but do not tighten it yet.
– Make sure that chain adjusters ❹ are fitted correctly on adjusting screws ❺.

Guideline

In order for the rear wheel to be correctly aligned, the markings on the left and right chain adjusters must be in the same position relative to the reference marks Ⓑ.

Info

Mount left and right chain adjusters ❹ in the same position.

– Tighten nut ❷.

Guideline

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

– Position wheel speed sensor ❻ in the drill hole.
– Mount and tighten screw ❼.

Guideline

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

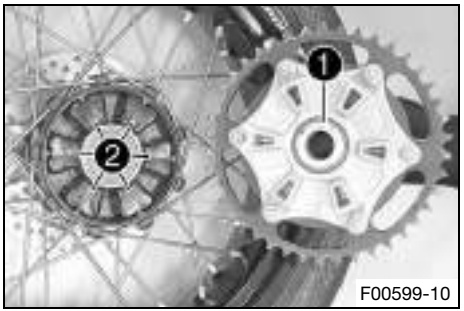
– Position the brake line in the guide.
– Operate the foot brake lever repeatedly until the brake linings are in contact with the brake disc and there is a pressure point.

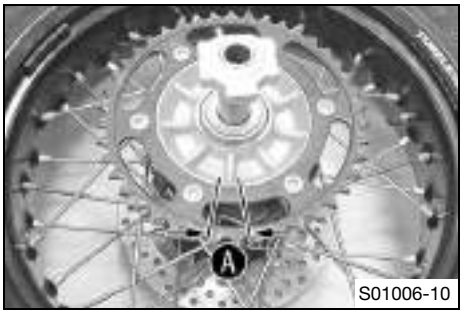
Finishing work
– Remove the rear of the motorcycle from the wheel stand. (📖 p. 78)
– Check the chain tension. (📖 p. 91)

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. 78)
– Remove the rear wheel. 🔧 (📖 p. 119)





Main work

– Check bearing 1.
  » If the bearing is damaged or worn:
    – Change the bearing of the rear sprocket carrier.
– Check rubber dampers 2 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. 121)
– Remove the rear of the motorcycle from the wheel stand. (p. 78)
– Check the chain tension. (p. 91)

14.6 Checking the tire condition

Warning

Danger of accidents If a tire bursts while riding, the vehicle becomes uncontrollable.

– Ensure that damaged or worn tires are replaced immediately. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

Warning

Danger of crashing Different tire tread patterns on the front and rear wheel impair the handling characteristic.

Different tire tread patterns can make the vehicle significantly more difficult to control.

– Make sure that only tires with a similar tire tread pattern are fitted to the front and rear wheel.

Warning

Danger of accidents 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.

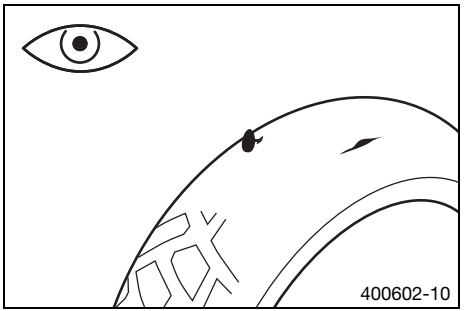
Warning

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.

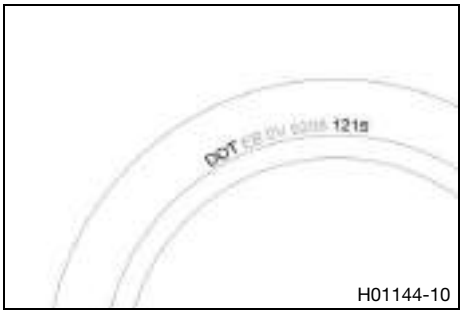


– Check the front and rear tires for cuts, run-in objects, and other damage.
  » If the tires have cuts, run-in objects, or other damage:
    – Change the tires.
– Check the tread depth.

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.

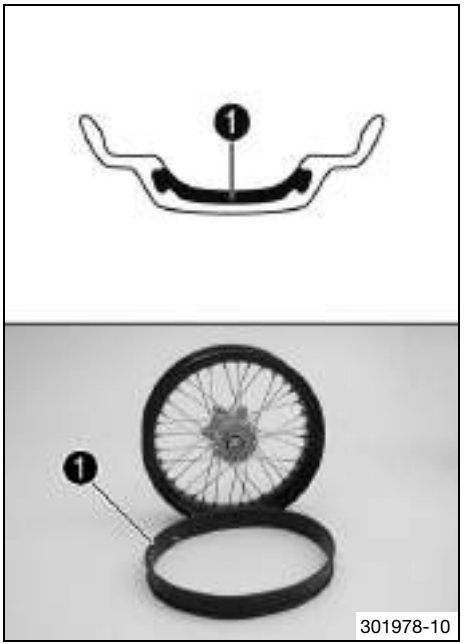


– Check the tire age.

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.

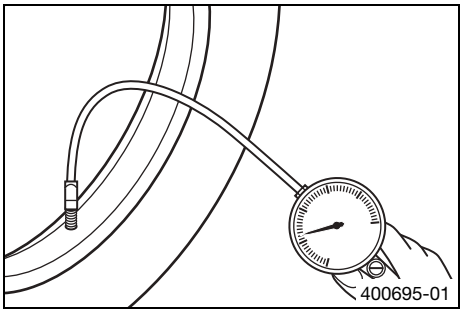
14.7 Tubeless tire system



This vehicle makes use a tubeless tire system in which a tubeless sealing profile ❶ 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

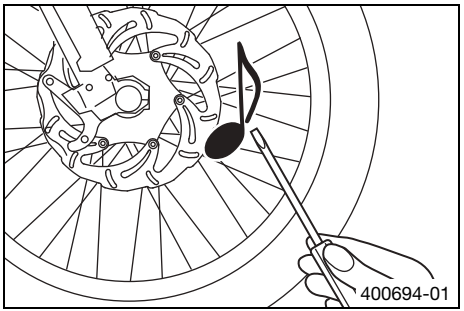
Danger of accidents Incorrectly tensioned spokes impair the handling characteristic and result in secondary damage.

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

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

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.

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

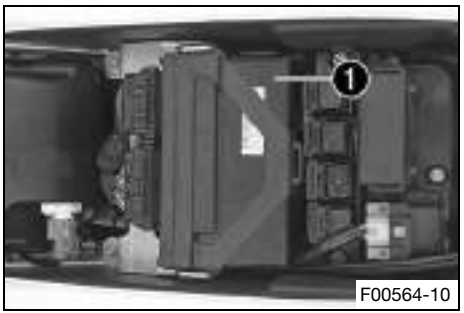
Warning

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.

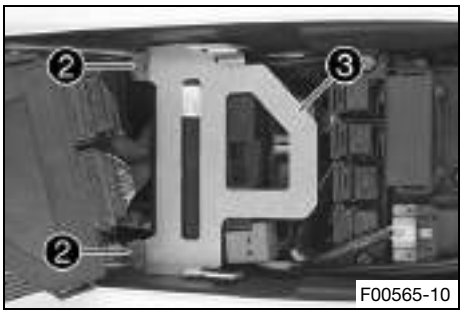
Preparatory work

- Switch off the ignition by turning the ignition key to the **OFF** ⊠ position.
- Remove the seat. (📖 p. 85)

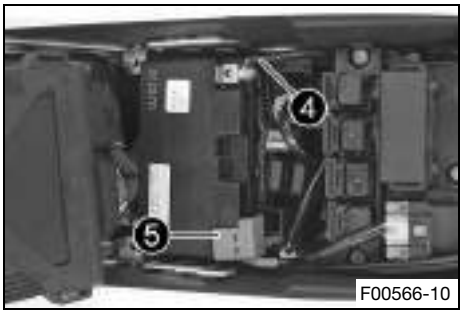


Main work

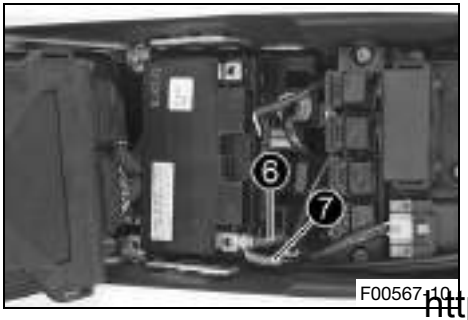
- Pull engine electronics control unit ❶ off of the holder and set it to one side.



– Remove screws ❷.
– Pull retaining bracket ❸ of the battery forward and remove it.



– Disconnect negative cable ❹ from the battery.
– Take off positive terminal cover ❺.

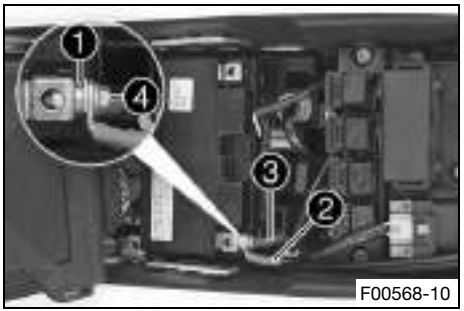


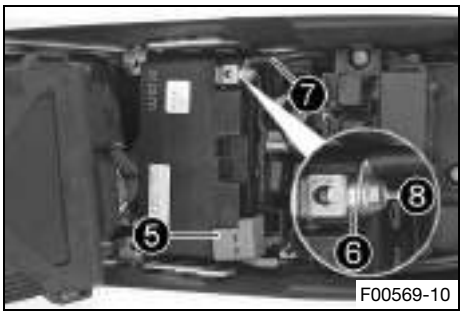
– Disconnect ABS connection cable ❻ and positive cable ❼ from the battery.
– Lift the battery up and out.

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. 188)

– Position washer ❶, positive cable ❷, and ABS connection cable ❸.

– Mount and tighten screw ❹.

Guideline

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

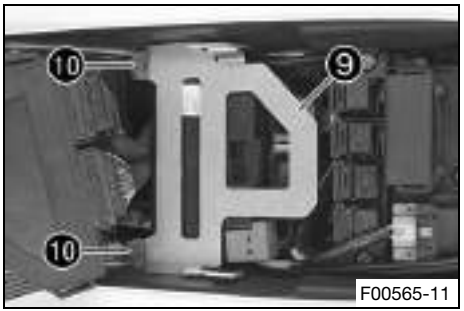
– Position positive terminal cover ❺.

– Position washer ❻ and negative cable ❼.

– Mount and tighten screw ❽.

Guideline

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



– Position retaining bracket ❾ and mount and tighten screws ❿.

Guideline

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

– Position the engine electronics control unit ⓫.

Finishing work

– Mount the seat. (📖 p. 85)
– Set the clock. (📖 p. 38)

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.

- Dispose of oils, grease, filters, fuel, cleaning agents, brake fluid, etc., correctly and in compliance with the 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 the ignition by turning the ignition key to the **OFF** ⊠ position.
– Remove the seat. (📖 p. 85)
– Remove the battery. 🔧 (📖 p. 130)

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.

Info

Never remove lid ❶.

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

– 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. 132)
– Mount the seat. (p. 85)
– Set the clock. (p. 38)

15.4 Changing the main fuse

Warning

Fire hazard Incorrect fuses overload the electrical system.

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

Info

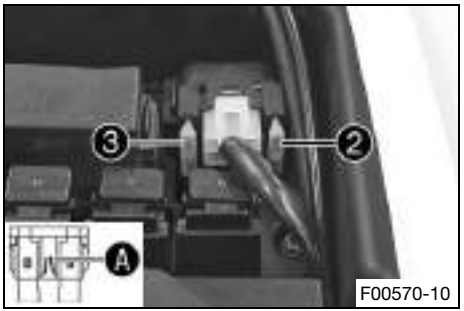
The main fuse protects all power consumers of the vehicle. It is in the housing of the starter relay next to the battery.

Preparatory work

- Switch off the ignition by turning the ignition key to the **OFF** ⊠ position.
- Remove the seat. (📖 p. 85)

Main work

- Take off protection caps ❶.



– Remove a defective main fuse ❷ with needle nose pliers.

Info
A defective fuse is indicated by a burned-out fuse wire Ⓐ.
A spare fuse ❸ is located in the starter relay.

– Install a new main fuse.

Fuse (58011109130) (📖 p. 188)

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

– Check that the electrical equipment is functioning properly.
– Mount the protection caps.

Finishing work
– Mount the seat. (📖 p. 85)
– Set the clock. (📖 p. 38)

15.5 Changing the ABS fuses

Warning
Fire hazard Incorrect fuses overload the electrical system.

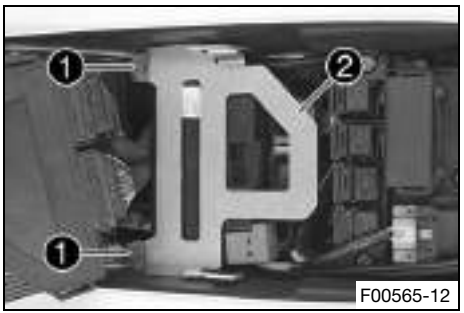
– Only use fuses with the required ampere value.
– Do not bypass or repair fuses.

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

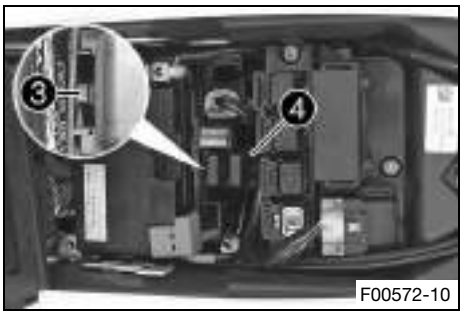
– Switch off all power consumers and switch off the engine.
– Remove the seat. (📖 p. 85)
– Pull the engine electronics control unit off the holder and set it to one side.



F00565-12

Main work

– Remove screws ❶.
– Pull retaining bracket ❷ of the battery forward and remove it.



F00572-10

– Unlock catch ❸ and lift off holder ❹.

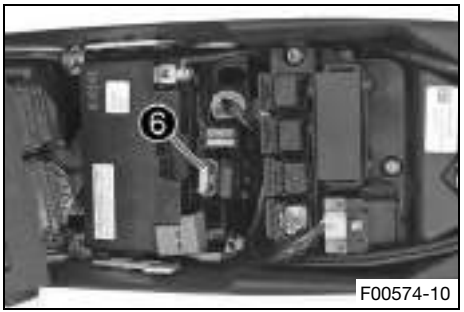
To change the fuse of the ABS hydraulic unit:

– Take off the protection cap and remove fuse ❺.

– Insert a new fuse.

Fuse (58011109115) (p. 188)

– Mount the protection cap.



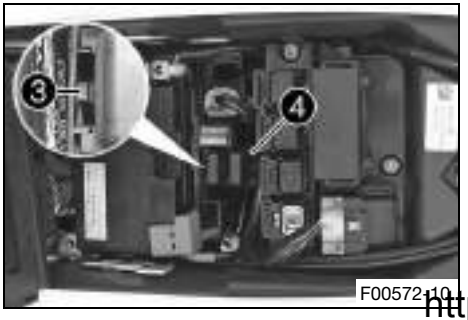
To change the fuse of the ABS return pump:

– Take off the protection cap and remove fuse ❻.

– Insert a new fuse.

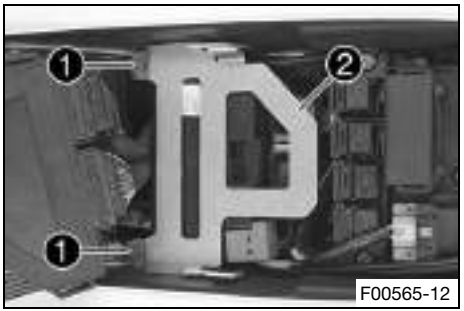
Fuse (58011109125) (p. 188)

– Mount the protection cap.



– Position holder ❹.

✓ Catch ❸ engages audibly.



– Position retaining bracket ❷ and mount and tighten screws ❶.

Guideline

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

Finishing work

– Position the motor electronics control unit.

– Mount the seat. (📖 p. 85)

15.6 Changing the fuses of individual power consumers

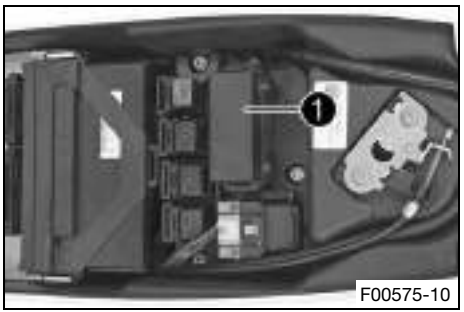
Info

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

Preparatory work

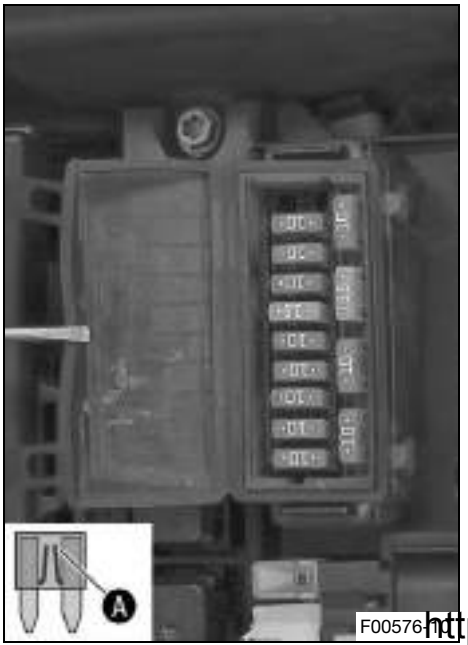
– Switch off the ignition by turning the ignition key to the **OFF** ⊠ position.

– Remove the seat. (📖 p. 85)



Main work

– Open fuse box cover ❶.



– Remove the defective fuse.

Guideline

Fuse **1** - 10 A - ignition
Fuse **2** - 10 A - ignition, speedometer, engine electronics 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

You can recognize a faulty fuse by a burned-out fuse wire Ⓐ.

Warning

Fire hazard Incorrect fuses overload the electrical system.

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

– Use spare fuses with the correct rating only.

Fuse (75011088010) (📖 p. 188)
Fuse (75011088015) (📖 p. 188)

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.

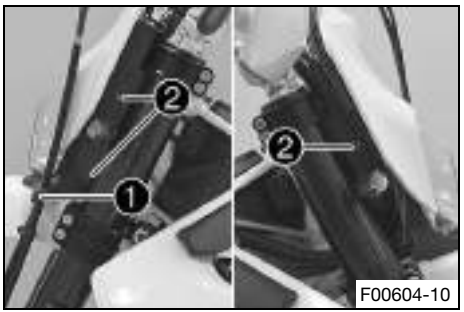
Finishing work

– Mount the seat. (📖 p. 85)

15.7 Removing the headlight mask with the headlight

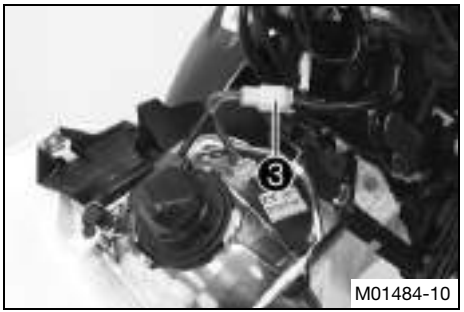
Preparatory work

– Switch off the ignition by turning the ignition key to the **OFF** ⊠ position.



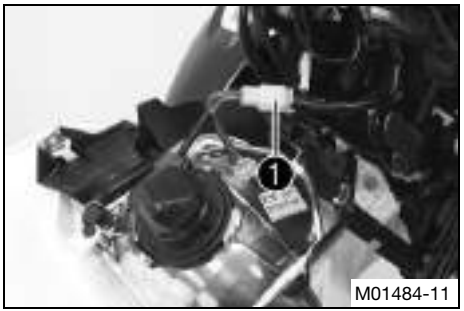
Main work

– Cover the fender with a cloth to protect it from damage.
– Detach the brake line and wiring harness from holder ❶.
– Remove screws ❷ on both sides.
– Fold the headlight mask forward.



– Disconnect plug-in connector ❸ of the headlight.
– Remove the headlight mask.

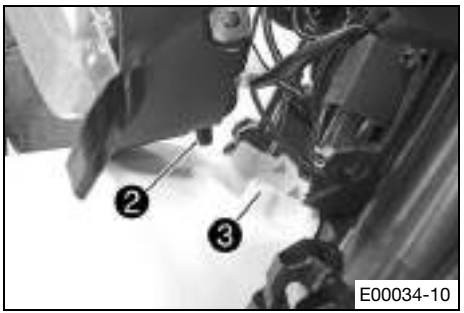
15.8 Installing the headlight mask with the headlight



Main work

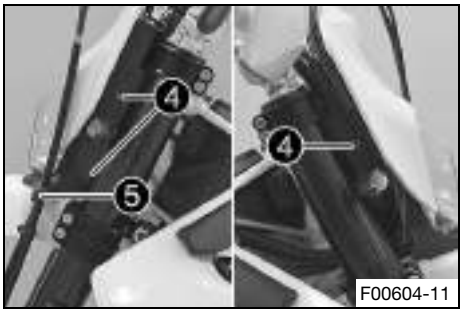
– Connect plug-in connector ❶ of the headlight.

– Check that the lighting is functioning properly.



– Remove the cloth from the fender and position the headlight mask.

✓ Both holding lugs ❷ engage in drilled holes ❸ of the fender.



– Mount and tighten screws ❹.

Guideline

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

– Mount the brake line and wiring harness in holder ❺.

Finishing work

– Check the headlight setting. (📖 p. 149)

15.9 Changing the headlight bulb

Note

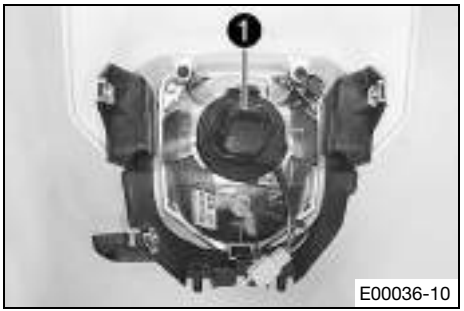
Damage to reflector Reduced brightness.

– 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

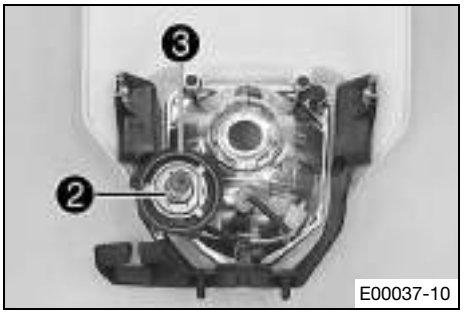
– Switch off the ignition by turning the ignition key to the **OFF** ⊠ position.

– Remove the headlight mask with the headlight. (📖 p. 143)



Main work

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



– Pull out headlight bulb ❷.
– Insert the new headlight bulb.

Headlight (H4/socket P43t) (📖 p. 188)

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

Info

Ensure that O-ring ❸ is seated properly.

Finishing work

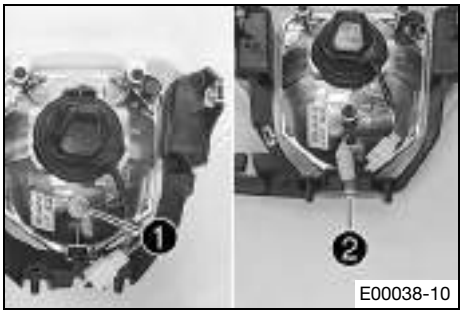
– Install the headlight mask with the headlight. (📖 p. 145)
– Check the headlight setting. (📖 p. 149)

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 the ignition by turning the ignition key to the **OFF** ⊠ position.

– Remove the headlight mask with the headlight. (📖 p. 143)

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. 188)

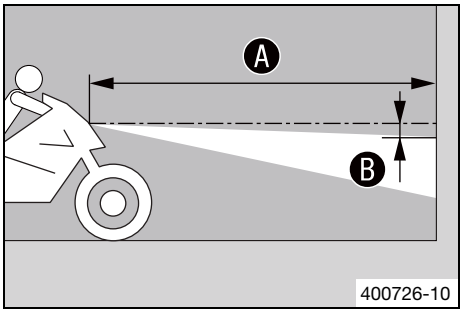
– Insert the bulb socket in the reflector.

Finishing work

– Install the headlight mask with the headlight. (📖 p. 145)

– Check the headlight setting. (📖 p. 149)

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 Ⓑ under the first mark.

Guideline

Distance Ⓑ	5 cm (2 in)

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

Guideline

Distance Ⓐ	5 m (16 ft)

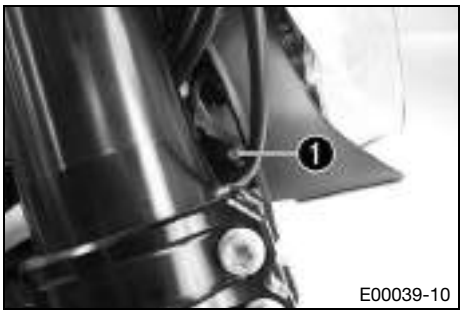
– The rider, with luggage and passenger if applicable, now mounts the motorcycle.
– Switch on the low beam.
– Check the headlight setting.

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. 149)

15.12 Adjusting the headlight range

Preparatory work
– Check the headlight setting. (🕮 p. 149)



Main work

– Loosen screw 1.

– Adjust the headlight range by pivoting the headlight.

Guideline

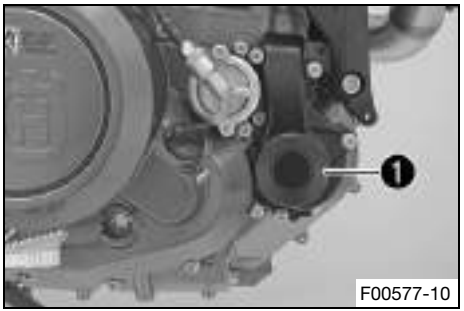
The boundary between light and dark must be exactly on the lower mark for a motorcycle with rider (instructions on how to apply the mark: Checking the headlight setting).

Info

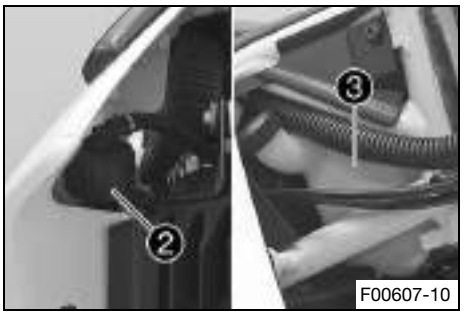
If you have a payload, you may have to correct the headlight range.

– Tighten screw 1.

16.1 Cooling system



Water pump ❶ 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 ❷. Heat expansion causes excess coolant to flow into compensating tank ❸. 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 thermoswitch.
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 open the radiator, the radiator hoses or other cooling system components if the engine or the cooling system are at operating temperature.
- Allow the cooling system and the engine to cool down before you open the radiator, the radiator hoses or other components of the cooling system.
- In the event of scalding, rinse the area affected immediately with lukewarm water.

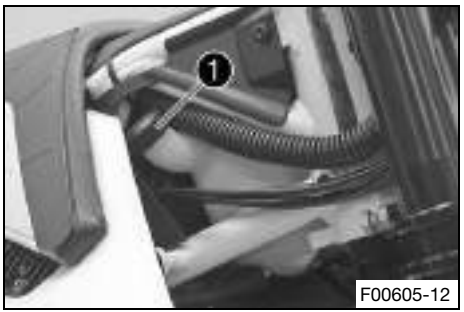
Warning

Danger of poisoning Coolant is toxic and a health hazard.

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

Condition

The engine is cold.



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

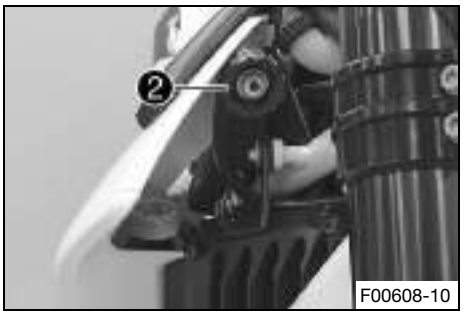
– Check the coolant level in the compensating tank.

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. 196)

– Mount cover ❶ of the compensating tank.



– Remove radiator cap ❷.
– 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. 196)

– Mount radiator cap ❷.

16.3 Checking the coolant level

Warning

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

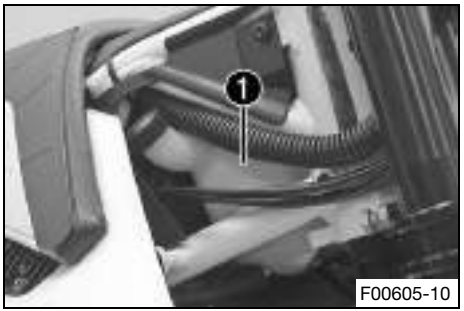
– Do not open the radiator, the radiator hoses or other cooling system components if the engine or the cooling system are at operating temperature.
– Allow the cooling system and the engine to cool down before you open the radiator, the radiator hoses or other components of the cooling system.
– In the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

Warning

Danger of poisoning Coolant is toxic and a health hazard.

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

Condition
The engine is cold.



– Stand the motorcycle 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. 196)

– 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. 196)

– 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 open the radiator, the radiator hoses or other cooling system components if the engine or the cooling system are at operating temperature.
- Allow the cooling system and the engine to cool down before you open the radiator, the radiator hoses or other components of the cooling system.
- In the event of scalding, rinse the area affected immediately with lukewarm water.

Warning

Danger of poisoning Coolant is toxic and a health hazard.

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

– Position the motorcycle upright.
– Place 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)

16.5 Filling/bleeding the cooling system

Warning

Danger of poisoning Coolant is toxic and a health hazard.

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

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

– Refill with coolant.

Coolant	1.20 l (1.27 qt.)	Coolant (📖 p. 196)

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

– Remove cover ❷ of the compensating tank.
– Add coolant up to a level between the two marks.
– Mount the cover of the compensating tank.

Danger

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

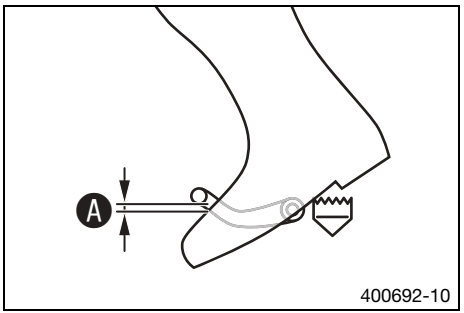
- Always make sure there is sufficient ventilation when running the engine.
- Use an effective exhaust extraction system when starting or running the engine in an enclosed space.

- Start the engine and let it warm up.
- Stop the engine and allow it to cool down.
- Check the coolant level. (📖 p. 154)

17.1 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.

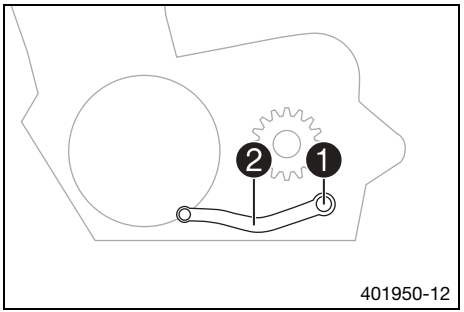


– Sit on the vehicle in the riding position and determine distance Ⓐ between the upper edge of your boot and the shift lever.

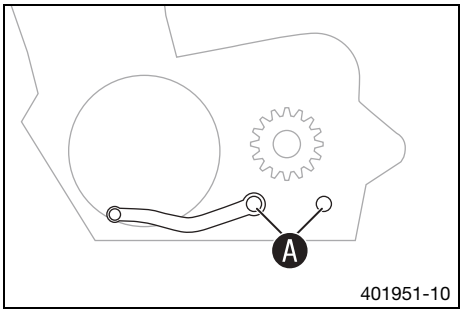
Distance between shift lever and upper edge of boot	10… 20 mm (0.39… 0.79 in)

» If the distance does not meet specifications:
– Adjust the basic position of the shift lever. 🔧 (📖 p. 160)

17.2 Adjusting the basic position of the shift lever 🔧



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



– Clean gear teeth Ⓐ 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.

– Mount and tighten screw ❶ with the washers.

Guideline

Screw, shift lever	M6	14 Nm (10.3 lbf ft)	**Loctite® 243™**

18.1 Changing the fuel screen

Danger

Fire hazard Fuel is highly flammable.

The fuel in the fuel tank expands when warm and can escape if overfilled.

- Do not refuel the vehicle in the vicinity of open flames or lit cigarettes.
- Switch off the engine for refueling.
- Make sure that no fuel is spilled; particularly not on hot parts of the vehicle.
- If any fuel is spilled, wipe it off immediately.
- Observe the specifications for refueling.

Warning

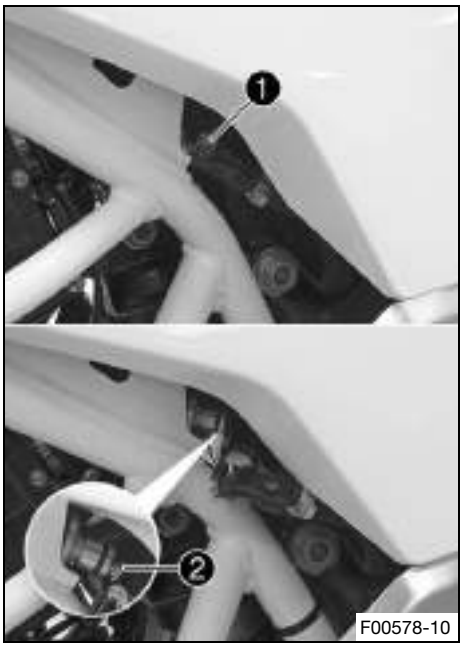
Danger of poisoning Fuel is poisonous and a health hazard.

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

Warning

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

- Do not allow fuel to enter the groundwater, the soil, or the sewage system.



– Clean plug-in connection ❶ of the fuel line thoroughly with compressed air.

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

– Disconnect plug-in connection ❶ of the fuel line.
– Pull fuel screen ❷ out of the connecting piece.
– Insert the new fuel screen all the way into the connecting piece.
– Lubricate the O-ring and connect plug-in connection of the fuel line.

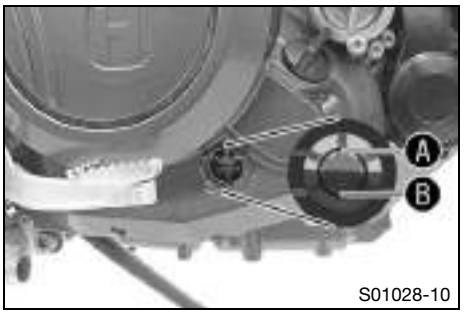
Danger
Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and death.
– Always make sure there is sufficient ventilation when running the engine.
– Use an effective exhaust extraction system when starting or running the engine in an enclosed space.

– Start the engine and check the response.

18.2 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 Ⓐ and marking Ⓑ of the oil level viewer.

» If the engine oil level is below the Ⓑ mark:
  – Add engine oil. (📖 p. 169)

» If the engine oil level is above the Ⓐ mark:
  – Correct the engine oil level.

18.3 Changing the engine oil and oil filter, cleaning the oil screens

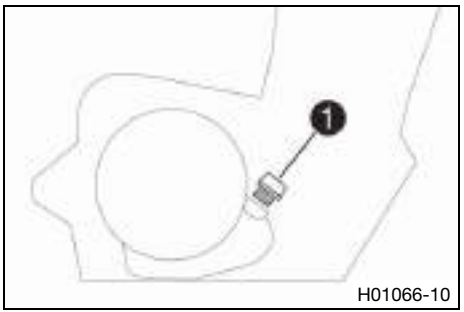
Warning
Danger of scalding Engine and gear oil get very hot when the motorcycle is ridden.

– Wear suitable protective clothing and safety gloves.
– In the event of scalding, rinse the area affected immediately with lukewarm water.

Warning
Environmental hazard Hazardous substances cause environmental damage.

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

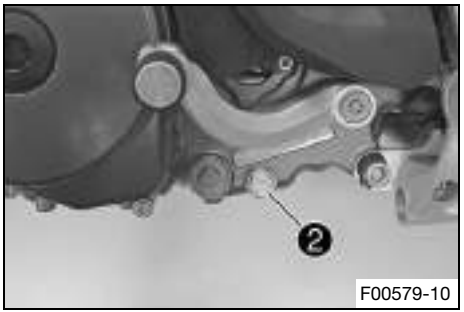
Info
Drain the engine oil while the engine is at operating temperature.



Main work

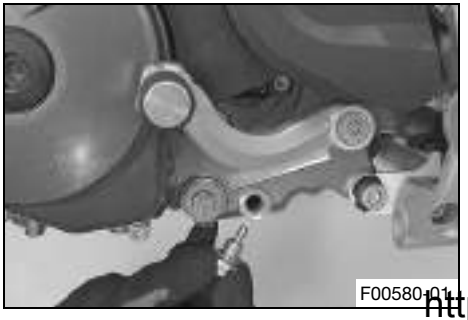
– Place a suitable container under the engine.

– 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.

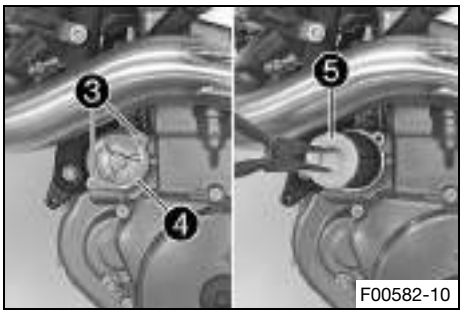


– Thoroughly clean the oil drain plug with magnet.

– Mount and tighten the oil drain plug with the magnet and a new seal ring.

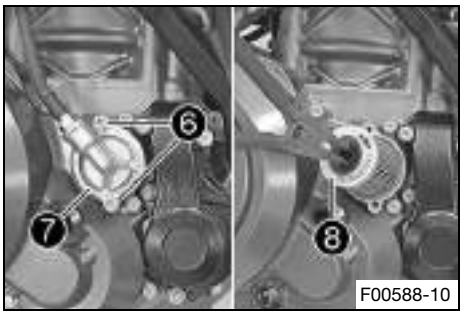
Guideline

Oil drain plug with magnet	M12x1.5	20 Nm (14.8 lbf ft)



– Remove screws ❸. Remove oil filter cover ❹ with the O-ring.
– Pull oil filter ❺ out of the oil filter housing.

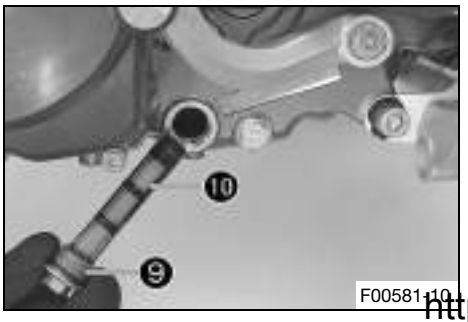
Circlip pliers reverse (51012011000)



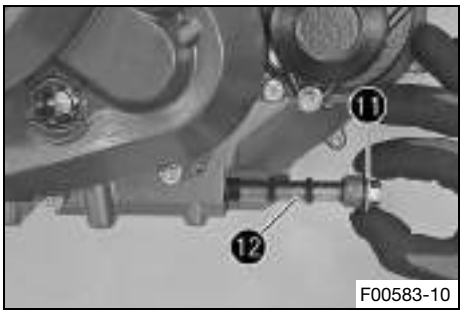
– Remove screws ❻. Remove oil filter cover ❼ with the O-ring.
– Pull oil filter ❽ out of the oil filter housing.

Circlip pliers reverse (51012011000)

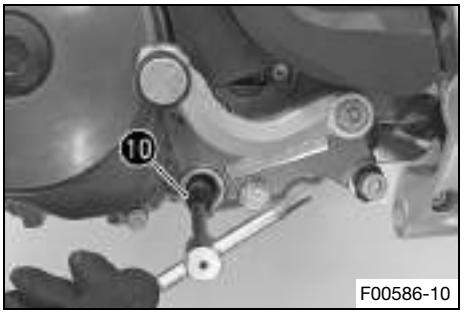
– Completely drain the engine oil.
– Thoroughly clean the parts and sealing surfaces.



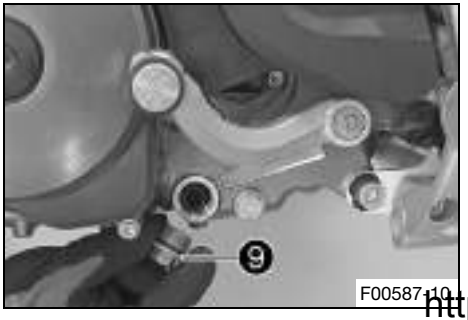
– Remove screw plug ❾ with oil screen ❿ and the O-rings.



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



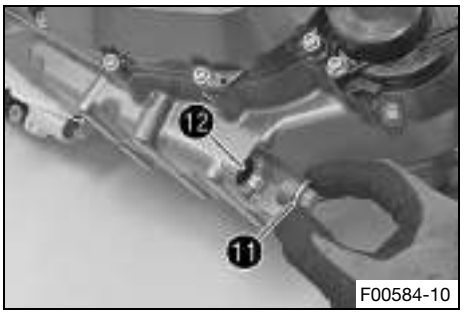
– Position oil screen ⓾ with the O-rings on a pin wrench.
– Position the pin wrench through the drilled hole of the screw plug in the opposite section of the engine case.
– Push the oil screen all the way into the engine case.



– Mount and tighten screw plug ❾ with the O-ring.

Guideline

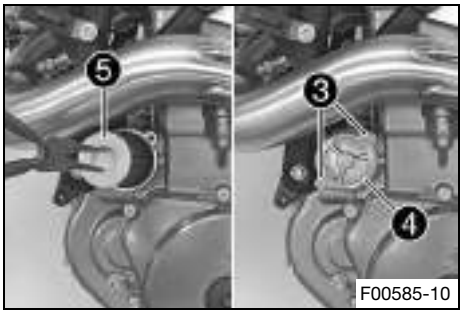
Plug, oil screen	M20x1.5	15 Nm (11.1 lbf ft)



- Position oil screen ⓬ with the O-rings.
- Mount and tighten screw plug ⓫ with the O-ring.

Guideline

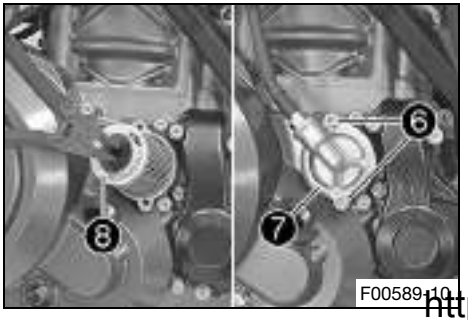
Plug, oil screen	M20x1.5	15 Nm (11.1 lbf ft)



- Insert new oil filter ❺.
- Lubricate the O-ring of the oil filter cover. Position oil filter cover ❹.
- Mount and tighten screws ❸.

Guideline

Screw, oil filter cover	M5	6 Nm (4.4 lbf ft)



- Insert new oil filter ❽.
- Lubricate the O-ring of the oil filter cover. Position oil filter cover ❼.
- Mount and tighten screws ❻.

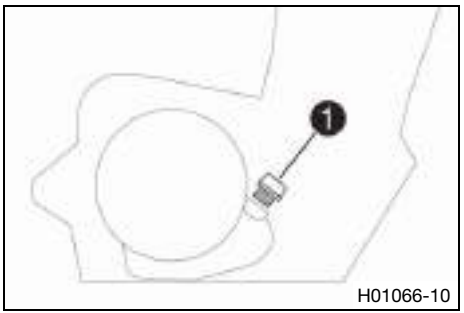
Guideline

Screw, oil filter cover	M5	6 Nm (4.4 lbf ft)

- Fill up with engine oil at the clutch cover.

Engine oil	1.70 l (1.8 qt.)	Engine oil (SAE 10W/50) (📖 p. 197)

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



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

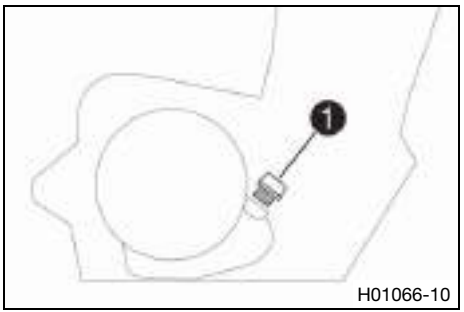
Danger
Danger of poisoning Exhaust gases are toxic and inhaling them may result in unconsciousness and death.
– Always make sure there is sufficient ventilation when running the engine.
– Use an effective exhaust extraction system when starting or running the engine in an enclosed space.

– Start the engine and check that it is oil-tight.

Finishing work
– Check the engine oil level. (p. 163)

18.4 Adding engine oil

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



Main work

– Remove filler plug 1 and the O-ring from the clutch cover and fill up with engine oil.

– Fill engine oil to the middle of the level viewer.

Engine oil (SAE 10W/50) (📖 p. 197)

Info

For optimal performance of the engine oil, do not mix different types of engine oil.

We recommended changing the engine oil when necessary.

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

Danger

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

– Always make sure there is sufficient ventilation when running the engine.

– Use an effective exhaust extraction system when starting or running the engine in an enclosed space.

– Start the engine and check that it is oil-tight.

Finishing work

– Check the engine oil level. (📖 p. 163)

19 CLEANING, CARE

19.1 Cleaning the motorcycle

Note

Material damage Components become damaged or destroyed if a pressure cleaner is used incorrectly.

The high pressure forces water into the electrical components, connectors, throttle cables, and bearings, etc.
Pressure which is too high causes malfunctions and destroys components.

– Do not direct the water jet directly on to electrical components, connectors, throttle cables or bearings.
– Maintain a minimum distance between the nozzle of the pressure cleaner and the component.

Minimum clearance	60 cm (23.6 in)

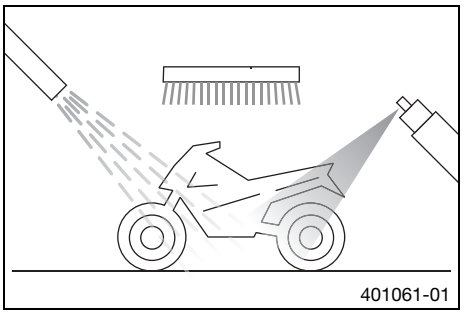
Warning

Environmental hazard Hazardous substances cause environmental damage.

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

Info

To maintain the value and appearance of the motorcycle over a long period, clean it regularly.
Avoid direct sunshine when cleaning the motorcycle.


401061-01

– 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 Moisture and dirt impair the brake system.

– Brake carefully several times to dry out and remove dirt from the brake linings and the brake discs.

– After cleaning, ride the vehicle a short distance until the engine warms up.

Info

The heat produced causes water at inaccessible locations in the engine and on the brake system to evaporate.

– 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. 90)

– Treat bare metal (except for brake discs and the exhaust system) with a corrosion inhibitor.

Preserving materials for paints, metal and rubber (📖 p. 199)

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

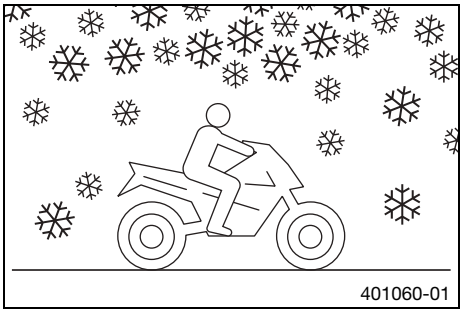
Info
Do not polish parts that were matte when delivered as this would strongly impair the material quality.

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

Universal oil spray (📖 p. 199)

19.2 Checks and maintenance steps for winter operation

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.


401060-01

– Clean the motorcycle. (📖 p. 171)
– Clean the brake system.

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.

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. 90)

20 STORAGE

20.1 Storage

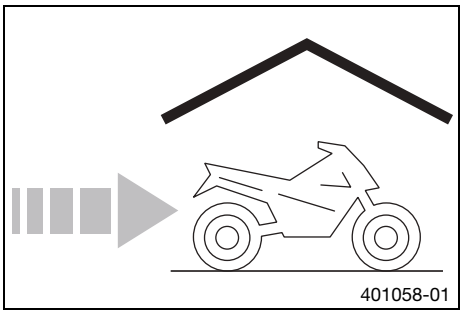
Warning

Danger of poisoning Fuel is poisonous and a health hazard.

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

Info

If you plan to garage the motorcycle for a longer period, perform the following steps or have them performed.
Before storing the motorcycle, check all parts for function and wear. If service, repairs, or replacements are necessary, you should do this during the storage period (less workshop overload). In this way, you can avoid long workshop waiting times at the start of the new season.


401058-01

– When refueling for the last time before taking the motorcycle out of service, add fuel additive.

Info
The fuel additive stabilities the fuel for longer storage and makes starting easier next time.

– Refuel. (📖 p. 57)
– 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. 152)
– Check the tire air pressure. (📖 p. 127)
– Remove the battery. 🔧 (📖 p. 130)
– Recharge the battery. 🔧 (📖 p. 134)

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.

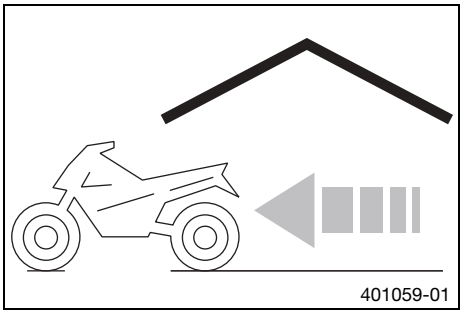
Info
Husqvarna Motorcycles recommends raising the motorcycle.

– Raise the motorcycle with the rear wheel stand. (📖 p. 78)
– Raise the motorcycle with the front wheel stand. (📖 p. 79)
– Cover the vehicle with a tarp or similar cover that is permeable to air.

Info

Do not use non-porous materials since they prevent humidity from escaping, thus causing corrosion.
Avoid running the engine for a short time only. 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



- Take the motorcycle from the front lifting gear. (p. 80)
- Remove the rear of the motorcycle from the wheel stand. (p. 78)
- Install the battery. (p. 132)
- Set the clock. (p. 38)
- Perform checks and vehicle care when preparing for use. (p. 47)
- 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. 48)
	The battery is discharged	– Recharge the battery. 🔧 (📖 p. 134) – Check the open-circuit current. 🔧
	Fuse **1** or **2** blown	– Change the fuses of individual power consumers. (📖 p. 141) – Set the clock. (📖 p. 38)
	Main fuse burned out	– Change the main fuse. (📖 p. 137)
	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. 48)
	Fuse **3** blown	– Change the fuses of individual power consumers. (📖 p. 141)
	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. 48)
Engine has too little power	Air filter is very dirty	– Remove the air filter. 🔧 (📖 p. 88) – Install the air filter. 🔧 (📖 p. 89)
	Fuel screen is very dirty	– Change the fuel screen. 🔧 (📖 p. 162)
	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. 🔧
Engine overheats	Too little coolant in cooling system	– Check the cooling system for leakage. – Check the coolant level. (📖 p. 154)
	Radiator fins very dirty	– Clean radiator fins.
	Foam formation in cooling system	– Drain the coolant. 🔧 (📖 p. 156) – Fill/bleed the cooling system. 🔧 (📖 p. 157)
	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. 141)
	Defect in radiator fan system	– Check the radiator fan system. 🔧
	Air in cooling system	– Fill/bleed the cooling system. 🔧 (📖 p. 157)
Malfunction indicator lamp lights up or 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. 57)
	Fuse **1**, **2** or **3** blown	– Change the fuses of individual power consumers. (📖 p. 141)
The ABS warning lamp lights up	The ABS fuse is blown	– Change the ABS fuses. (📖 p. 138)
	Large difference in wheel speeds of the front and rear wheels	– Stop the vehicle, switch off the ignition, and start it again.

Faults	Possible cause	Action
The ABS warning lamp lights up	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. 163)
	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. 141)
Turn signal, brake light and horn not functioning	Fuse **5** blown	– Change the fuses of individual power consumers. (📖 p. 141)
Time is not (correctly) displayed	Fuse **1** blown	– Change the fuses of individual power consumers. (📖 p. 141) – Set the clock. (📖 p. 38)
Battery discharged	Ignition not switched off when vehicle was parked	– Recharge the battery. 🔧 (📖 p. 134)
	Battery is not charged by alternator	– Check the charging voltage. 🔧 – Check the open-circuit current. 🔧
The speedometer shows nothing on the display	Fuse **1** or **2** blown	– Change the fuses of individual power consumers. (📖 p. 141) – Set the clock. (📖 p. 38)

22 TECHNICAL DATA

22.1 Engine

Design	1-cylinder 4-stroke engine, water-cooled
Displacement	692.7 cm³ (42.271 cu in)
Stroke	80 mm (3.15 in)
Bore	105 mm (4.13 in)
Compression ratio	12.7:1
Idle speed	
Coolant temperature: ≥ 70 °C (≥ 158 °F)	1,600… 1,700 rpm
Control	OHC, intake with cam levers, exhaust controlled by rocker arm, chain drive
Valve diameter, intake	42 mm (1.65 in)
Valve diameter, exhaust	34 mm (1.34 in)
Valve play, cold	
Intake at: 20 °C (68 °F)	0.10… 0.15 mm (0.0039… 0.0059 in)
Exhaust at: 20 °C (68 °F)	0.20… 0.25 mm (0.0079… 0.0098 in)
Crankshaft bearing	2 roller bearings
Conrod bearing	Slide bearing
Piston pin bearing	Piston pin with **DLC** coating
Pistons	Forged light alloy
Piston rings	1 compression ring, 1 lower compression ring, 1 oil ring with spring expander
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 LKAR9BI-10
Outside spark plug	NGK LMAR7DI-10
Spark plug electrode gap	1.0 mm (0.039 in)
Cooling	Water cooling, permanent circulation of coolant by water pump
Starting aid	Electric starter, automatic decompressor

22.2 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™**

Oil nozzle in cylinder head	M5	2 Nm (1.5 lbf ft)	**Loctite® 243™**
Remaining screws, engine	M5	6 Nm (4.4 lbf ft)	–
Screw, axial lock of camshaft	M5	6 Nm (4.4 lbf ft)	**Loctite® 243™**
Screw, clutch spring	M5	6 Nm (4.4 lbf ft)	–
Screw, cover plate for oil return line	M5	6 Nm (4.4 lbf ft)	–
Screw, gear sensor	M5	5 Nm (3.7 lbf ft)	**Loctite® 243™**
Screw, oil filter cover	M5	6 Nm (4.4 lbf ft)	–
Screw, oil pump cover	M5	6 Nm (4.4 lbf ft)	**Loctite® 243™**
Screw, oil pump cover, top	M5	6 Nm (4.4 lbf ft)	**Loctite® 243™**
Remaining screws, engine	M6	10 Nm (7.4 lbf ft)	–
Screw in alternator cover	M6	10 Nm (7.4 lbf ft)	–
Screw, alternator cover	M6x30	10 Nm (7.4 lbf ft)	–
Screw, alternator cover (chain shaft through-hole)	M6	10 Nm (7.4 lbf ft)	**Loctite® 243™**
Screw, auto decompression	M6	3.5 Nm (2.58 lbf ft)	**Loctite® 243™**
Screw, camshaft bearing support	M6x80	10 Nm (7.4 lbf ft)	–
Screw, camshaft bearing support	M6x90	10 Nm (7.4 lbf ft)	–
Screw, chain shaft	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	M6x20	10 Nm (7.4 lbf ft)	–
Screw, cylinder	M6	10 Nm (7.4 lbf ft)	**Loctite® 243™**
Screw, cylinder head	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, ignition pulse generator	M6	10 Nm (7.4 lbf ft)	**Loctite® 243™**
Screw, locking lever	M6	10 Nm (7.4 lbf ft)	**Loctite® 243™**
Screw, oil pump cover, bottom	M6	10 Nm (7.4 lbf ft)	**Loctite® 243™**
Screw, resonator	M6	10 Nm (7.4 lbf ft)	**Loctite® 243™**
Screw, shift drum locating	M6	10 Nm (7.4 lbf ft)	**Loctite® 243™**
Screw, shift lever	M6	14 Nm (10.3 lbf ft)	**Loctite® 243™**
Screw, starter motor	M6	10 Nm (7.4 lbf ft)	**Loctite® 243™**
Screw, stator	M6	10 Nm (7.4 lbf ft)	**Loctite® 243™**
Screw, thermostat housing	M6	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	M6	10 Nm (7.4 lbf ft)	–
Screw, water pump wheel	M6	10 Nm (7.4 lbf ft)	**Loctite® 243™**
Screws, SAS cover	M6x12	10 Nm (7.4 lbf ft)	**Loctite® 243™**
Intake channel vacuum connection	M6x0.75	2.5 Nm (1.84 lbf ft)	**Loctite® 243™**
Oil jet, piston cooling	M6x0.75	4 Nm (3 lbf ft)	**Loctite® 243™**
Screw plug, crankshaft clamp	M8	15 Nm (11.1 lbf ft)	–
Screw, rocker arm shaft	M8x40	15 Nm (11.1 lbf ft)	–
Screw, rocker arm shaft	M8x55	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)	–

22.3 Capacities

22.3.1 Engine oil

Engine oil	1.70 l (1.8 qt.)	Engine oil (SAE 10W/50) (📖 p. 197)

22.3.2 Coolant

Coolant	1.20 l (1.27 qt.)	Coolant (📖 p. 196)

22.3.3 Fuel

Total fuel tank capacity, approx.	13 l (3.4 US gal)	Super unleaded (ROZ 95/RON 95/PON 91) (📖 p. 198)

Fuel reserve, approx.	2.5 l (2.6 qt.)

22.4 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.	151 kg (333 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.)

22.5 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	LED
Brake/tail light	LED
License plate lamp	LED

22.6 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
The tires specified represent one of the possible series production tires. Additional information is available in the Service section under: www.husqvarna-motorcycles.com	

22.7 Fork

Fork article number	14.15.8Q.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^{+20}_{-30} mm ($4.33^{+0.79}_{-1.18}$ 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. 197)

22.8 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. 197)

22.9 Chassis tightening torques

Screw, chain guard	**EJOT PT®** K50x18	2 Nm (1.5 lbf ft)	–
Screw, radiator shield	**EJOT PT®** K50x12	2 Nm (1.5 lbf ft)	–
Screw, side stand switch	**EJOT PT®** K50x12	2 Nm (1.5 lbf ft)	–
Screw, speedometer	**EJOT PT®** 50x12-Z	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™**
Rear fairing screw, tail light	M5	2 Nm (1.5 lbf ft)	–
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, fan hood	M5	4 Nm (3 lbf ft)	–
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, headlight mask	M5	5 Nm (3.7 lbf ft)	–
Screw, pressure regulator	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)	–
Handle bar end screw	M6	12 Nm (8.9 lbf ft)	–
Nut, valve	M6	4.5 Nm (3.32 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)	–
SAS valve screw on frame	M6	12 Nm (8.9 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, brake line bracket	M6	6 Nm (4.4 lbf ft)	**Loctite® 243™**
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, fan hood	M6	3.2 Nm (2.36 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, radiator bleeding	M6	8 Nm (5.9 lbf ft)	–
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, radiator temperature sensor	M18	20 Nm (14.8 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-grade, silicate-free coolant with corrosion inhibitor additive for aluminum motors. Low grade and unsuitable antifreeze causes corrosion, deposits and frothing.
– Do not use pure water as only coolant is able to meet the requirements needed in terms of corrosion protection and lubrication properties.
– Only use coolant that complies with the requirements stated (see specifications on the container) and that has the relevant properties.

Antifreeze protection to at least	−25 °C (−13 °F)

The mixture ratio must be adjusted to the necessary antifreeze protection. Use distilled water if the coolant needs to be diluted.

The use of premixed coolant is recommended.

Observe the coolant manufacturer specifications for antifreeze protection, dilution and miscibility (compatibility) with other coolants.

Recommended supplier
Bel-Ray®
– **Moto Chill Racing Coolant**

Engine oil (SAE 10W/50)

Standard/classification
– JASO T903 MA (📖 p. 200)
– SAE (📖 p. 200) (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. 200) (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. 200) (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 separate 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, the focus for motorcycle engines is on high performance at high engine speeds.
In most motorcycle engines, the transmission and the clutch are lubricated with the same oil.
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
OBD	On-board diagnosis	Vehicle system that monitors emission- and safety-related values

27 LIST OF ABBREVIATIONS

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

28 LIST OF SYMBOLS

28.1 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.

28.2 Yellow and orange symbols

Yellow and orange symbols indicate an error condition that requires prompt intervention. Active driving aids are also represented by yellow or orange symbols.

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

28.3 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 in idle.

	Turn signal indicator lamp flashes green – The turn signal is switched on.

INDEX

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