

PIONEERING SINCE 1903

# OWNER'S MANUAL 2016



TE 125  
TE 250  
TE 300

Art. no. 3402062en



**Husqvarna**<sup>®</sup>  
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 accordingly.

We hope you enjoy your new vehicle!

Enter the serial numbers of your vehicle below.

Chassis number (☛ p. 12)	Dealer's stamp
Engine number (☛ p. 12)	
Key number (TE EU/AU) (☛ p. 12)	

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

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Husqvarna Motorcycles GmbH  
5230 Mattighofen, Austria

This document is valid for the following models:

- TE 125 EU (F2103P8)
- TE 125 US (F2175P8)
- TE 250 EU (F2303P8)
- TE 250 AU (F2360P8)
- TE 250 US (F2375P8)
- TE 300 EU (F2403P8)
- TE 300 AU (F2460P8)
- TE 300 US (F2475P8)









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## 1.1 Symbols used

The meaning of specific symbols is described below.

---

	Indicates an expected reaction (e.g. of a work step or a function).
	Indicates an unexpected reaction (e.g. of a work step or a function).
	All work marked with this symbol requires specialist knowledge and technical understanding. In the interests of your own safety, have these jobs performed by an authorized Husqvarna Motorcycles workshop. There, your motorcycle will be optimally maintained 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.

---

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

---

## 2.1 Use definition – intended use

### (TE EU/AU)

Husqvarna sport motorcycles are designed and built to withstand the normal stresses and strains of competitive use. The motorcycles comply with currently valid regulations and categories of the top international motorsport organizations.



#### Info

The vehicle should only be used by trained persons. The motorcycle is authorized for public road traffic in the homologated (reduced) version only.

In the derestricted version, the motorcycle must be used only on closed off properties remote from public road traffic. This motorcycle is designed for use in offroad endurance competition and not primarily for use in motocross.

### (TE US)

Husqvarna sport motorcycles are designed and built to withstand the normal stresses and strains of competitive use. The motorcycles comply with currently valid regulations and categories of the top international motorsport organizations.



#### Info

The motorcycle may only be used in closed off areas remote from public road traffic.

This motorcycle is designed for use in offroad endurance competition and not primarily for use in motocross.

## 2.2 Safety advice

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



#### Info

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

## 2.3 Degrees of risk and symbols



#### Danger

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



#### Warning

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



#### Caution

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

#### Note

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



#### Warning

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

## 2.4 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.

### 2.5 Safe operation



#### **Danger**

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

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



#### **Danger**

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

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



#### **Warning**

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

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

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

The vehicle should only be used by trained persons. An appropriate driver's license is needed to ride the vehicle on public roads.

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

Adhere to the information and warning labels on the vehicle.

### 2.6 Protective clothing



#### **Warning**

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

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

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

### 2.7 Work rules

Special tools are needed for certain tasks. They are not included with the vehicle but can be ordered under the number in parentheses. E.g.: bearing puller (15112017000)

When the vehicle is assembled, non-reusable parts (e.g., self-locking screws and nuts, gaskets, seal rings, O-rings, splints, lock washers) must be replaced with new parts.

Where thread lockers are used on screw connections (e.g., **Loctite**®), follow the instructions for use from the manufacturer.

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

After you complete the repair or maintenance work, check the roadworthiness of the vehicle.

### 2.8 Environment

Motorcycling is a wonderful sport and we naturally hope that you can enjoy it to the full. However, it is a potential problem for the environment and can lead to conflicts with other persons. But if you use your motorcycle responsibly, you can ensure that such problems and conflicts do not have to occur. To protect the future of motorcycle sport, make sure that you use your motorcycle legally, display environmental consciousness, and respect the rights of others.

### 2.9 Owner's Manual

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

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

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

The Owner's Manual is an important component of the vehicle and must be handed over to the new owner if the vehicle is sold.

## 3.1 Warranty

The work prescribed in the service schedule must be carried out by an authorized Husqvarna Motorcycles workshop only and confirmed in the customer's Service & Warranty Booklet and in the **Husqvarna Motorcycles Dealer.net**; otherwise, all warranty claims will be void. No warranty claims can be considered for damage or secondary damage resulting from modifications and/or alterations to the vehicle.

## 3.2 Operating and auxiliary substances



### Warning

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

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

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

## 3.3 Spare parts, accessories

For your own safety, only use spare parts and accessory products that are approved and/or recommended by Husqvarna Motorcycles and have them installed by an authorized Husqvarna Motorcycles workshop. Husqvarna Motorcycles accepts no liability for other products and any resulting damage or loss.

Certain spare parts and accessory products are specified in parentheses in the descriptions. Your authorized Husqvarna Motorcycles dealer will be glad to advise you.

The current Husqvarna Motorcycles accessories for your vehicle can be found on the Husqvarna Motorcycles website. International Husqvarna Motorcycles website: [www.husqvarna-motorcycles.com](http://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 as on sand or on wet and muddy surfaces, can lead to considerably more rapid wear of components such as the drive train, brake system, or suspension components. For this reason, it may be necessary to inspect or replace parts before the next scheduled service.

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.

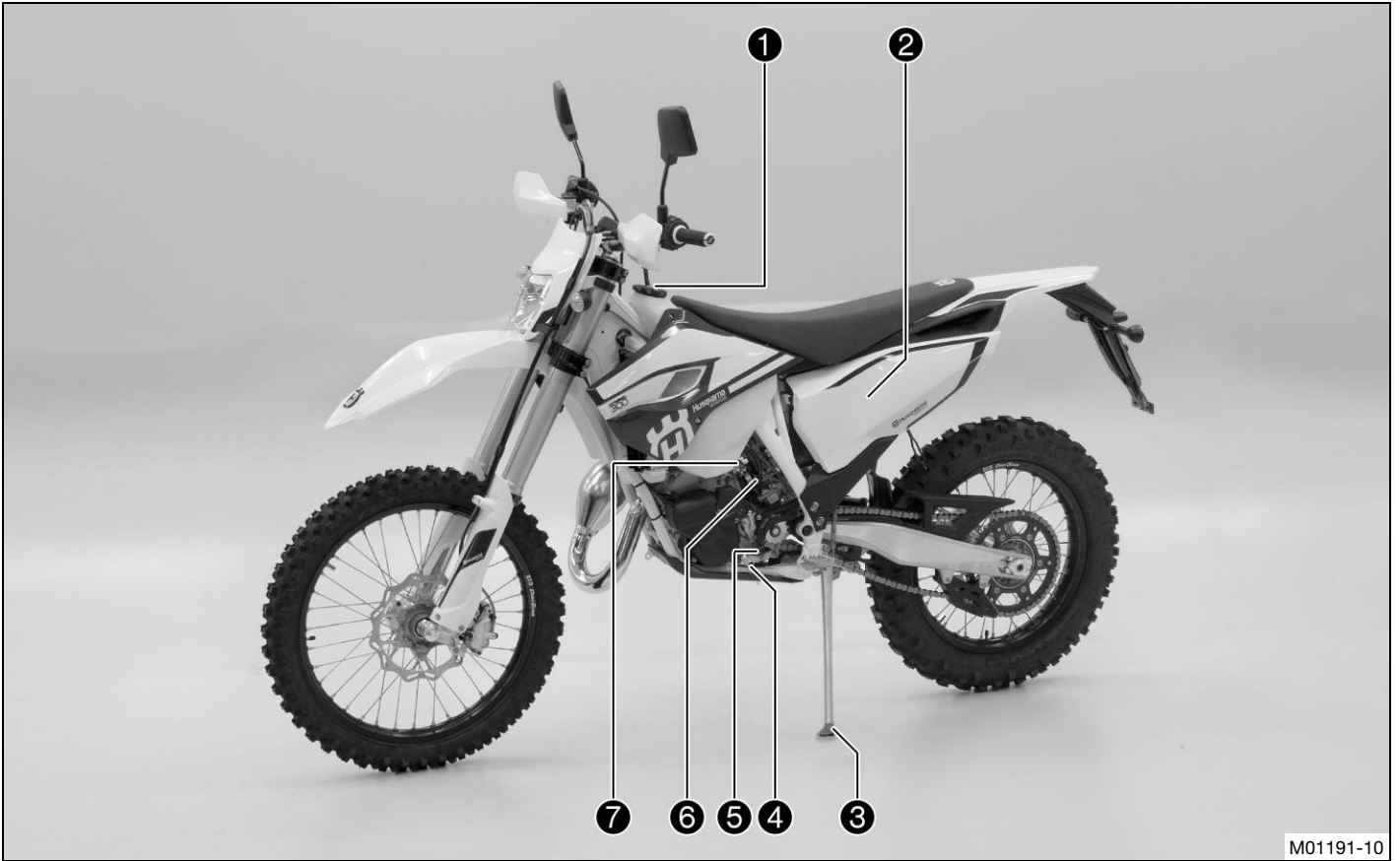
In the interest of clarity, some components may be shown disassembled or may not be shown at all. It is not always necessary to disassemble the component to perform the activity in question. Please follow the instructions in the text.

## 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.

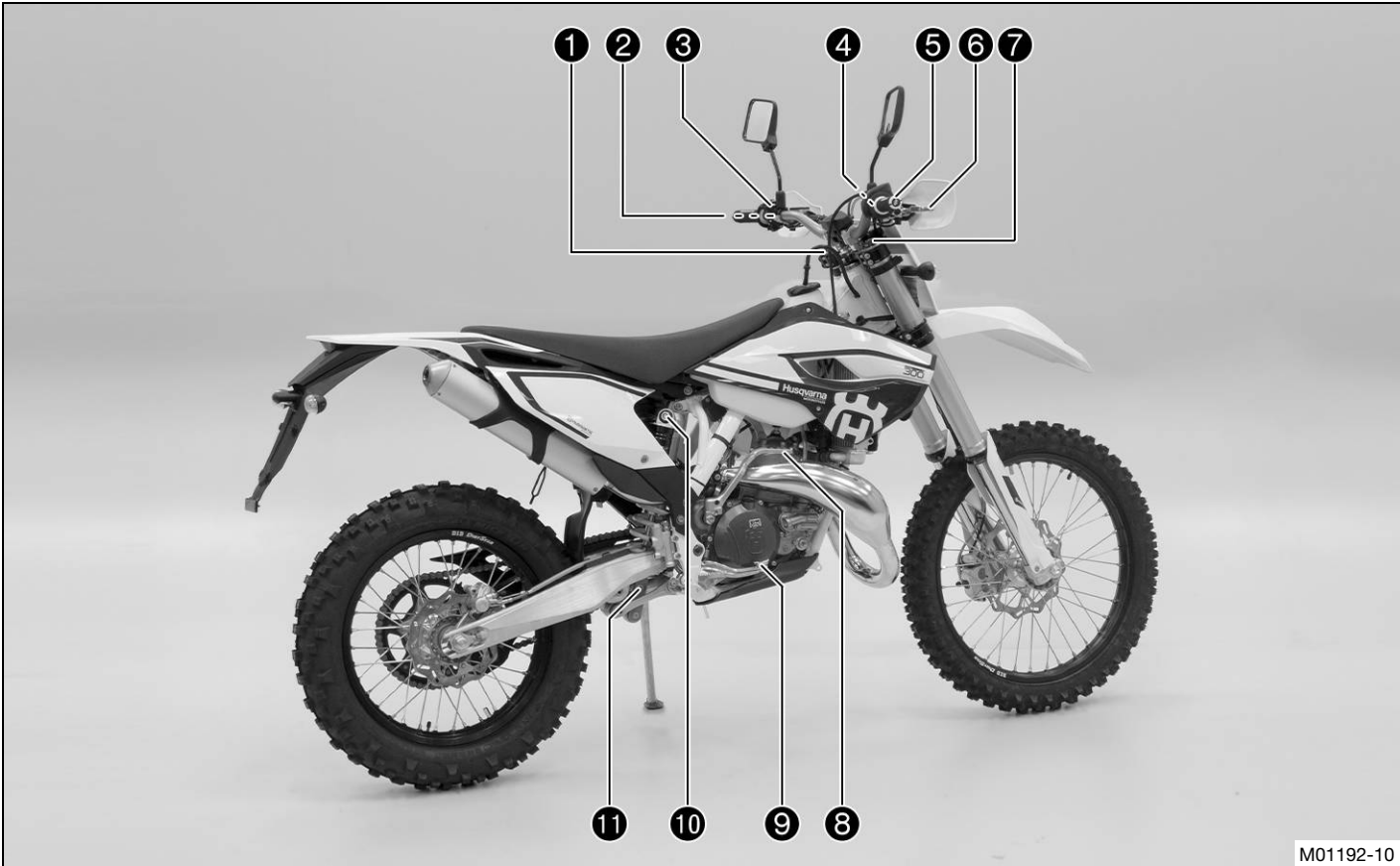
A list of authorized Husqvarna Motorcycles dealers can be found on the Husqvarna Motorcycles website. International Husqvarna Motorcycles website: [www.husqvarna-motorcycles.com](http://www.husqvarna-motorcycles.com)

## 4.1 View of vehicle, front left (example)



- |   |                         |
|---|-------------------------|
| 1 | Filler cap              |
| 2 | Air filter box cover    |
| 3 | Side stand (☛ p. 19)    |
| 4 | Shift lever (☛ p. 18)   |
| 5 | Engine number (☛ p. 12) |
| 6 | Choke (☛ p. 18)         |
| 7 | Fuel tap (☛ p. 18)      |

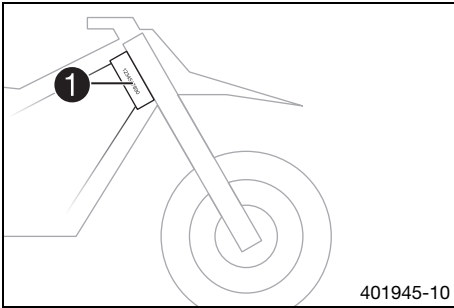
## 4.2 View of vehicle, rear right (example)



M01192-10

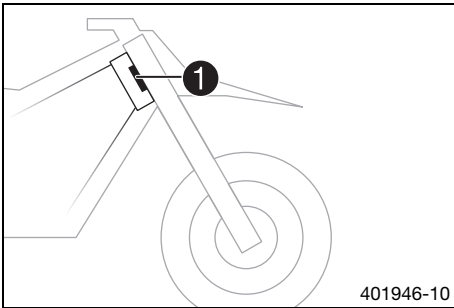
1	Fork compression adjustment
2	Clutch lever (☛ p. 14)
3	Kill switch (☛ p. 14)
3	Horn button (☛ p. 15)
3	Light switch (☛ p. 15)
3	Turn signal switch (☛ p. 15)
4	Electric starter button (☛ p. 16)
5	Throttle grip (☛ p. 14)
6	Hand brake lever (☛ p. 14)
7	Fork rebound adjustment
8	Kick starter (☛ p. 19)
9	Foot brake lever (☛ p. 19)
10	Shock absorber compression adjustment
11	Shock absorber rebound adjustment

## 5.1 Chassis number



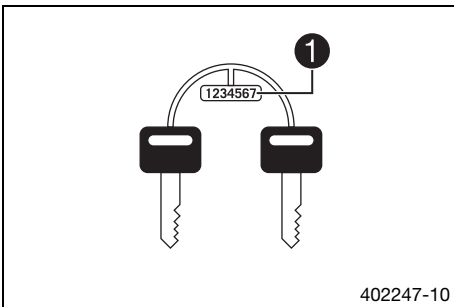
The chassis number ① is stamped on the right side of the steering head.

## 5.2 Type label (TE EU/AU)



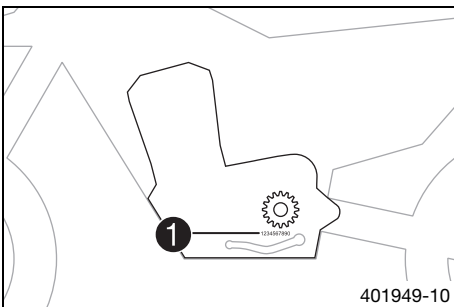
Type label ① is fixed to the front of the steering head.

## 5.3 Key number (TE EU/AU)



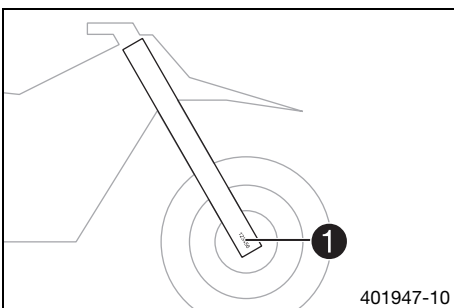
Key number ① for the steering lock is stamped onto the key connector.

## 5.4 Engine number



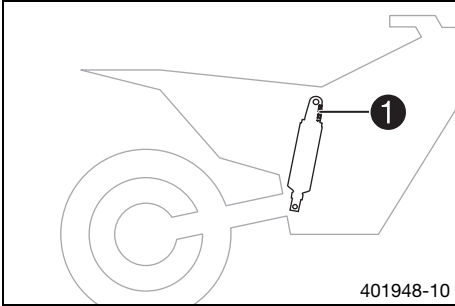
The engine number ① is stamped on the left side of the engine under the engine sprocket.

## 5.5 Fork article number



Fork article number ① is stamped on the inside of the axle clamp.

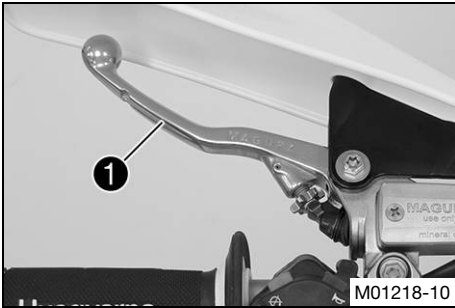
## 5.6 Shock absorber article number



Shock absorber article number ❶ is stamped on the top of the shock absorber above the adjusting ring.

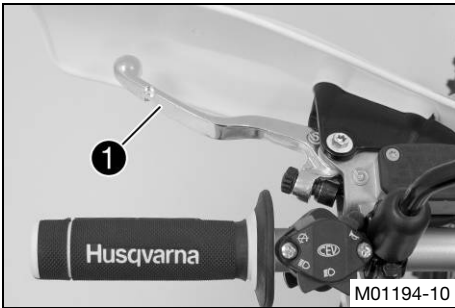
401948-10

## 6.1 Clutch lever



### (All TE 125)

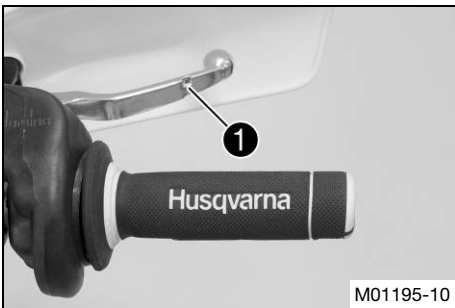
The clutch lever ① is fitted on the left side of the handlebar.  
The clutch is activated hydraulically and adjusts itself automatically.



### (All TE 250/300)

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

## 6.2 Hand brake lever



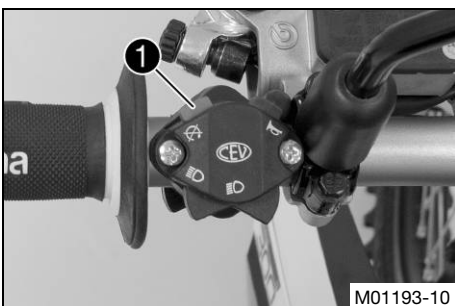
Hand brake lever ① is fitted on the right side of the handlebar.  
The front brake is engaged using the hand brake lever.

## 6.3 Throttle grip



The throttle grip ① is fitted on the right side of the handlebar.

## 6.4 Kill switch (TE EU/AU)



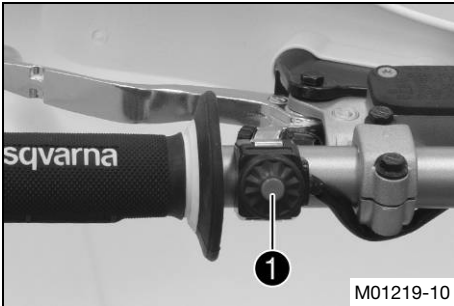
The kill switch ① is fitted on the left side of the handlebar.

### Possible states

- Kill switch ☒ in basic position – In this position, the ignition circuit is closed, and the engine can be started.
- Kill switch ☒ pressed – In this position, the ignition circuit is interrupted, a running engine stops, and a non-running engine will not start.



## 6.5 Kill switch (TE US)

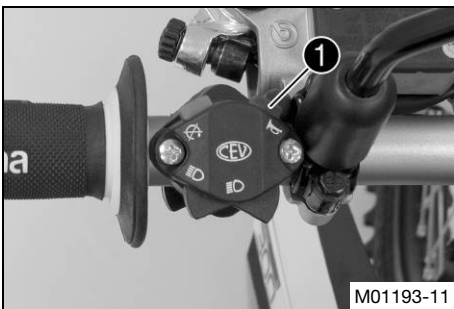


The kill switch ❶ is fitted on the left side of the handlebar.

### Possible states

- Kill switch ☒ in basic position – In this position, the ignition circuit is closed and the engine can be started.
- Kill switch ☒ is pressed – In this position, the ignition circuit is interrupted, a running engine stops, and a non-running engine will not start.

## 6.6 Horn button (TE EU/AU)

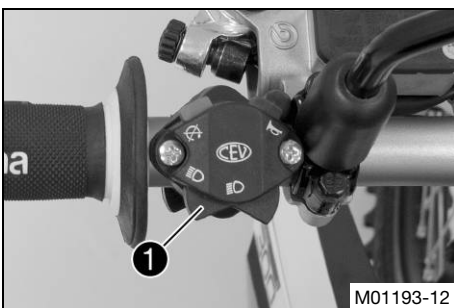


The horn button ❶ is fitted on the left side of the handlebar.

### Possible states

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

## 6.7 Light switch (TE EU/AU)



Light switch ❶ is fitted on the left side of the handlebar.

### Possible states

	Low beam on – Light switch is in the central position. In this position, the low beam and tail light are switched on.
	High beam on – Light switch is turned to the left. In this position, the high beam and tail light are switched on.

## 6.8 Light switch (TE US)

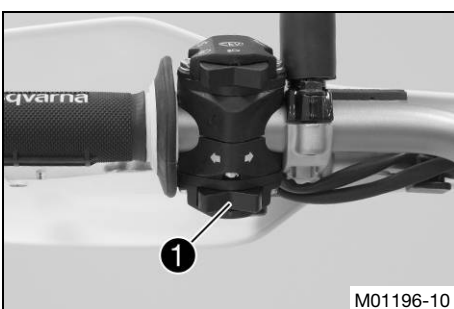


Light switch ❶ is located to the left of the speedometer.

### Possible states

- Light off – Light switch is pressed in up to the stop. In this position, the light is switched off.
- Light on – Light switch is pulled out to the stop. In this position, the low beam and tail light are switched on.

## 6.9 Turn signal switch (TE EU/AU)

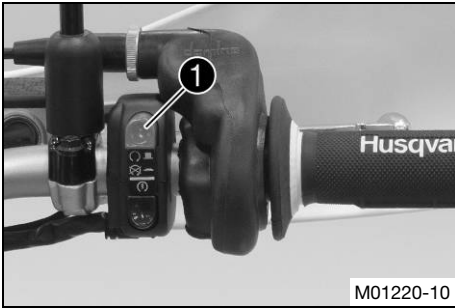


The turn signal switch ❶ is fitted on the left side of the handlebar.

### Possible states

	Turn signal light off – The turn signal switch is in the central position.
	Left turn signal on – The turn signal switch is turned to the left.
	Right turn signal on – The turn signal switch is turned to the right.

## 6.10 Emergency OFF switch (TE AU)

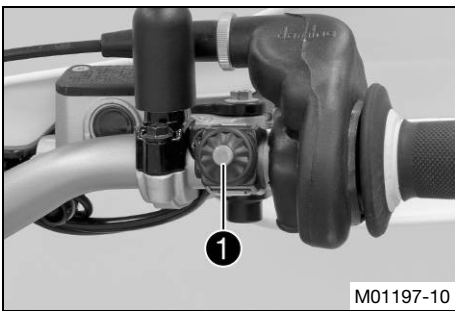


The emergency OFF switch **1** is fitted on the right side of the handlebar.

### Possible states

	Ignition off – In this position, the ignition circuit is interrupted, a running engine stops, and a non-running engine will not start.
	Ignition on – In this position, the ignition circuit is closed, and the engine can be started.

## 6.11 Electric starter button (TE 250/300 EU/US)

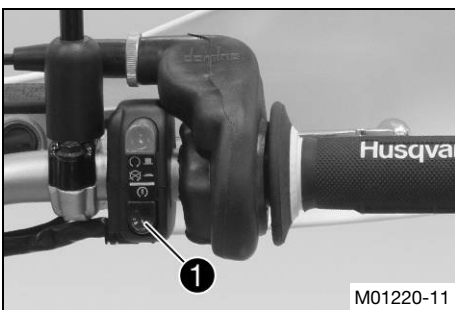


The electric starter button **1** is fitted on the right side of the handlebar.

### Possible states

- Electric starter button in the basic position
- Electric starter button pressed – The electric starter is actuated in this position.

## 6.12 Electric starter button (TE AU)



Electric starter button **1** 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.

## 6.13 Indicator lamps overview (TE EU/AU)



### Possible states

	Turn signal indicator lamp flashes green – The turn signal is switched on.
	The high beam indicator lamp lights up blue – The high beam is switched on.
	<b>FI</b> warning lamp ( <b>MIL</b> ) – Inoperative.
	Fuel level warning lamp – Inoperative.

## 6.14 Indicator lamps overview (TE US)



### Possible states

	High beam indicator lamp – Inoperative.
	<b>FI</b> warning lamp ( <b>MIL</b> ) – Inoperative.
	Fuel level warning lamp – Inoperative.

## 6.15 Opening the filler cap



### Danger

**Fire hazard** Fuel is highly flammable.

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



### Warning

**Danger of poisoning** Fuel is poisonous and a health hazard.

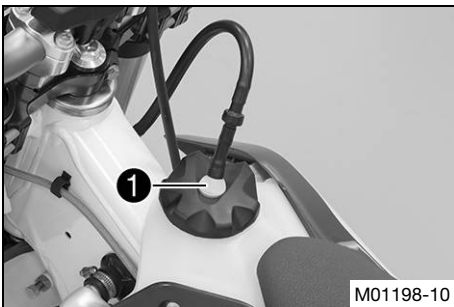
- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician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



### Warning

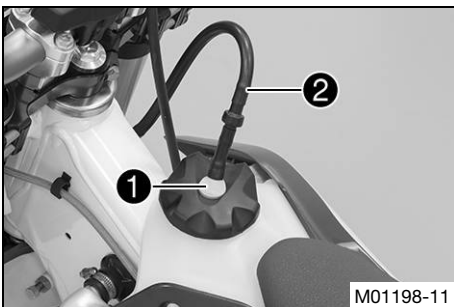
**Environmental hazard** Improper handling of fuel is a danger to the environment.

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



- Press release button **1**, turn the filler cap counterclockwise, and lift it free.

## 6.16 Closing the filler cap



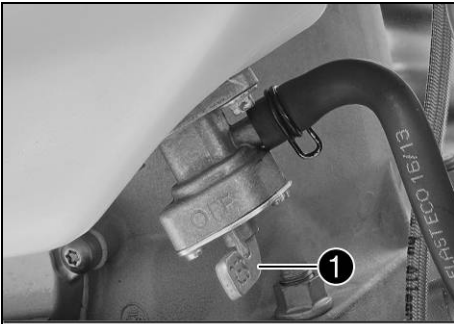
- Replace the filler cap and turn clockwise until release button **1** locks in place.



### Info

Route fuel tank breather hose **2** without kinks.

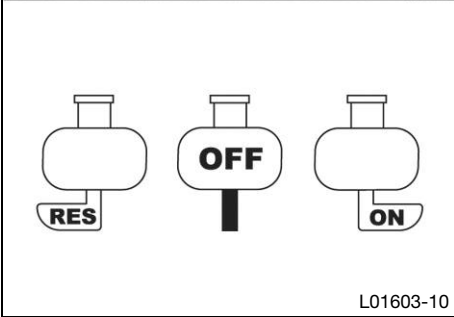
## 6.17 Fuel tap



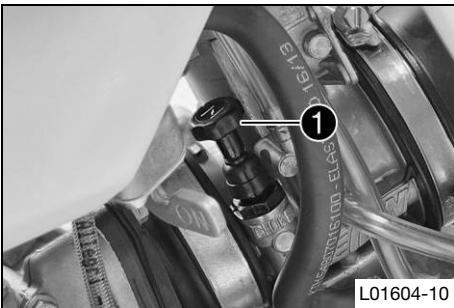
The fuel tap is on the left side of the fuel tank. Handle **1** on the fuel tap opens or shuts off the fuel supply to the carburetor.

### Possible states

- Fuel supply closed **OFF** – Fuel cannot flow from the fuel tank to the carburetor.
- Fuel supply open **ON** – Fuel can flow from the fuel tank to the carburetor. The fuel tank empties down to the reserve level.
- Fuel reserve supply open **RES** – Fuel can flow from the fuel tank to the carburetor. The fuel tank empties completely.



## 6.18 Choke



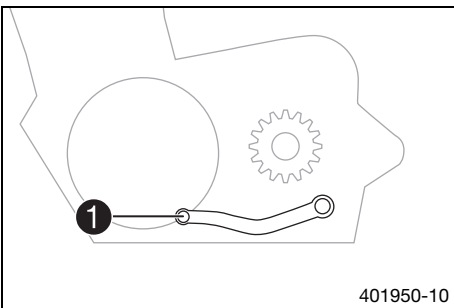
Choke **1** is fitted on the left side of the carburetor. Activating the choke function frees a drill hole in the carburetor through which the engine can draw extra fuel. This results in a richer fuel-air mixture, which is needed for a cold start.

**i Info**  
If the engine is warm, the choke function must be deactivated.

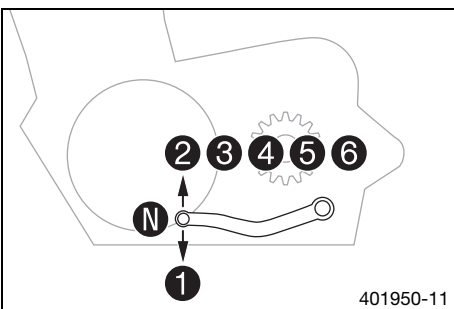
### Possible states

- Choke function activated – The choke lever is pulled out to the stop.
- Choke function deactivated – The choke lever is pushed in to the stop.

## 6.19 Shift lever

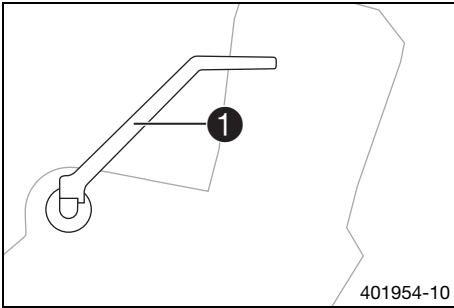


Shift lever **1** is mounted on the left side of the engine.



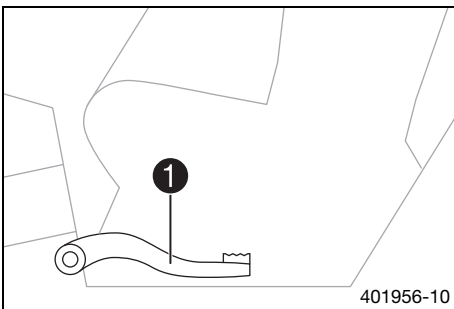
The gear positions can be seen in the photograph. The neutral or idle position is between the first and second gears.

## 6.20 Kick starter



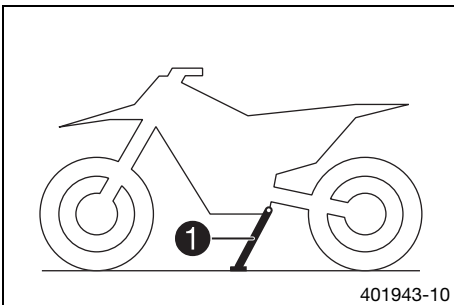
Kick starter ① is fitted on the right side of the engine. The top part can be swiveled.

## 6.21 Foot brake lever

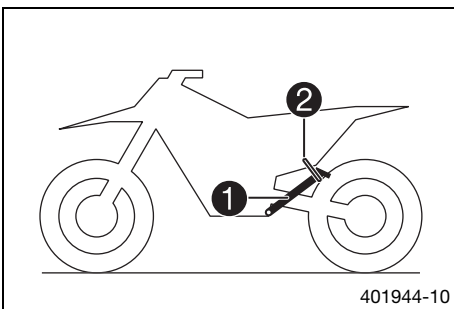


The foot brake lever ① is located in front of the right footrest. The foot brake lever is used to activate the rear brake.

## 6.22 Side stand



The side stand ① is on the left side of the vehicle.

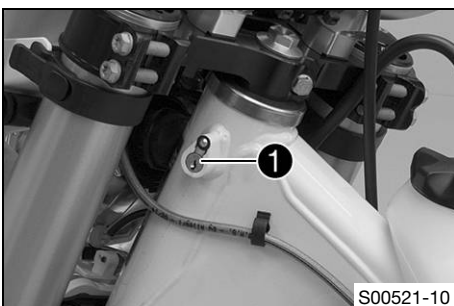


The side stand is used to park the motorcycle.

### **i** Info

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

## 6.23 Steering lock (TE EU/AU)



The steering lock ① is fitted on the left side of the steering head. The steering lock is used to lock the steering. Steering, and therefore riding, is no longer possible.

## 6.24 Locking the steering (TE EU/AU)

### Note

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

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



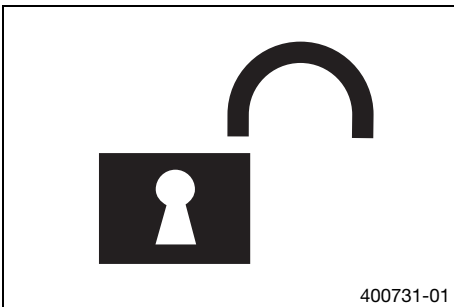
- Park the vehicle.
- Turn the handlebar as far as possible to the right.
- Insert the key in the steering lock, turn it to the left, press it in, and turn it to the right. Remove the key.
- ✓ Steering is no longer possible.



### Info

Never leave the key in the steering lock.

## 6.25 Unlocking the steering (TE EU/AU)



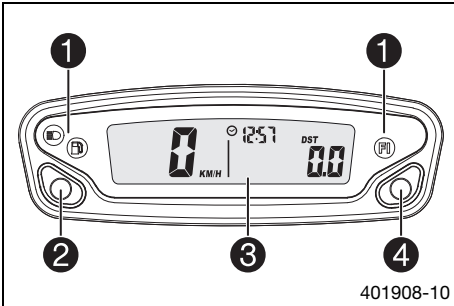
- Insert the key in the steering lock, turn it to the left, pull it out, and turn it to the right. Remove the key.
- ✓ You can now steer the bike again.



### Info

Never leave the key in the steering lock.

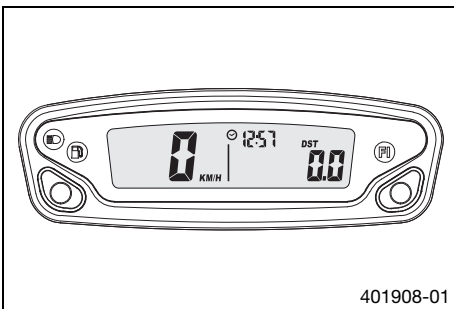
## 7.1 Overview



401908-10

1	Indicator lamps overview (☛ p. 16)
2	Left button
3	Display
4	Right button

## 7.2 Activation

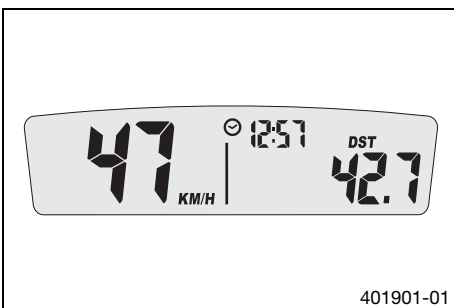


401908-01

### 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 Message on the speedometer

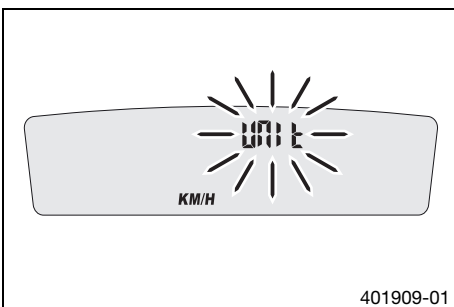


401901-01

### Possible states

	Battery voltage of the speedometer – Battery voltage of the speedometer is too low. Change the battery.
	Service – A service is due. Contact an authorized Husqvarna Motorcycles workshop.

## 7.4 Setting the speedometer

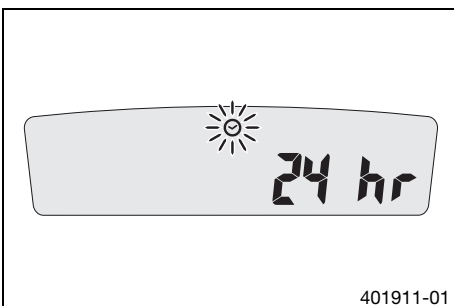


401909-01

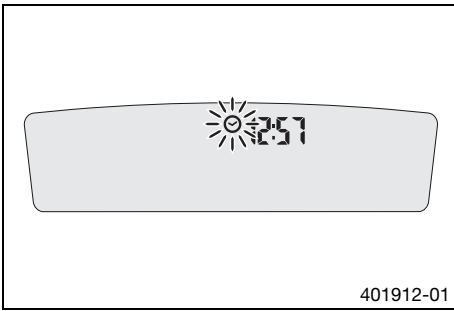
### Condition

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



401911-01



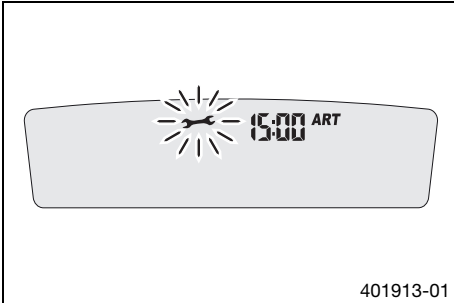
- Wait for 5 seconds.
- ✓ The speedometer changes to the next menu item. The ☀ symbol flashes.

**Resetting the time**

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

**Advancing the time**

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



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

**Shortening the service interval**

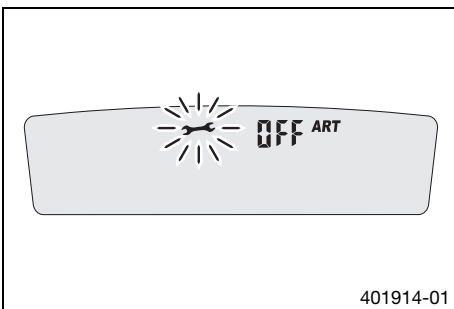
- Press the left button.
- ✓ The value decreases.

**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 the kilometers or miles

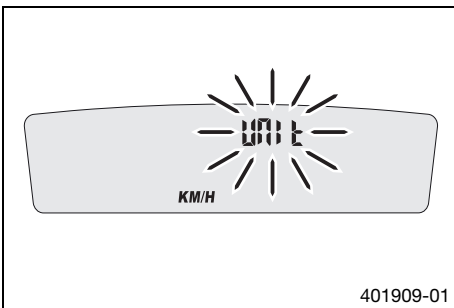
**i Info**

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**.

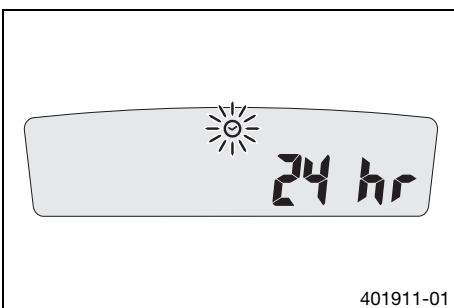


## 7.6 Setting the clock

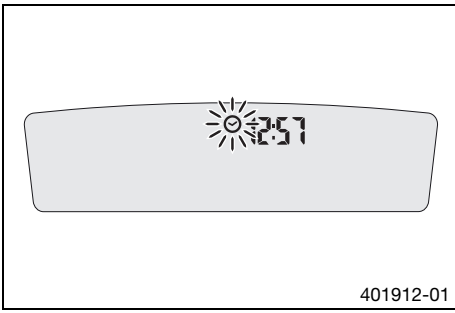
**Condition**

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 or 12h display of the clock.







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

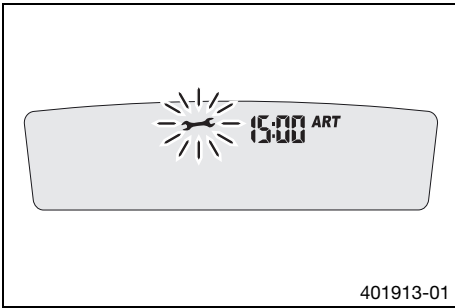
**Resetting the time**

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

**Advancing the time**

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

## 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.

**Shortening the service interval**

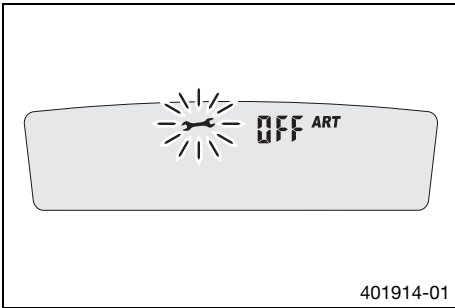
- Press the left button.
- ✓ The value decreases.

**Extending the service interval**

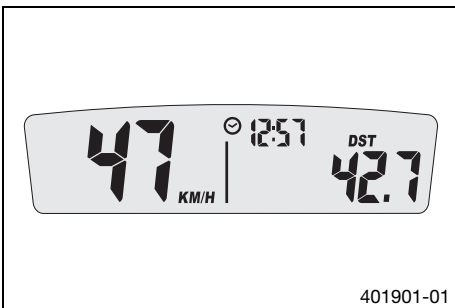
- Press the right button.
- ✓ The value increases.

**Switching off the service interval display**

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



## 7.8 Speed, time, and DST distance 1

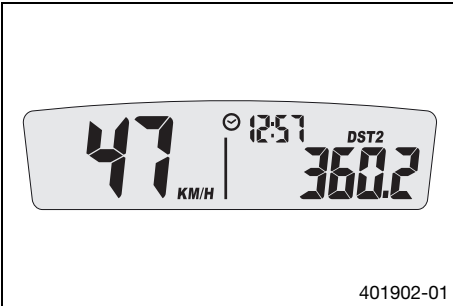


- Press one of the buttons until **DST** appears on the speedometer.
- KM/H** or **M/H** shows the speed.
- ☉ shows the time.
- DST** shows the distance since the last reset, such as between two refueling stops.

**i 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.	<b>DST</b> 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.	<b>DST</b> is reset to 0.0.

## 7.9 Speed, time, and DST2 distance 2



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

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

⌚ shows the time.

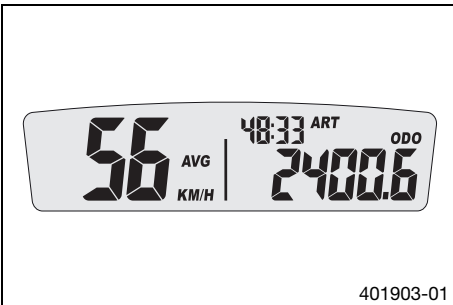
**DST2** shows the distance 2 since the last reset, such as between two refueling stops.

### **i** Info

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

Press the left button briefly.	Next display mode
Press the left button for 3 – 5 seconds.	<b>DST2</b> 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.	<b>DST2</b> is reset to 0.0.

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



– 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.	<b>AVG</b> is reset to 0.0.

## 8.1 Advice on first use

-  **Danger**  
**Danger of accidents** Danger arising from the rider's judgement being impaired.
  - Do not operate the vehicle while under the influence of alcohol, drugs and certain medications or physically or mentally impaired.
-  **Warning**  
**Risk of injury** Missing or poor protective clothing presents an increased safety risk.
  - Wear protective clothing (helmet, boots, gloves, pants and jacket with protectors) every time you ride the vehicle. Always wear protective clothing that is in good condition and meets the legal requirements.
-  **Warning**  
**Danger of crashing** Poor vehicle handling due to different tire tread patterns on front and rear wheels.
  - The front and rear wheels must be fitted with tires with similar tread patterns to prevent loss of control over the vehicle.
-  **Warning**  
**Danger of accidents** Critical riding behavior due to inappropriate riding.
  - Adapt your riding speed to the road conditions and your riding ability.
-  **Warning**  
**Danger of accidents** Accident risk caused by presence of a passenger.
  - Your vehicle is not designed to carry passengers. Do not ride with a passenger.
-  **Warning**  
**Danger of accidents** Failure of brake system.
  - If the foot brake lever is not released, the brake linings drag continuously. The rear brake may fail due to overheating. Take your foot off the foot brake lever when you are not braking.
-  **Warning**  
**Danger of accidents** Unstable riding behavior.
  - Do not exceed the maximum permissible weight and axle loads.
-  **Warning**  
**Risk of misappropriation** Usage by unauthorized persons.
  - Never leave the vehicle while the engine is running. Secure the vehicle against use by unauthorized persons.

---

 **Info**  
When using your motorcycle, 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. 62)


**(TE EU/AU)**

- Adjust the free travel of the hand brake lever. (☞ p. 66)

**(TE US)**

- Adjust the basic position of the hand brake lever. (☞ p. 66)
- Adjust the basic position of the foot brake lever. ☞ (☞ p. 71)
- Adjust the basic position of the shift lever. ☞ (☞ p. 94)
- Get used to handling the motorcycle on a suitable piece of land before undertaking a more challenging trip.

---

 **Info**  
When offroad, being accompanied by another person on another vehicle so that you can help each other is recommended.

- Try also to ride as slowly as possible and in a standing position to get a better feeling for the motorcycle.

- Do not make any trips that exceed your ability and experience.
- Hold the handlebar firmly with both hands and keep your feet on the footrests when riding.
- 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.

**i Info**

Motorcycles react sensitively to any changes of weight distribution.

- The maximum permissible overall weight and the maximum permissible axle loads must not be exceeded.

Guideline

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

- Check the spoke tension. (☞ p. 78)

**i Info**

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

- Run the engine in. (☞ p. 26)

## 8.2 Running in the engine

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

Guideline

Maximum engine performance	
During the first 3 operating hours	< 70 %
During the first 5 operating hours	< 100 %

- Avoid fully opening the throttle!

## 8.3 Preparing the vehicle for difficult riding conditions

**i Info**

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

- Seal the air filter box. ☞ (☞ p. 53)
- Clean the air filter and air filter box. ☞ (☞ p. 52)

**i Info**

Check the air filter approx. every 30 minutes.

- Additionally secure the rubber grip. (☞ p. 62)
- Check the electrical connector for humidity and corrosion and to ensure it is firmly seated.
  - » If humidity, corrosion, or damage is found:
    - Clean and dry the connector, or change it if necessary.

**Difficult riding conditions are:**

- Rides on dry sand. (☞ p. 27)
- Rides on wet sand. (☞ p. 27)
- Rides on wet and muddy surfaces. (☞ p. 28)
- Rides at high temperature and slow speed. (☞ p. 28)
- Riding at low temperature and in snow. (☞ p. 29)

## 8.4 Preparing for rides on dry sand



- Check the radiator cap.

Value on radiator cap	1.8 bar (26 psi)
-----------------------	------------------

» If the indicated value does not correspond to the required value:



### Warning

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

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

- Change the radiator cap.

- Fit a dust cover on the air filter.



Dust cover for air filter (77206920100)
---



### Info

Observe the fitting instructions for Husqvarna Motorcycles accessories.



- Fit a sand cover on the air filter.

Sand cover for air filter (59006922000)
---



### Info

Observe the fitting instructions for Husqvarna Motorcycles accessories.

- Adjust the carburetor jetting and setting.



### Info

The recommended carburetor tuning is available from your authorized Husqvarna Motorcycles workshop.



- Clean the chain.
- Fit the steel sprocket.



### Tip

Do not grease the chain.

- Clean the radiator fins.
- Straighten bent radiator fins carefully.

### Condition

Regular use in sand

- Change the piston every 10 operating hours.

## 8.5 Preparing for rides on wet sand



- Check the radiator cap.

Value on radiator cap	1.8 bar (26 psi)
-----------------------	------------------

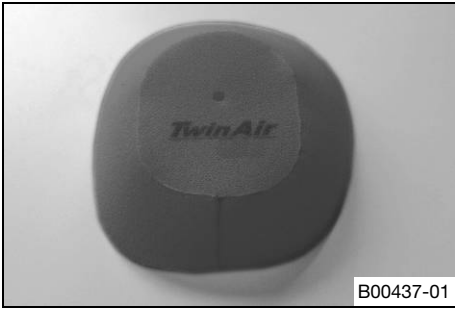
» If the indicated value does not correspond to the required value:



### Warning

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

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



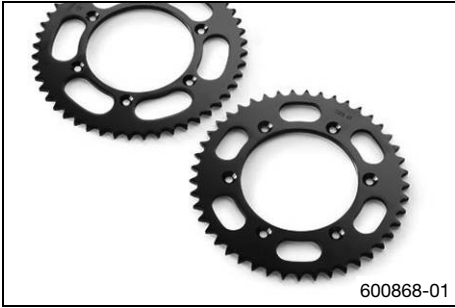
- Change the radiator cap.
- Fit a waterproofing device on the air filter.

Rain cover for air filter (77206921100)
---

**i Info**  
Observe the fitting instructions for Husqvarna Motorcycles accessories.

- Adjust the carburetor jetting and setting.

**i Info**  
The recommended carburetor tuning is available from your authorized Husqvarna Motorcycles workshop.



- Clean the chain.
- Fit the steel sprocket.

**i Tip**  
Do not grease the chain.

- Clean the radiator fins.
- Straighten bent radiator fins carefully.

## 8.6 Preparing for rides on wet and muddy surfaces



- Fit a waterproofing device on the air filter.

Rain cover for air filter (77206921100)
---

**i Info**  
Observe the fitting instructions for Husqvarna Motorcycles accessories.

- Adjust the carburetor jetting and setting.

**i Info**  
The recommended carburetor tuning is available from your authorized Husqvarna Motorcycles workshop.



- Fit the steel sprocket.
- Clean the motorcycle. (☛ p. 101)
- Straighten bent radiator fins carefully.

## 8.7 Preparing for rides at high temperature and slow speed



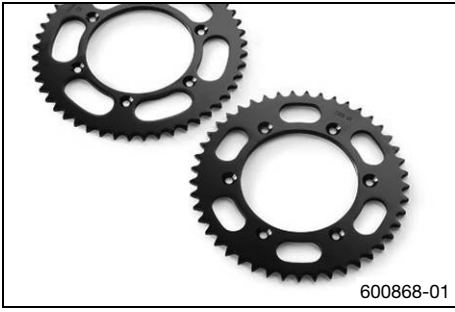
- Check the radiator cap.

Value on radiator cap	1.8 bar (26 psi)
-----------------------	------------------

» If the displayed value does not equal the setpoint value:

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

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



- Change the radiator cap.
- Adjust the secondary drive to the road conditions.

**Info**

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

- Clean the chain.
- Clean the radiator fins.
- Straighten bent radiator fins carefully.
- Check the coolant level. (👉 p. 88)

## 8.8 Preparing for rides at low temperature and in snow



- Fit a waterproofing device on the air filter.

Rain cover for air filter (77206921100)

**Info**

Observe the fitting instructions for Husqvarna Motorcycles accessories.

- Adjust the carburetor jetting and setting.

**Info**

The recommended carburetor tuning is available from your authorized Husqvarna Motorcycles workshop.

## 9.1 Checks and maintenance steps when preparing for use

### Info

Before riding the vehicle, always check its condition and operating safety. The vehicle must be in perfect technical condition when used.

- Check the gear oil level. (☞ p. 97)
- Check the electrical system.
- Check the front brake fluid level. (☞ p. 67)
- Check the rear brake fluid level. (☞ p. 71)
- Check the front brake linings. (☞ p. 68)
- Check the rear brake linings. (☞ p. 73)
- Check that the brake system is functioning properly.
- Check the coolant level. (☞ p. 88)
- Check the chain for dirt. (☞ p. 57)
- Check the chain, rear sprocket, engine sprocket, and chain guide. (☞ p. 59)
- Check the chain tension. (☞ p. 58)
- Check the tire condition. (☞ p. 77)
- Check the tire air pressure. (☞ p. 78)
- Check the spoke tension. (☞ p. 78)
- Clean the dust boots of the fork legs. (☞ p. 43)
- Bleed the fork legs. (☞ p. 43)
- Check the air filter.
- Check the settings of all controls and ensure that they can be operated smoothly.
- Check all screws, nuts, and hose clamps regularly for tightness.
- Check the fuel supply.

## 9.2 Starting

### Danger

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

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

### Note

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

- Always warm up the engine at low engine speeds.

### Info

If the motorcycle is unwilling to start, the cause can be old fuel in the float chamber. The flammable elements of the fuel evaporate after a long time of standing.

If the float chamber is filled with fresh fuel, the engine starts immediately.

### The motorcycle has been out of use for more than 1 week

- Empty the carburetor float chamber. ☞ (☞ p. 97)
- Turn handle **1** of the fuel tap to the **ON** position. (Figure L01603-10☞ p. 18)
  - ✓ Fuel can flow from the fuel tank to the carburetor.
- Remove the motorcycle from the stand.
- Shift gear to neutral.

### (TE AU)

- Turn the emergency OFF switch to the position .

### The engine is cold

- Pull the choke lever out as far as possible.



**(All TE 125)**

- Press the kick starter robustly through its full range.

**Info**

Do not open the throttle.

**(All TE 250/300)**

- Press the electric starter button or press the kick starter robustly through its full range.

**Info**

Press the starter for a maximum of 5 seconds. Wait for a least 5 seconds before trying again.  
Do not open the throttle.

## 9.3 Starting off

**Info**

Switch on the light before riding. This will make it easier for other road users to see you.  
When you are riding, the side stand must be folded up and secured with the rubber band.

- 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** If you change down at high engine speed, the rear wheel can lock up.

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

**Info**

If you hear unusual noises while riding, stop immediately, switch off the engine, and contact an authorized Husqvarna Motorcycles workshop.  
First gear is used for starting off or for steep inclines.

- Shift into a higher gear when conditions allow (incline, road situation, etc.). To do so, release the throttle while simultaneously pulling the clutch lever, shift into the next gear, release the clutch lever and open the throttle.
- If the choke function was activated, deactivate the choke function after the engine has warmed up.
- After reaching maximum speed by fully opening the throttle grip, turn the throttle back so it is  $\frac{3}{4}$  open. This will barely reduce the speed but fuel consumption will be considerably lower.
- Always open the throttle only as much as the engine can handle – abrupt throttle opening increases fuel consumption.
- To shift down, apply the brakes and close the throttle at the same time.
- Pull the clutch lever and shift into a lower gear, release the clutch lever slowly, and either open the throttle or shift again.
- Switch off the engine if you expect to be standing for a long time.

Guideline

≥ 2 min

- Avoid frequent and longer slipping of the clutch. As a result the engine oil, engine and cooling system heat up.
- Ride with a lower engine speed instead of with a high engine speed and a slipping clutch.

## 9.5 Braking

**Warning**

**Danger of accidents** If you brake too hard, the wheels can lock.

- Adapt your braking to the traffic situation and the road conditions.

**Warning**

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

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

**Warning**

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

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

- On sandy, wet, or slippery surfaces, use the rear brake.
- Braking should always be completed before you go into a bend. Change down to a lower gear appropriate to your road speed.

## 9.6 Stopping, parking

**Warning**

**Risk of misappropriation** Usage by unauthorized persons.

- Never leave the vehicle while the engine is running. Secure the vehicle against use by unauthorized persons.

**Warning**

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

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

**Note**

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

Significant damage may be caused if the vehicle rolls away or falls over.

The components for parking the vehicle are designed only for the weight of the vehicle.

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


**Note**

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




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

- Apply the brakes on the motorcycle.
- Shift gear to neutral.

**(TE EU/AU)**

- Press and hold the kill switch  while the engine is idling until the engine stops.

**(TE US)**

- Press and hold the kill switch  while the engine is idling until the engine stops.
- Turn handle  of the fuel tap to the **OFF** position. (Figure L01603-10  p. 18)
- Park the motorcycle on firm ground.

## 9.7 Transport

**Note**

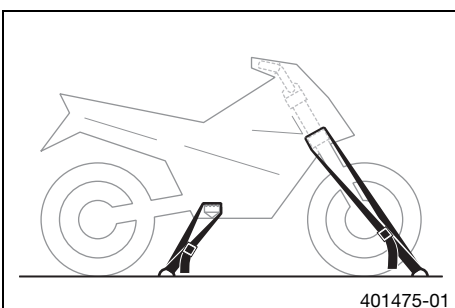
**Danger of damage** The parked vehicle may roll away or fall over.

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

**Note**

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

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



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

## 9.8 Refueling



### Danger

**Fire hazard** Fuel is highly flammable.

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



### Warning

**Danger of poisoning** Fuel is poisonous and a health hazard.

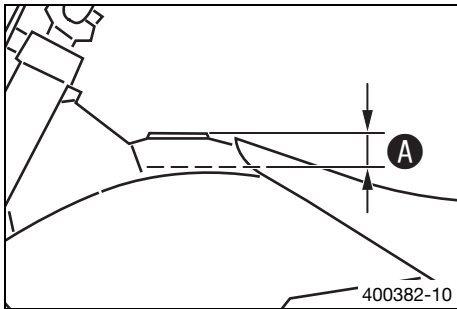
- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician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



### Warning

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

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



- Switch off the engine.
- Open the filler cap. (☛ p. 17)
- Fill the fuel tank with fuel up to measurement **A**.

#### Guideline

Measurement of <b>A</b>	35 mm (1.38 in)	
-------------------------	-----------------	--

Total fuel tank capacity, approx.	11 l (2.9 US gal)	Super unleaded (95 octane) mixed with 2-stroke engine oil (1:60) (☛ p. 122)
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Engine oil, 2-stroke (☛ p. 121)
---------------------------------

- Close the filler cap. (☛ p. 17)

## 10.1 Service schedule

	Every 40 operating hours/after every race	Every 20 operating hours
Check that the electrical equipment is functioning properly.	•	•
Check and charge the battery. 🛠️ (All TE 250/300)	•	•
Check the front brake linings. (🛠️ p. 68)	•	•
Check the rear brake linings. (🛠️ p. 73)	•	•
Check the brake discs. (🛠️ p. 67)	•	•
Check the brake lines for damage and leakage.	•	•
Check the rear brake fluid level. (🛠️ p. 71)	•	•
Check the free travel of the foot brake lever. (🛠️ p. 70)	•	•
Check the frame and swingarm. 🛠️	•	•
Check the swingarm bearing. 🛠️		•
Check the heim joints at the top of the shock absorber. 🛠️	•	•
Check the shock absorber linkage. 🛠️	•	•
Check the tire condition. (🛠️ p. 77)	•	•
Check the tire air pressure. (🛠️ p. 78)	•	•
Check the wheel bearing for play. 🛠️	•	•
Check the wheel hubs. 🛠️	•	•
Check the rim run-out. 🛠️	•	•
Check the spoke tension. (🛠️ p. 78)	•	•
Check the chain, rear sprocket, engine sprocket, and chain guide. (🛠️ p. 59)	•	•
Check the chain tension. (🛠️ p. 58)	•	•
Grease all moving parts (e.g. side stand, hand lever, chain, ...) and check for smooth operation. 🛠️	•	•
Check/rectify the fluid level of the hydraulic clutch. (🛠️ p. 63)	•	•
Check the front brake fluid level. (🛠️ p. 67)	•	•
Check the free travel of the hand brake lever. (🛠️ p. 66)	•	•
Check the play of the steering head bearing. (🛠️ p. 48)	•	•
Change the spark plug and spark plug connector. 🛠️	•	•
Check the intake diaphragm. 🛠️	•	•
Check the exhaust control to ensure it is functioning properly and operating smoothly. 🛠️		•
Check the clutch. 🛠️		•
Change the gear oil. 🛠️ (🛠️ p. 98)	•	•
Check all hoses (e.g. fuel, cooling, bleeder, drainage, etc.) and sleeves for cracking, leaks, and incorrect routing. 🛠️	•	•
Check the antifreeze and coolant level. (🛠️ p. 87)	•	•
Check the cables for damage and routing without sharp bends. 🛠️	•	•
Check that the throttle cables are undamaged, routed without sharp bends, and set correctly.	•	•
Clean the air filter and air filter box. 🛠️ (🛠️ p. 52)	•	•
Change glass fiber yarn filling in the main silencer. 🛠️ (🛠️ p. 54)	•	•
Check the screws and nuts for tightness. 🛠️	•	•
Check the headlight setting. (🛠️ p. 85)	•	•
Check the idle.	•	•
Final check: Check the vehicle for safe operation and take a test ride.	•	•
Make the service entry in the <b>Husqvarna Motorcycles Dealer.net</b> and in the Service and Warranty Booklet. 🛠️	•	•

- Periodic interval

## 10.2 Service work (as additional order)

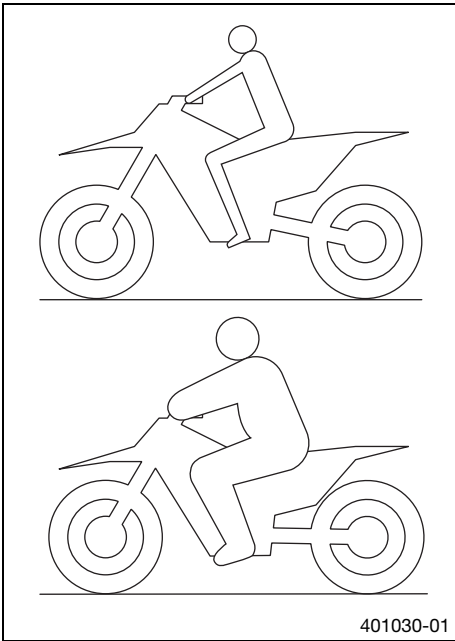
	Annually		
Every 80 operating hours/every 40 operating hours when used for motorsports			
Every 40 operating hours			
Once after 10 operating hours			
Change the front brake fluid. 🛠️			•
Change the rear brake fluid. 🛠️			•
Change the hydraulic clutch fluid. 🛠️ (📄 p. 63)			•
Grease the steering head bearing. 🛠️ (📄 p. 49)			•
Check/set the carburetor components. 🛠️			• •
Perform a fork service. 🛠️	○	•	•
Service the shock absorber. 🛠️		•	•
Check the starter drive. 🛠️ (All TE 250/300)		•	•
Change the piston and check the cylinder. 🛠️ (All TE 125)		•	•
Change the piston and check the cylinder. 🛠️ (All TE 250/300)			•
Change the connecting rod, conrod bearing, and crank pin. 🛠️			•
Check the transmission and shift mechanism. 🛠️			•
Change all engine bearings. 🛠️			•

- One-time interval
- Periodic interval

## 11.1 Checking the basic chassis setting with the rider's weight

**i Info**

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



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

Guideline

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

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

## 11.2 Compression damping of 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 has an effect on the landing after a jump, for example: the rear wheel suspension compresses more quickly. The low-speed setting has an effect when riding over long ground swells, for example: the rear wheel suspension compresses more 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.

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

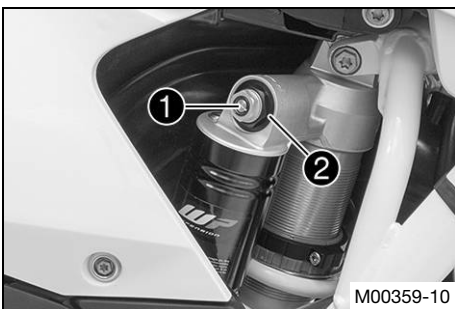
**⚠ Caution**

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

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

**i Info**

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



- Turn adjusting screw **1** clockwise with a screwdriver up to the last perceptible click.

**i Info**

Do not loosen fitting **2**!

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

Guideline

Compression damping, low-speed (All TE 125)	
Comfort	20 clicks
Standard	18 clicks
Sport	16 clicks
Compression damping, low-speed (All TE 250/300)	
Comfort	20 clicks
Standard	18 clicks
Sport	16 clicks

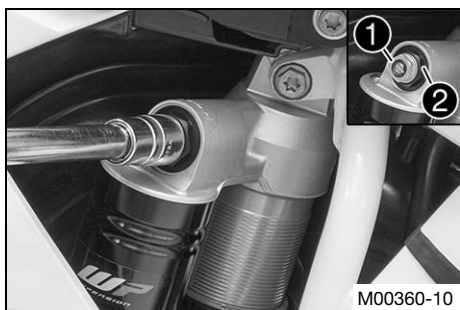
**i Info**  
Turn clockwise to increase damping; turn counterclockwise to reduce damping.

## 11.4 Adjusting the high-speed compression damping of the shock absorber

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

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

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



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

**i Info**  
Do not loosen fitting **2**!

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

Guideline

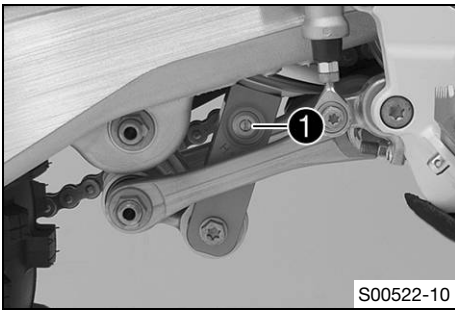
Compression damping, high-speed (All TE 125)	
Comfort	2.5 turns
Standard	2 turns
Sport	1.5 turns
Compression damping, high-speed (All TE 250/300)	
Comfort	2.5 turns
Standard	2 turns
Sport	1.5 turns

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

## 11.5 Adjusting the rebound damping of the shock absorber

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

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



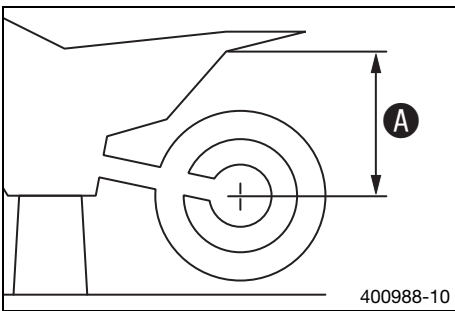
- Turn adjusting screw ① clockwise up to the last perceptible click.
- Turn counterclockwise by the number of clicks corresponding to the shock absorber type.

**Guideline**

Rebound damping (All TE 125)	
Comfort	20 clicks
Standard	18 clicks
Sport	16 clicks
Rebound damping (All TE 250/300)	
Comfort	20 clicks
Standard	18 clicks
Sport	16 clicks

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

## 11.6 Measuring the sag of the unloaded rear wheel



**Preparatory work**

- Raise the motorcycle with the lift stand. (☞ p. 43)

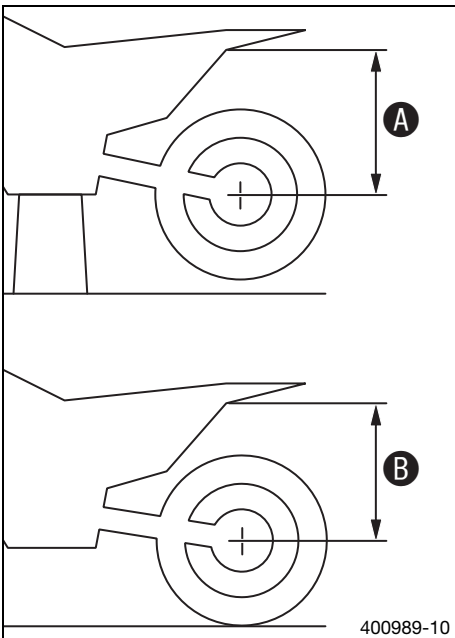
**Main work**

- Measure the distance – as vertical as possible – between the rear axle and a fixed point, for example, a mark on the side cover.
- Note down the value as dimension ①.

**Finishing work**

- Remove the motorcycle from the lift stand. (☞ p. 43)

## 11.7 Checking the static sag of the shock absorber



- Measure distance ① of the unloaded rear wheel. (☞ p. 38)
- 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 ②.

**i Info**  
The static sag is the difference between measurements ① and ②.

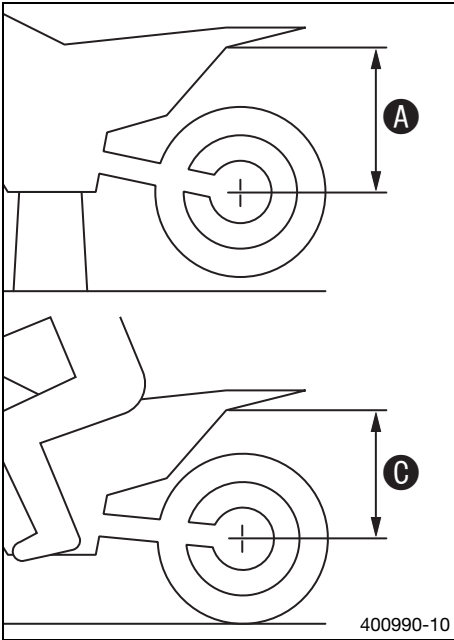
- Check the static sag.

Static sag (All TE 125)	30 mm (1.18 in)
Static sag (All TE 250/300)	30 mm (1.18 in)

- » If the static sag is less or more than the specified value:
  - Adjust the spring preload of the shock absorber. ☞ (☞ p. 39)



## 11.8 Checking the riding sag of the shock absorber



- Measure distance **A** of the unloaded rear wheel. (☞ p. 38)
- With another person holding the motorcycle, the rider, wearing full protective clothing, sits on the seat in a normal sitting position (feet on footrests) and bounces up and down a few times.
  - ✓ The rear wheel suspension levels out.
- Another person now measures the distance between the rear axle and the fixed point.
- Note down the value as dimension **C**.

**i Info**

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

- Check the riding sag.

Guideline

Riding sag (All TE 125)	100 mm (3.94 in)
Riding sag (All TE 250/300)	100 mm (3.94 in)

» If the riding sag differs from the specified measurement:

- Adjust the riding sag. ☞ (☞ p. 40)

## 11.9 Adjusting the spring preload of the shock absorber ☞

**! Caution**

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

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

**i 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 lift stand. (☞ p. 43)
- Remove the right side cover. (☞ p. 55)
- Remove the main silencer. (☞ p. 53)
- Remove the seat. (☞ p. 51)
- Remove the shock absorber. ☞ (☞ p. 50)
- After removing the shock absorber, clean it thoroughly.

**Main work**

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

Hook wrench (T106S)

- Measure the overall spring length while the spring is not under tension.
- Tighten the spring by turning adjusting ring **2** to measurement **A**.

Guideline

Spring preload (All TE 125)	15 mm (0.59 in)
Spring preload (All TE 250/300)	15 mm (0.59 in)

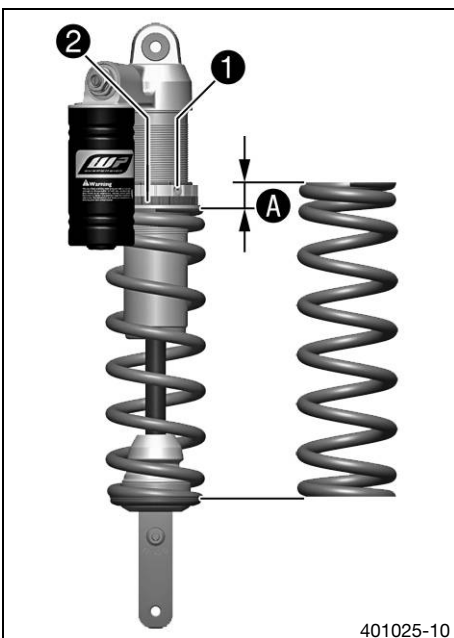
**i Info**

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

- Tighten screw **1**.

Guideline

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



401025-10

### Finishing work

- Install the shock absorber. (☞ p. 50)
- Mount the seat. (☞ p. 51)
- Install the main silencer. (☞ p. 54)
- Install the right side cover. (☞ p. 55)
- Remove the motorcycle from the lift stand. (☞ p. 43)

## 11.10 Adjusting the riding sag ☞

### Preparatory work

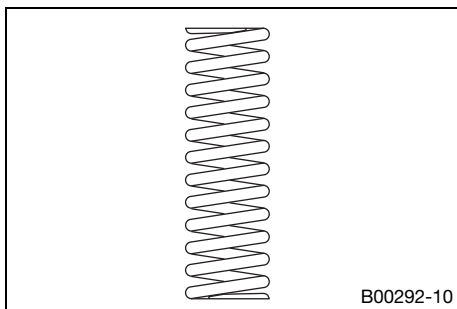
- Raise the motorcycle with the lift stand. (☞ p. 43)
- Remove the right side cover. (☞ p. 55)
- Remove the main silencer. (☞ p. 53)
- Remove the seat. (☞ p. 51)
- Remove the shock absorber. ☞ (☞ p. 50)
- After removing the shock absorber, clean it thoroughly.

### Main work

- Choose and mount a suitable spring.

#### Guideline

Spring rate (All TE 125)	
Weight of rider: 65... 75 kg (143... 165 lb.)	48 N/mm (274 lb/in)
Weight of rider: 75... 85 kg (165... 187 lb.)	51 N/mm (291 lb/in)
Weight of rider: 85... 95 kg (187... 209 lb.)	54 N/mm (308 lb/in)
Spring rate (All TE 250/300)	
Weight of rider: 65... 75 kg (143... 165 lb.)	51 N/mm (291 lb/in)
Weight of rider: 75... 85 kg (165... 187 lb.)	54 N/mm (308 lb/in)
Weight of rider: 85... 95 kg (187... 209 lb.)	57 N/mm (325 lb/in)



### **i** Info

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

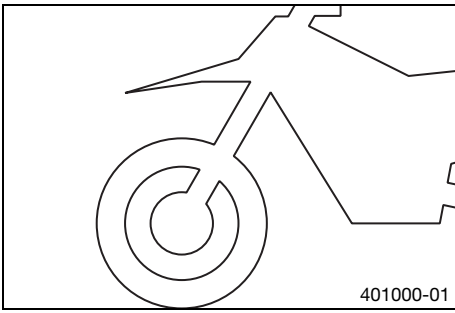
### Finishing work

- Install the shock absorber. ☞ (☞ p. 50)
- Mount the seat. (☞ p. 51)
- Install the main silencer. (☞ p. 54)
- Install the right side cover. (☞ p. 55)
- Remove the motorcycle from the lift stand. (☞ p. 43)
- Check the static sag of the shock absorber. (☞ p. 38)
- Check the riding sag of the shock absorber. (☞ p. 39)
- Adjust the rebound damping of the shock absorber. (☞ p. 37)

## 11.11 Checking the basic setting of the fork

### **i** Info

For various reasons, no exact riding sag can be determined for the forks.



- As with the shock absorber, smaller rider weight differences can be compensated by the spring preload.
- However, if the fork is often overloaded (hard end stop on compression), stiffer springs must be fit to avoid damage to the fork and frame.

## 11.12 Adjusting the compression damping of the fork



### Info

The hydraulic compression damping determines the fork suspension behavior.



- Turn the white adjusting screw ① all the way clockwise.



### Info

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

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

#### Guideline

Compression damping (All TE 125)	
Comfort	14 clicks
Standard	12 clicks
Sport	10 clicks
Compression damping (All TE 250/300)	
Comfort	14 clicks
Standard	12 clicks
Sport	10 clicks



### Info

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

## 11.13 Adjusting the rebound damping of the fork



### Info

The hydraulic rebound damping determines the fork suspension behavior.



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



### Info

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

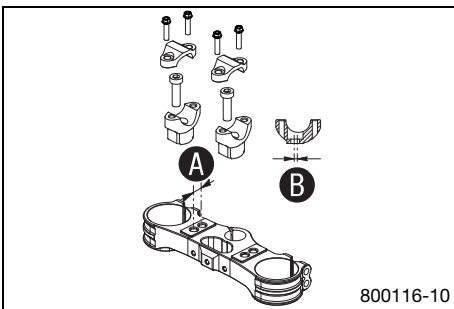
- Turn counterclockwise by the number of clicks corresponding to the fork type.

Guideline

Rebound damping (All TE 125)	
Comfort	14 clicks
Standard	12 clicks
Sport	10 clicks
Rebound damping (All TE 250/300)	
Comfort	14 clicks
Standard	12 clicks
Sport	10 clicks

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

## 11.14 Handlebar position



On the upper triple clamp, there are two holes a distance of **A** apart.

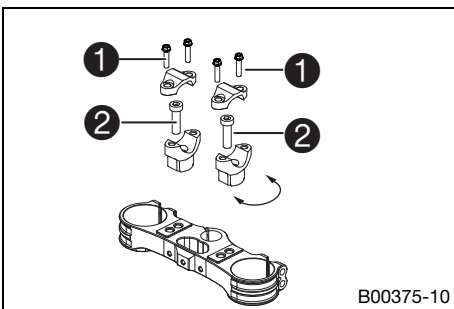
Hole distance A	15 mm (0.59 in)
-----------------	-----------------

The holes on the handlebar support are placed at a distance of **B** from the center.

Hole distance B	3.5 mm (0.138 in)
-----------------	-------------------

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

## 11.15 Adjusting the handlebar position



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

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

- Remove screws **2**. Remove the handlebar support.
- Place the handlebar support in the required position. Mount and tighten screws **2**.

Guideline

Screw, handlebar support	M10	40 Nm (29.5 lbf ft)	Loctite® 243™
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**i Info**  
Position the left and right handlebar supports evenly.

- Position the handlebar.

**i Info**  
Make sure the cables and wiring are positioned correctly.

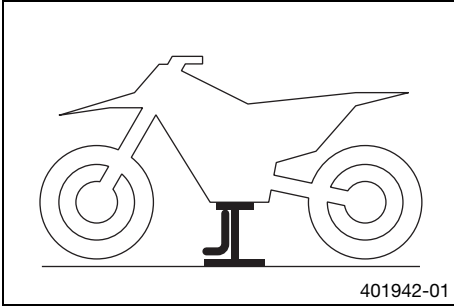
- Position the handlebar clamp. Mount and tighten screws **1**.

Guideline

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

**i Info**  
Ensure that the gap widths are even.

## 12.1 Raising the motorcycle with the lift stand



**Note**

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

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

- Raise the motorcycle at the frame below the engine.

Lift stand (81329955000)

- ✓ Neither wheel is in contact with the ground.

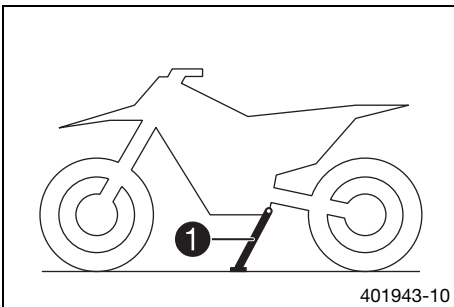
- Secure the motorcycle against falling over.

## 12.2 Removing the motorcycle from the lift stand

**Note**

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

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



- Remove the motorcycle from the lift stand.

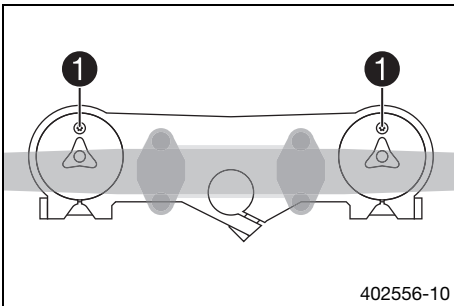
- Remove the lift stand.

- To park the motorcycle, press side stand 1 to the ground with your foot and lean the motorcycle on it.

**i Info**

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

## 12.3 Bleeding the fork legs



**Preparatory work**

- Raise the motorcycle with the lift stand. (☛ p. 43)

**Main work**

- Release bleeder screws 1.

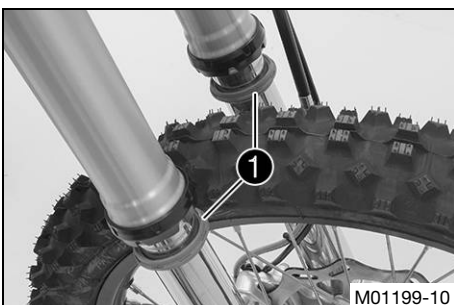
✓ Any excess pressure escapes from the interior of the fork.

- Tighten the bleeder screws.

**Finishing work**

- Remove the motorcycle from the lift stand. (☛ p. 43)

## 12.4 Cleaning the dust boots of the fork legs



**Preparatory work**

- Raise the motorcycle with the lift stand. (☛ p. 43)

- Remove the fork protector. (☛ p. 45)

**Main work**

- Push dust boots 1 of both fork legs downward.

**i Info**

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



**Warning**

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

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

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

Universal oil spray (☞ p. 123)

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

**Finishing work**

- Install the fork protector. (☞ p. 45)
- Remove the motorcycle from the lift stand. (☞ p. 43)

## 12.5 Removing the fork legs

**Preparatory work**

- Switch off all power consumers and switch off the engine.
- Remove the headlight mask with the headlight. (☞ p. 82)
- Raise the motorcycle with the lift stand. (☞ p. 43)
- Remove the front wheel. (☞ p. 75)

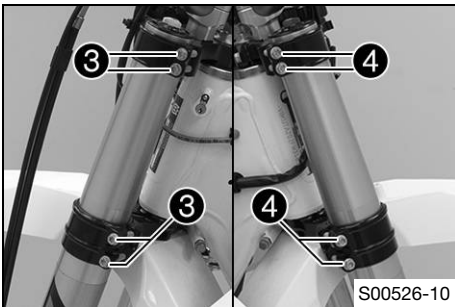
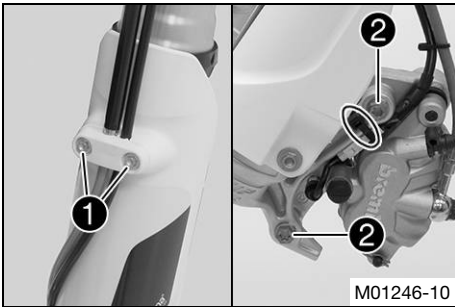
**Main work**

- Remove screws ① and take off the clamp.
- Remove the cable tie(s).
- Remove screws ② and take off the brake caliper.
- Allow the brake caliper and brake line to hang loosely to the side.



**Info**

Do not pull the hand brake lever when the front wheel is removed.



- Loosen screws ③. Take out the left fork leg.
- Loosen screws ④. Take out the right fork leg.

## 12.6 Installing the fork legs

**Main work**

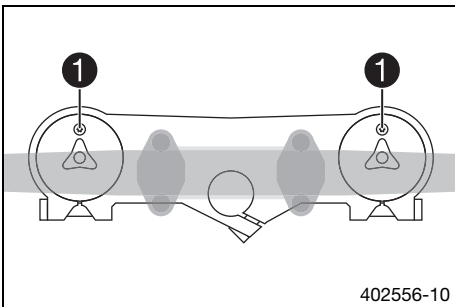
- Position the fork legs.
- ✓ Bleeder screws ① are positioned toward the front.

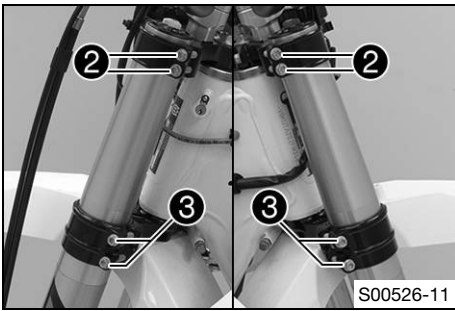


**Info**

The rebound damping is located in the right fork leg (red adjusting screw). The compression damping is located in the left fork leg (white adjusting screw).

Grooves are milled into the side of the upper end of the fork legs. The second milled groove (from the top) must be flush with the top edge of the upper triple clamp.





- Tighten screws ②.

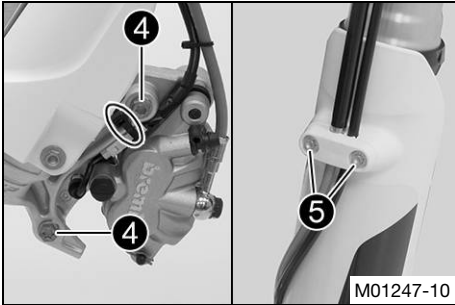
Guideline

Screw, top triple clamp	M8	17 Nm (12.5 lbf ft)
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- Tighten screws ③.

Guideline

Screw, bottom triple clamp	M8	15 Nm (11.1 lbf ft)
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- Position the brake caliper. Mount and tighten screws ④.

Guideline

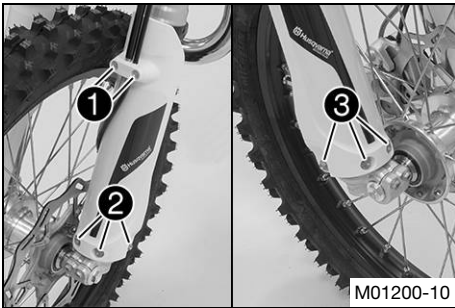
Screw, front brake caliper	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
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- Mount the cable tie(s).
- Position the brake line, wiring harness, and clamp. Mount and tighten screws ⑤.

### Finishing work

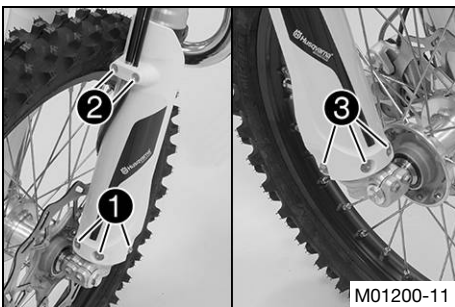
- Install the front wheel. (☞ p. 75)
- Install the headlight mask with the headlight. (☞ p. 83)
- Check the headlight setting. (☞ p. 85)

## 12.7 Removing the fork protector



- Remove screws ① and take off the clamp.
- Remove screws ② and take off the left fork protector.
- Remove screws ③ and take off the right fork protector.

## 12.8 Installing the fork protector



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

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
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- Position the brake line, wiring harness, and clamp. Mount and tighten screws ②.
- Position the fork protector on the right fork leg. Mount and tighten screws ③.

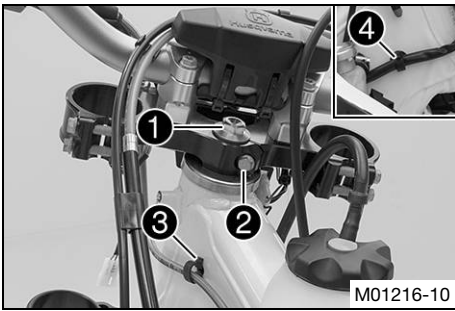
Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
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## 12.9 Removing the lower triple clamp

### Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the headlight mask with the headlight. (☞ p. 82)
- Raise the motorcycle with the lift stand. (☞ p. 43)
- Remove the front wheel. (☞ p. 75)
- Remove the fork legs. (☞ p. 44)
- Remove the front fender. (☞ p. 49)



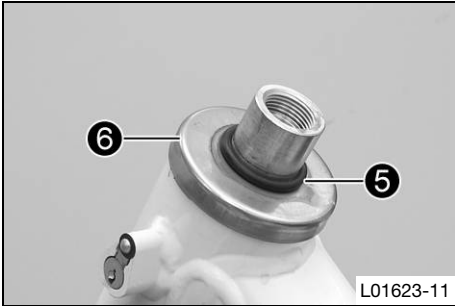
M01216-10

**Main work**

- Remove screw ①. Remove screw ②.
- Open cable holder ③ in front of the left radiator and detach the clutch line.
- Open cable holder ④ in front of the right radiator and detach the wiring harness.
- Remove the upper triple clamp with the handlebar and set aside.

**i Info**

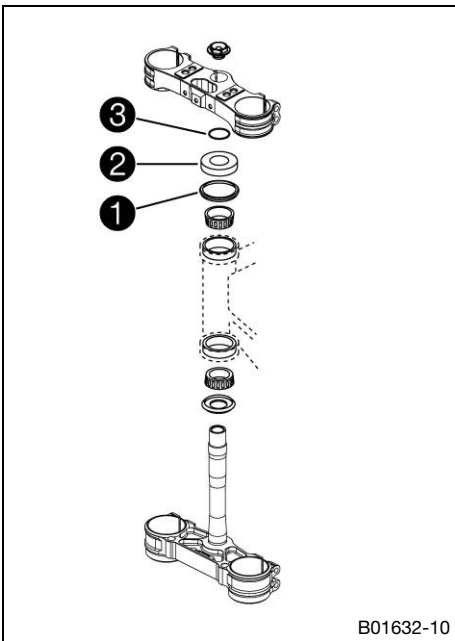
Cover the components to protect them against damage.  
Do not bend the cables and lines.



L01623-11

- Remove O-ring ⑤. Remove protective ring ⑥.
- Take out the lower triple clamp with the steering stem.
- Take out the upper steering head bearing.

## 12.10 Installing the lower triple clamp



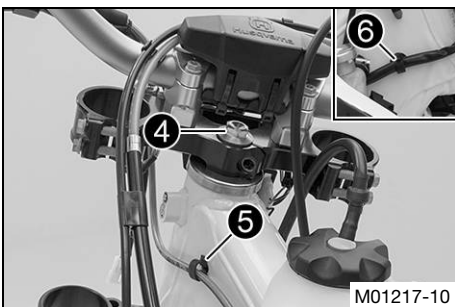
B01632-10

**Main work**

- Clean the bearing and sealing elements, check for damage, and grease.

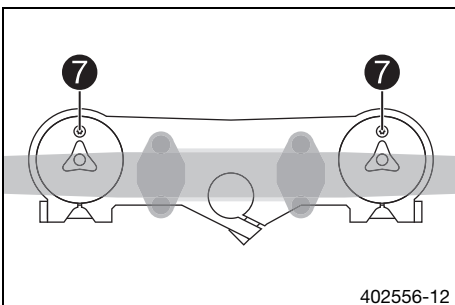
High viscosity grease (☛ p. 123)

- Insert the lower triple clamp with the steering stem. Mount the upper steering head bearing.
- Check whether the upper steering head seal ① is correctly positioned.
- Slide on protective ring ② and O-ring ③.



M01217-10

- Position the upper triple clamp with the handlebar.
- Mount screw ④ but do not tighten yet.
- Mount the clutch line with cable holder ⑤.
- Mount the wiring harness with cable holder ⑥.



402556-12

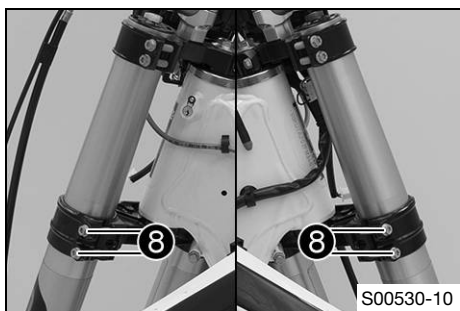
- Position the fork legs.
- ✓ Bleeder screws ⑦ are positioned toward the front.

**i Info**

The rebound damping is located in the right fork leg (red adjusting screw). The compression damping is located in the left fork leg (white adjusting screw).

Grooves are milled into the side of the upper end of the fork legs. The second milled groove (from the top) must be flush with the top edge of the upper triple clamp.

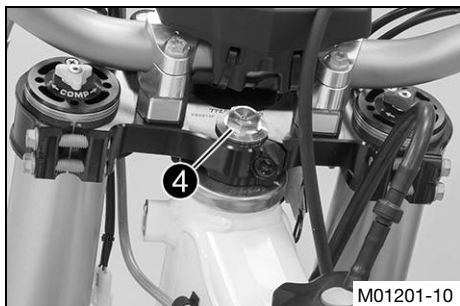




- Tighten screws 8.

Guideline

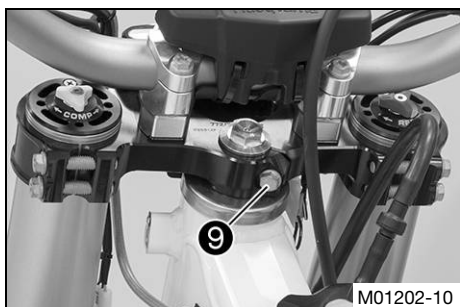
Screw, bottom triple clamp	M8	15 Nm (11.1 lbf ft)
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- Tighten screw 4.

Guideline

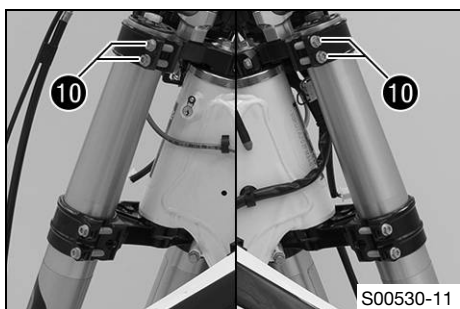
Screw, top steering head	M20x1.5	12 Nm (8.9 lbf ft)
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- Mount and tighten screw 9.

Guideline

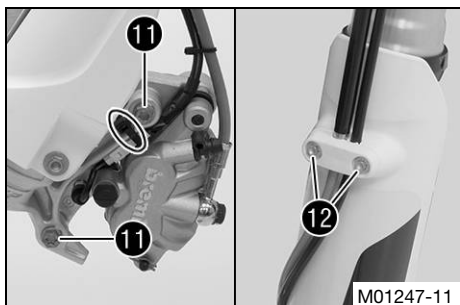
Screw, top steering stem	M8	17 Nm (12.5 lbf ft)	Loctite® 243™
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- Tighten screws 10.

Guideline

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



- Position the brake caliper. Mount and tighten screws 11.

Guideline

Screw, front brake caliper	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
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- Mount the cable tie(s).

- Position the brake line, wiring harness, and clamp. Mount and tighten screws 12.

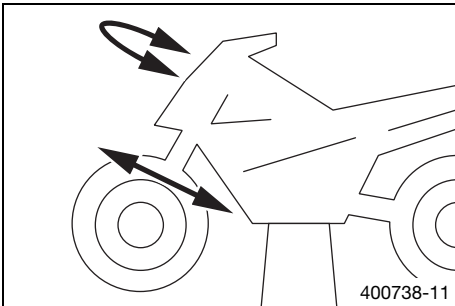
### Finishing work

- Install the front fender. (☞ p. 49)
- Install the front wheel. ☞ (☞ p. 75)
- Install the headlight mask with the headlight. (☞ p. 83)
- Check that the wiring harness, throttle cables, and brake and clutch lines can move freely and are routed correctly.
- Check the play of the steering head bearing. (☞ p. 48)
- Remove the motorcycle from the lift stand. (☞ p. 43)
- Check the headlight setting. (☞ p. 85)

## 12.11 Checking the play of the steering head bearing

- Warning**  
**Danger of accidents** Unstable vehicle handling from incorrect steering head bearing play.
- Adjust the steering head bearing play without delay. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

**Info**  
 If the bike is ridden with play in the steering head bearing, the bearing, and the bearing seats in the frame can become damaged over time.



### Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 43)

### Main work

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

No play should be noticeable in the steering head bearing.

- » If there is noticeable play present:
  - Adjust the play of the steering head bearing. ☞ (☞ p. 48)
- Move the handlebar to and fro over the entire steering range.

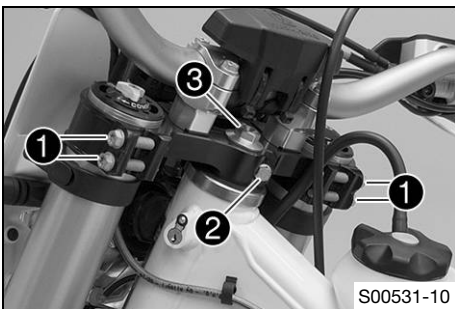
The handlebar must be able to move easily over the entire steering range. There should be no perceptible detent positions.

- » If detent positions are noticeable:
  - Adjust the play of the steering head bearing. ☞ (☞ p. 48)
  - Check the steering head bearing and change if necessary.

### Finishing work

- Remove the motorcycle from the lift stand. (☞ p. 43)

## 12.12 Adjusting the play of the steering head bearing ☞



### Preparatory work

- Raise the motorcycle with the lift stand. (☞ p. 43)

### Main work

- Loosen screws ①. Remove screw ②.
- Loosen and retighten screw ③.

#### Guideline

Screw, top steering head	M20x1.5	12 Nm (8.9 lbf ft)
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- Using a plastic hammer, tap lightly on the upper triple clamp to avoid strains.
- Tighten screws ①.

#### Guideline

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

- Mount and tighten screw ②.

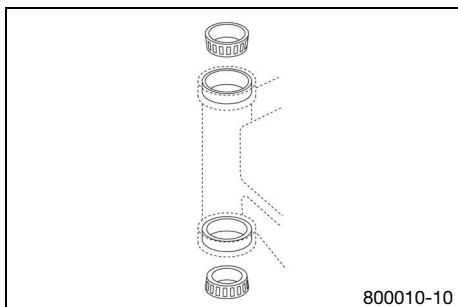
#### Guideline

Screw, top steering stem	M8	17 Nm (12.5 lbf ft)	<b>Loctite® 243™</b>
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### Finishing work

- Check the play of the steering head bearing. (☞ p. 48)
- Remove the motorcycle from the lift stand. (☞ p. 43)

## 12.13 Greasing the steering head bearing



- Remove the lower triple clamp. (☞ p. 45)
- Install the lower triple clamp. (☞ p. 46)

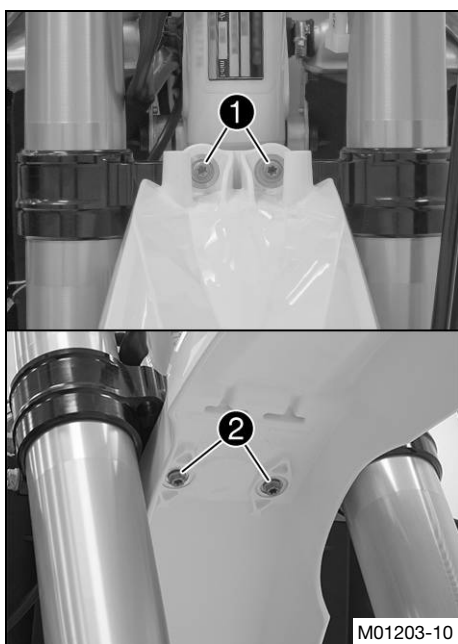
## 12.14 Removing the front fender

### Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the headlight mask with the headlight. (☞ p. 82)

### Main work

- Remove screws ① and ②. Remove the front fender.



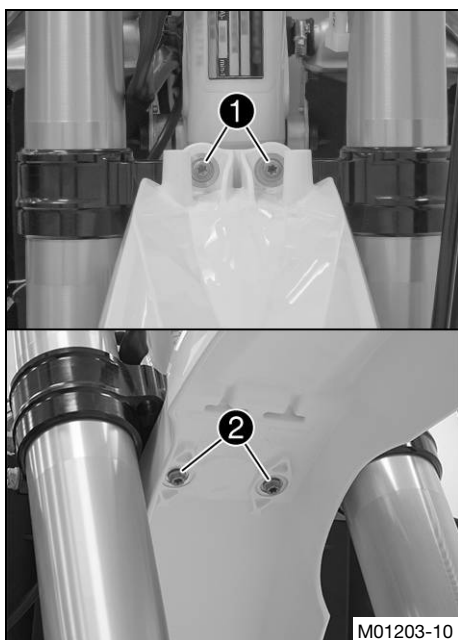
## 12.15 Installing the front fender

### Main work

- Position the front fender. Mount and tighten screws ① and ②.

### Guideline

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

- Install the headlight mask with the headlight. (☞ p. 83)

- Check the headlight setting. (☛ p. 85)

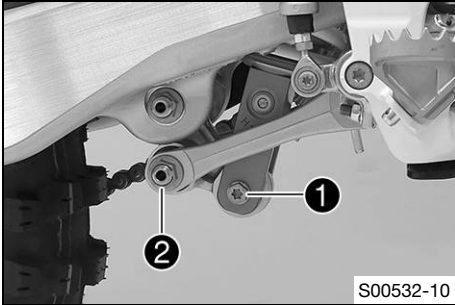
## 12.16 Removing the shock absorber ☛

### Preparatory work

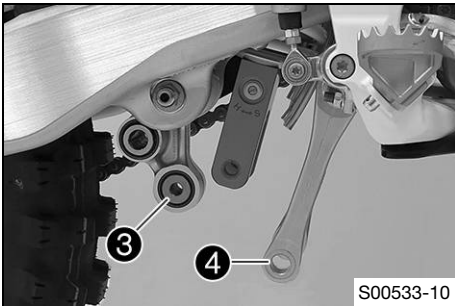
- Raise the motorcycle with the lift stand. (☛ p. 43)
- Remove the right side cover. (☛ p. 55)
- Remove the main silencer. (☛ p. 53)
- Remove the seat. (☛ p. 51)

### Main work

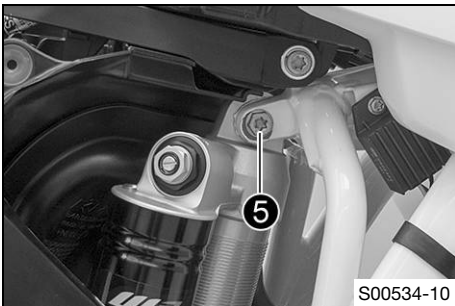
- Remove screw ❶.
- Remove fitting ❷.



- Press angle lever ❸ toward the rear.
- Press linkage lever ❹ downward.



- Hold the shock absorber and remove screw ❺.
- Raise the swingarm slightly and remove the shock absorber in upward direction.



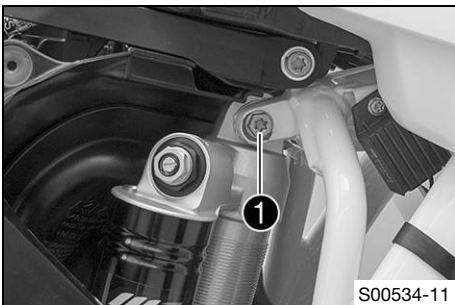
## 12.17 Installing the shock absorber ☛

### Main work

- Raise the swingarm slightly, and carefully position the shock absorber from the top.
- Mount and tighten screw ❶.

#### Guideline

Screw, top shock absorber	M10	60 Nm (44.3 lbf ft)	Loctite® 2701™
---------------------------	-----	---------------------	----------------



- Position the angle lever and linkage lever.
- Mount and tighten screw cap ❷.

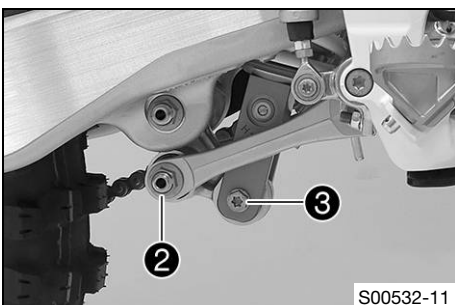
#### Guideline

Nut, linkage lever on angle lever	M14x1.5	80 Nm (59 lbf ft)
-----------------------------------	---------	-------------------

- Mount and tighten screw ❸.

#### Guideline

Screw, bottom shock absorber	M10	60 Nm (44.3 lbf ft)	Loctite® 2701™
------------------------------	-----	---------------------	----------------

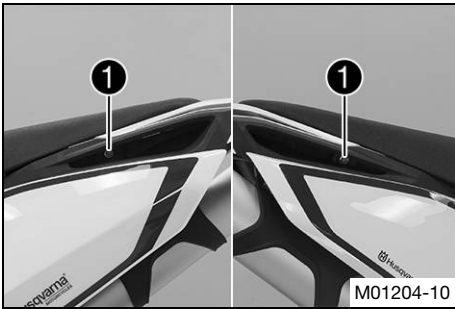


### Finishing work

- Mount the seat. (☛ p. 51)

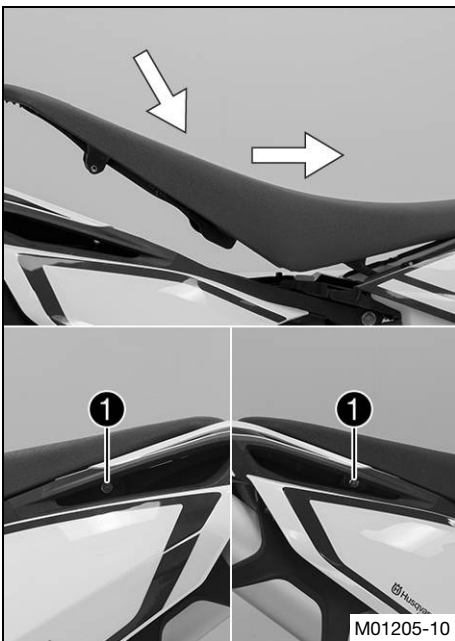
- Install the main silencer. (☛ p. 54)
- Install the right side cover. (☛ p. 55)
- Remove the motorcycle from the lift stand. (☛ p. 43)

## 12.18 Removing the seat



- Remove screws ① in the recessed grips on the left and right.
- Raise the rear of the seat, pull the seat back, and lift it off.

## 12.19 Mounting the seat

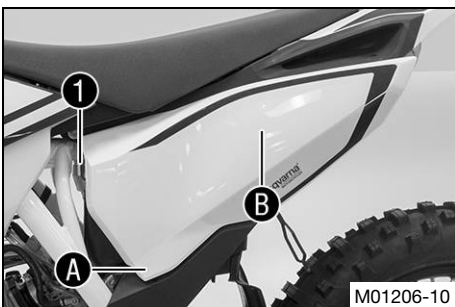


- Mount the front of the seat on to the collar bushing of the fuel tank, lower it at the rear, and simultaneously push it forward.
- Make sure that the seat is correctly locked in.
- Mount and tighten screws ① in the grip recesses on the left and right.

Guideline

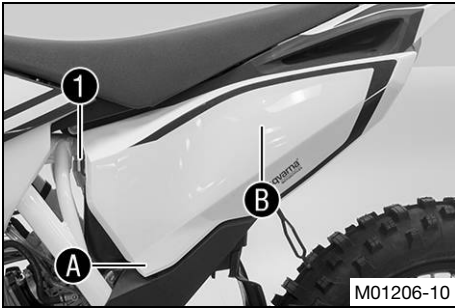
Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
---------------------------	----	--------------------

## 12.20 Removing the air filter box cover



- Release catch ①.
- Pull off the air filter box cover sideways in areas A and B, and remove toward the rear.

## 12.21 Installing the air filter box cover



- Position the air filter box cover and catch ①.
- Engage the air filter box cover in areas ① and ②.
- Engage catch ①.

## 12.22 Removing the air filter

### Note

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

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



### Warning

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

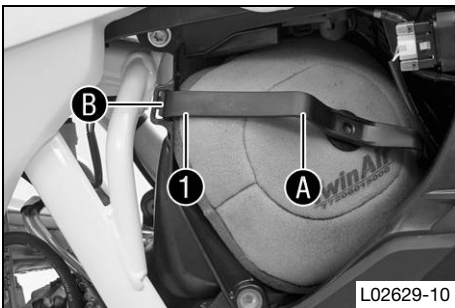
- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

### Preparatory work

- Remove the air filter box cover. (☞ p. 51)

### Main work

- Push air filter holding bracket ① toward the air filter at position ①, while at the same time detaching it at end ②. Swivel the air filter holding bracket to one side and remove the air filter with the air filter support.
- Remove the air filter from the air filter support.



## 12.23 Cleaning the air filter and air filter box



### Warning

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

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



### Info

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

### Preparatory work

- Remove the air filter box cover. (☞ p. 51)
- Remove the air filter. ☞ (☞ p. 52)

### Main work

- Wash the air filter thoroughly in special cleaning liquid and allow it to dry properly.

Air filter cleaning agent (☞ p. 123)



### Info

Only press the air filter to dry it; never wring it out.

- Oil the dry air filter with a high quality filter oil.

Oil for foam air filter (☞ p. 123)

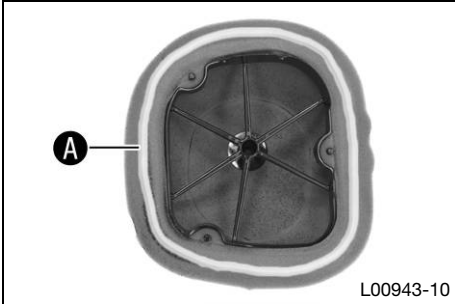


- Clean the air filter box.
- Check the carburetor connection boot for damage and tightness.

**Finishing work**

- Install the air filter. (🔧 p. 53)
- Install the air filter box cover. (🔧 p. 52)

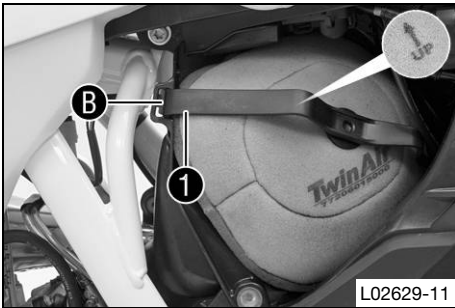
## 12.24 Installing the air filter 🛠️



**Main work**

- Mount the clean air filter on the air filter support.
- Grease the air filter in area **A**.

Long-life grease (🔧 p. 123)



- Insert both parts together, position them, and fasten them using air filter holding bracket **1** in area **B**.

✓ The arrow of marking **UP** faces up.

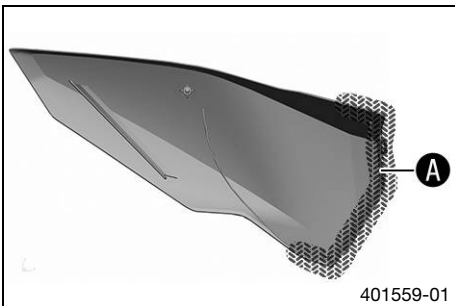
**i Info**

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

**Finishing work**

- Install the air filter box cover. (🔧 p. 52)

## 12.25 Sealing the air filter box 🛠️



- Seal the air filter box in the marked area **A**.

## 12.26 Removing the main silencer 🛠️

**⚠ Warning**

**Danger of burns** The exhaust system gets very hot when the vehicle is driven.

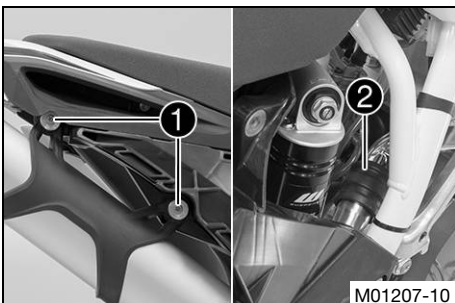
- Allow the exhaust system to cool down. Do not touch hot components.

**Preparatory work**

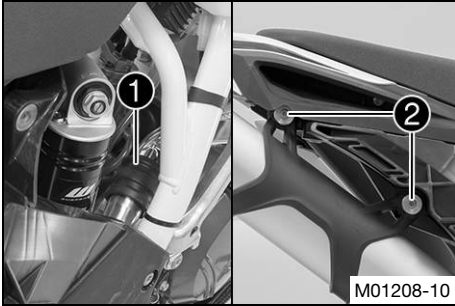
- Remove the right side cover. (🔧 p. 55)

**Main work**

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



## 12.27 Installing the main silencer



### Main work

- Mount the main silencer with rubber sleeve ①.
- Mount and tighten screws ② with the washers.

### Guideline

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

### Finishing work

- Install the right side cover. (☛ p. 55)

## 12.28 Changing the glass fiber yarn filling in the main silencer

### Warning

**Danger of burns** The exhaust system gets very hot when the vehicle is driven.

- Allow the exhaust system to cool down. Do not touch hot components.

### Info

Over time, the fibers of the glass fiber yarn escape and the damper "burns" out. Not only is the noise level higher, the performance characteristic changes.

### Preparatory work

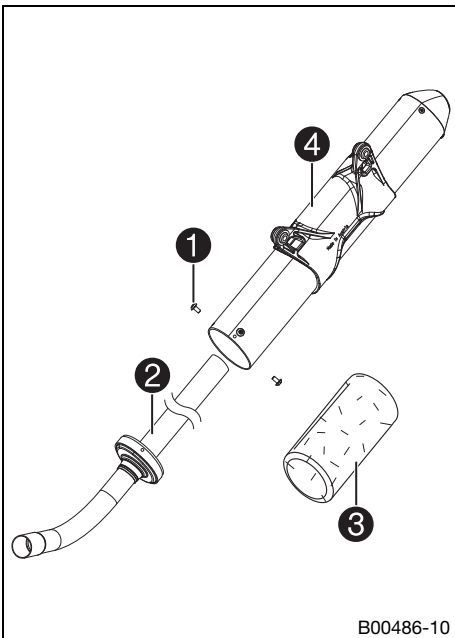
- Remove the right side cover. (☛ p. 55)
- Remove the main silencer. (☛ p. 53)

### Main work

- Remove screws ①. Pull out inner tube ②.
- Remove the glass fiber yarn filling ③ from the inner tube.
- Clean the parts that need to be reinstalled and check for damage.
- Fit the new glass fiber yarn filling ③ into the inner tube.
- Slide outer tube ④ over the inner tube with the new glass fiber yarn filling.
- Mount and tighten all screws ①.

### Guideline

Screws on the main silencer	M5	7 Nm (5.2 lbf ft)
-----------------------------	----	-------------------

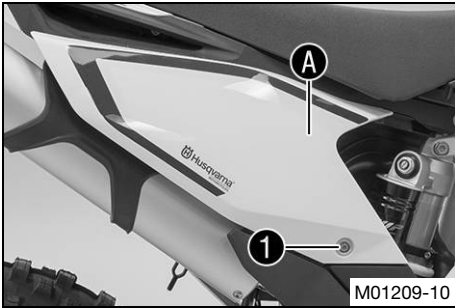


### Finishing work

- Install the main silencer. (☛ p. 54)
- Install the right side cover. (☛ p. 55)

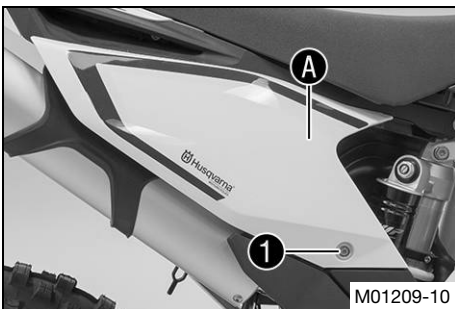


## 12.29 Removing the right side cover



- Remove screw ① with the bushing.
- Pull off the side cover in area A sideways and remove it toward the rear.

## 12.30 Installing the right side cover



- Position the side cover and engage in area A.
- Mount and tighten screw ① with the bushing.

### Guideline

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

## 12.31 Removing the fuel tank

### Danger

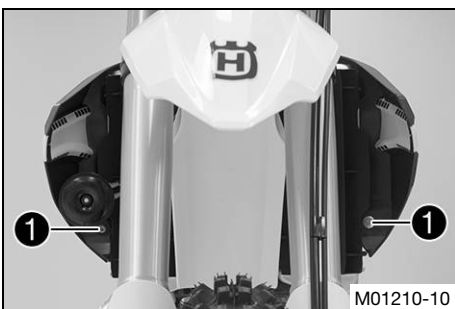
**Fire hazard** Fuel is highly flammable.

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

### Warning

**Danger of poisoning** Fuel is poisonous and a health hazard.

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



### Preparatory work

- Remove the seat. (☛ p. 51)

### Main work

- Turn handle ① of the fuel tap to the **OFF** position. (Figure L01603-10 ☛ p. 18)
- Pull off the fuel hose.

### Info

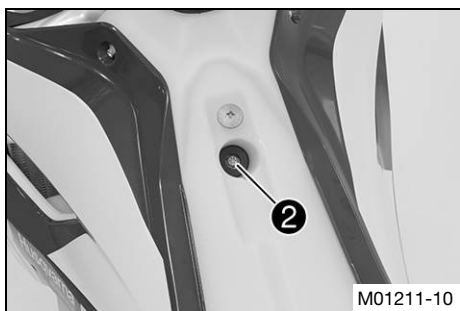
Remaining fuel may run out of the fuel hose.

### (TE EU/AU)

- Detach the connector for the horn.
- Remove screws ① with the horn and collar bushings.

### (TE US)

- Remove screws ① with the collar bushings.



- Remove screw ② with the rubber bushing.
- Remove the tube from the fuel tank vent line.



- Pull both spoilers sideways off of the radiator bracket and take off the fuel tank toward the top.

## 12.32 Installing the fuel tank



### Danger

**Fire hazard** Fuel is highly flammable.

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



### Warning

**Danger of poisoning** Fuel is poisonous and a health hazard.

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

### Preparatory work

- Remove the seat. (☞ p. 51)
- Remove the fuel tank. ☞ (☞ p. 55)
- Check throttle cable routing. (☞ p. 61)

### Main work

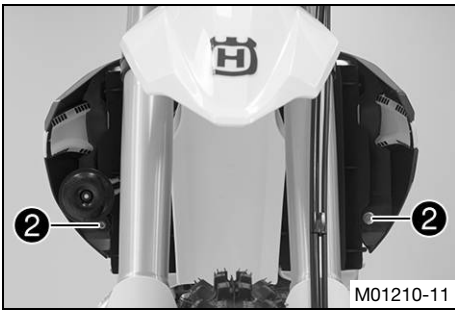
- Position the fuel tank and fit the two spoilers to the sides of the radiator bracket.
- Make sure that no cables are trapped or damaged.



- Mount the fuel tank breather.
- Mount and tighten screw ① with the rubber bushing.

### Guideline

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



**(TE EU/AU)**

- Mount and tighten screws ② with the horn and collar bushings.

Guideline

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

**(TE US)**

- Mount and tighten screws ② with the collar bushings.

Guideline

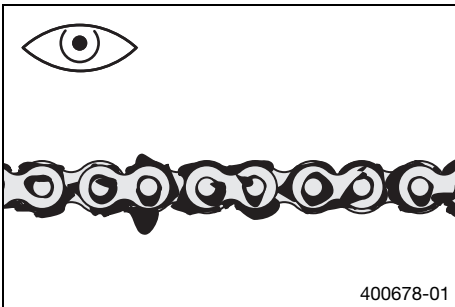
Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
---------------------------	----	--------------------

- Connect the fuel hose.

**Finishing work**

- Mount the seat. (☛ p. 51)

## 12.33 Checking the chain for dirt



- Check the chain for heavy soiling.
  - » If the chain is very dirty:
    - Clean the chain. (☛ p. 57)

## 12.34 Cleaning the chain



**Warning**

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

- Remove oil and grease with a suitable cleaning material.



**Warning**

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

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



**Warning**

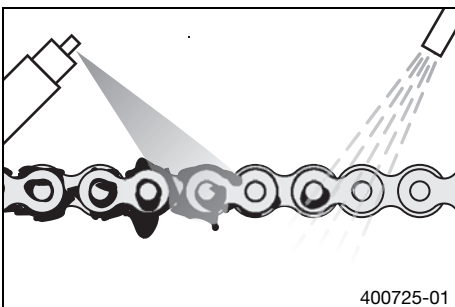
**Environmental hazard** Hazardous substances cause environmental damage.

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



**Info**

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



**Preparatory work**

- Raise the motorcycle with the lift stand. (☛ p. 43)

**Main work**

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

Offroad chain spray (☛ p. 123)
--------------------------------

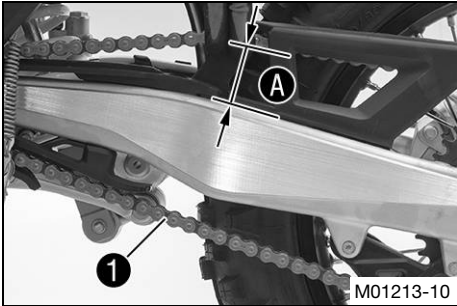
**Finishing work**

- Remove the motorcycle from the lift stand. (☛ p. 43)

## 12.35 Checking the chain tension

**Warning**  
**Danger of accidents** Danger caused by incorrect chain tension.

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



### Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 43)

### Main work

- Pull the chain at the end of the chain sliding component upwards to measure chain tension **A**.

### Info

The lower chain section **1** must be taut. Because chain wear is not always even, repeat this measurement at different chain positions.

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

- » If the chain tension does not meet specifications:
  - Adjust the chain tension. (☛ p. 58)

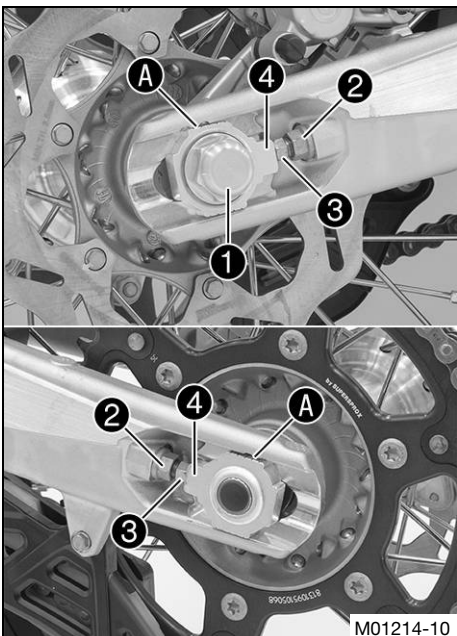
### Finishing work

- Remove the motorcycle from the lift stand. (☛ p. 43)

## 12.36 Adjusting the chain tension

**Warning**  
**Danger of accidents** Danger caused by incorrect chain tension.

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



### Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 43)
- Check the chain tension. (☛ p. 58)

### Main work

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

#### Guideline

Chain tension	55... 58 mm (2.17... 2.28 in)
Turn adjusting screws <b>3</b> on the left and right so that the markings on the left and right chain adjusters are in the same position relative to reference marks <b>A</b> . The rear wheel is then correctly aligned.	

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

#### Guideline

Nut, rear wheel spindle	M20x1.5	80 Nm (59 lbf ft)
-------------------------	---------	-------------------



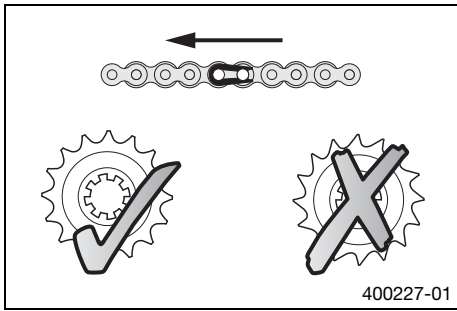
**Info**

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

**Finishing work**

- Remove the motorcycle from the lift stand. (☛ p. 43)

## 12.37 Checking the chain, rear sprocket, engine sprocket, and chain guide



**Preparatory work**

- Raise the motorcycle with the lift stand. (☛ p. 43)

**Main work**

- Shift gear to neutral.
- Check the rear sprocket and engine sprocket for wear.
  - » If the rear sprocket or engine sprocket is worn:
    - Change the drivetrain kit. ☛



**Info**

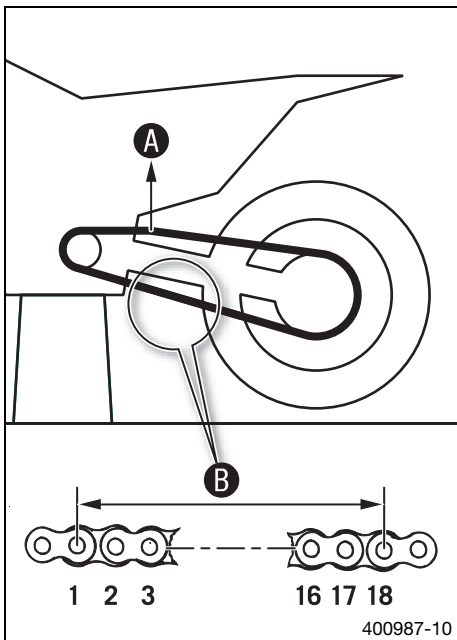
The engine sprocket, rear sprocket, and chain should always be changed together.

- Pull on the upper part of the chain with the specified weight ①.

**Guideline**

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

- Measure distance ② of 18 chain links in the lower chain section.



**Info**

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

Maximum distance ② at the longest chain section	272 mm (10.71 in)
---	-------------------

- » If distance ② is greater than the specified measurement:
  - Change the drivetrain kit. ☛



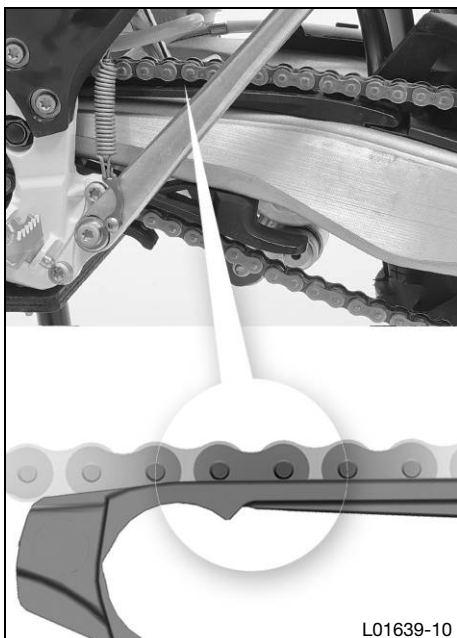
**Info**

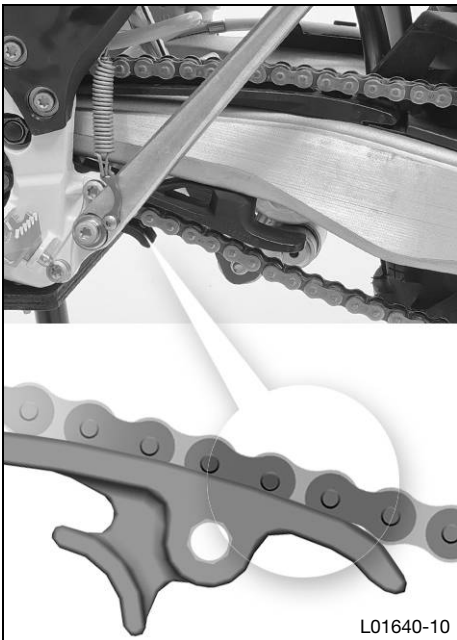
When you mount a new chain, you should also change the rear sprocket and engine sprocket. New chains wear out faster on old, worn sprockets.

- Check the chain sliding guard for wear.
  - » If the lower edge of the chain pins is in line with or below the chain sliding guard:
    - Change the chain sliding guard. ☛
- Check the chain sliding guard for tightness.
  - » If the chain sliding guard is loose:
    - Tighten the chain sliding guard.

**Guideline**

Screw, chain sliding guard	M6	6 Nm (4.4 lbf ft)	Loctite® 243™
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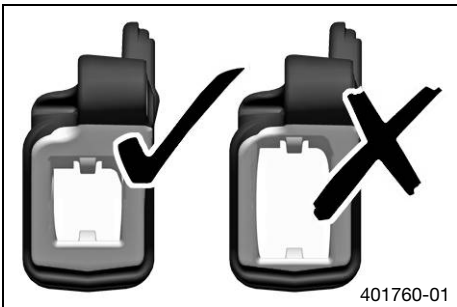


L01640-10

- 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 the chain sliding piece for tightness.
  - » If the chain sliding piece is loose:
    - Tighten the chain sliding piece.

Guideline

Screw, chain sliding piece	M8	15 Nm (11.1 lbf ft)
----------------------------	----	------------------------



401760-01

- Check the chain guide for wear.

**i 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. 🛠️



M01215-01

- Check the chain guide for tightness.
  - » If the chain guide is loose:
    - Tighten the chain guide.

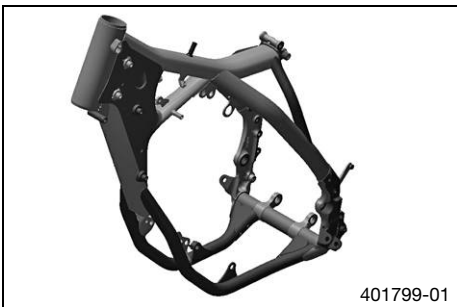
Guideline

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

**Finishing work**

- Remove the motorcycle from the lift stand. (🔧 p. 43)

**12.38 Checking the frame 🛠️**



401799-01

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

**i Info**

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

## 12.39 Checking the swingarm ↘



- Check the swingarm for damage, cracking, and deformation.
- » If the swingarm shows signs of damage, cracking, or deformation:
  - Change the swingarm. ↘



### Info

Always change a damaged swingarm. Repair of the swingarm is not authorized by Husqvarna Motorcycles.

## 12.40 Checking throttle cable routing

### Preparatory work

- Remove the seat. (☞ p. 51)
- Remove the fuel tank. ↘ (☞ p. 55)

### Main work (All TE 125)

- Check throttle cable routing.

The throttle cable must be routed along the back of the handlebar, to the right of the frame, to the left of the engine brace, and to the carburetor. The throttle cable must be fixed on the fuel tank bracket with a rubber band.

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



### (All TE 250/300)

- Check throttle cable routing.

The throttle cable must be routed along the back of the handlebar, to the right of the frame, to the left of the engine brace, and to the carburetor. The throttle cable must be fixed on the fuel tank bracket with a rubber band.

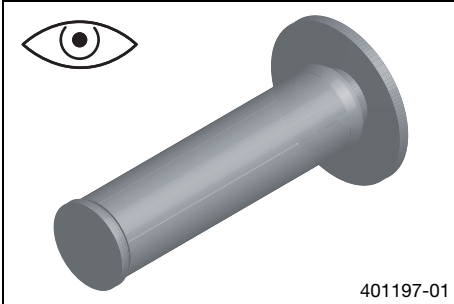
- » If the throttle cable routing is not as specified:
  - Correct throttle cable routing.



### Finishing work

- Install the fuel tank. ↘ (☞ p. 56)
- Mount the seat. (☞ p. 51)

## 12.41 Checking the rubber grip



- Check the rubber grips on the handlebar for damage, wear, and looseness.
  - » If a rubber grip is damaged, worn, or loose:
    - Change and secure the rubber grip.

Grip adhesive (00062030051) (☛ p. 123)

## 12.42 Additionally securing the rubber grip



### Preparatory work

- Check the rubber grip. (☛ p. 62)

### Main work

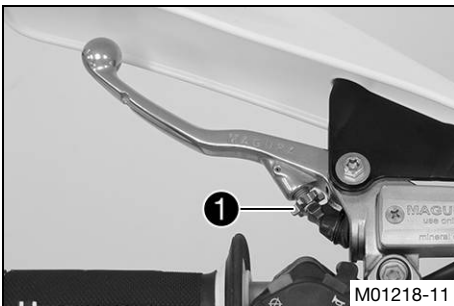
- Secure the rubber grip at two points using the securing wire.

Securing wire (54812016000)

Wire twister forceps (U6907854)

- ✓ The twisted wire ends face away from the hands and are bent toward the rubber grip.

## 12.43 Adjusting the basic position of the clutch lever



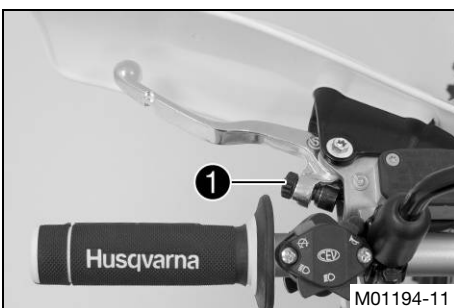
### (All TE 125)

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



### Info

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



### (All TE 250/300)

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



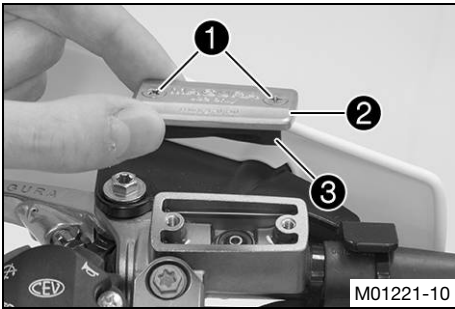
### Info

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



## 12.44 Checking/rectifying the fluid level of the hydraulic clutch

**i Info**  
The fluid level rises with increased wear of the clutch facing discs.



**(All TE 125)**

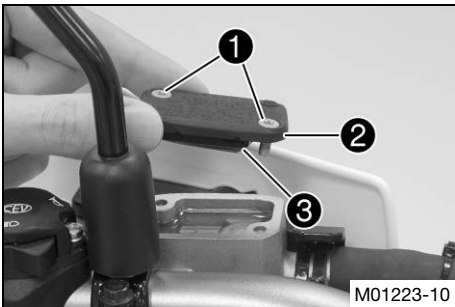
- Move the clutch fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws **1**.
- Remove cover **2** with membrane **3**.
- Check the fluid level.

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.

Hydraulic oil (15) (☛ p. 122)
-------------------------------

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



**(All TE 250/300)**

- Move the clutch fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws **1**.
- Remove cover **2** with membrane **3**.
- 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.

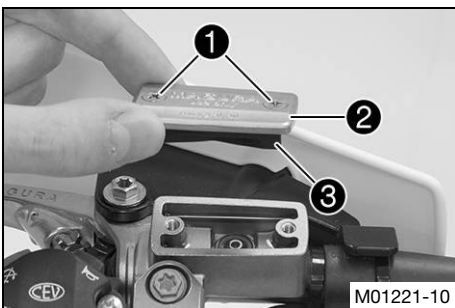
Brake fluid DOT 4 (☛ p. 121)
------------------------------

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

## 12.45 Changing the hydraulic clutch fluid

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

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



**(All TE 125)**

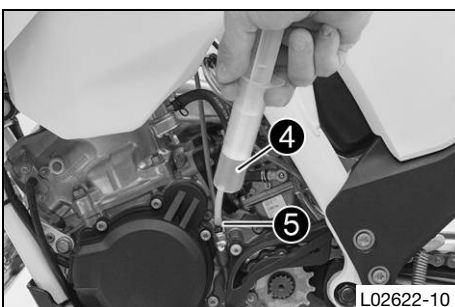
- Move the clutch fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws **1**.
- Remove cover **2** with membrane **3**.

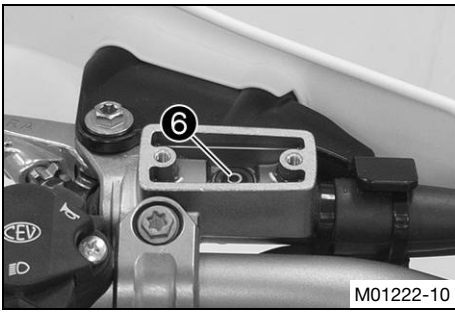
- Fill bleeding syringe **4** with the appropriate hydraulic fluid.

Bleed syringe (50329050000)
-----------------------------

Hydraulic oil (15) (☛ p. 122)
-------------------------------

- On the slave cylinder, remove bleeder screw **5** and mount bleeding syringe **4**.





- Inject the liquid into the system until it escapes from hole **6** of the master cylinder without bubbles.
- To prevent overflow, drain fluid occasionally from the master cylinder reservoir.
- Remove the bleeding syringe. Mount and tighten the bleeder screw.
- Correct the fluid level of the hydraulic clutch.

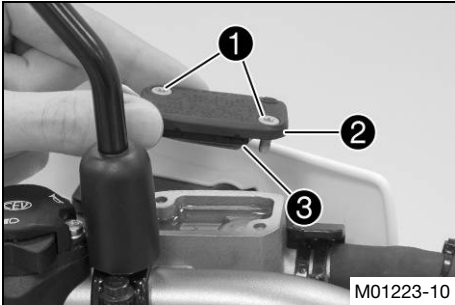
Guideline

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

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

(All TE 250/300)

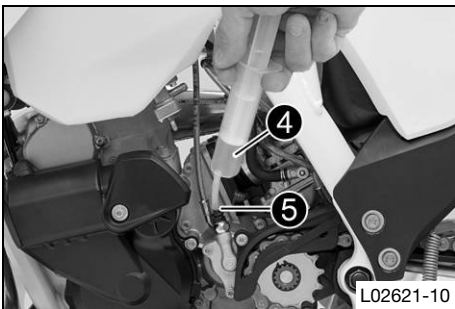
- Move the clutch fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws **1**.
- Remove cover **2** with membrane **3**.



- Fill bleeding syringe **4** with the appropriate hydraulic fluid.

Bleed syringe (50329050000)
Brake fluid DOT 4 (☛ p. 121)

- On the slave cylinder, remove bleeder screw **5** and mount bleeding syringe **4**.

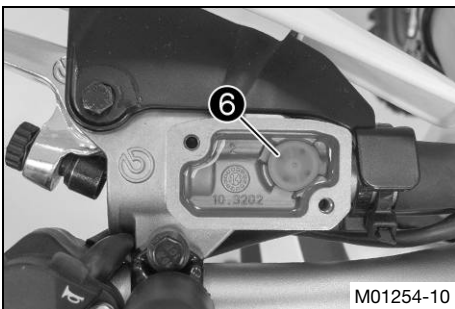


- Inject the liquid into the system until it escapes from hole **6** of the master cylinder without bubbles.
- To prevent overflow, drain fluid occasionally from the master cylinder reservoir.
- Remove the bleeding syringe. Mount and tighten the bleeder screw.
- Correct the fluid level of the hydraulic clutch.

Guideline

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

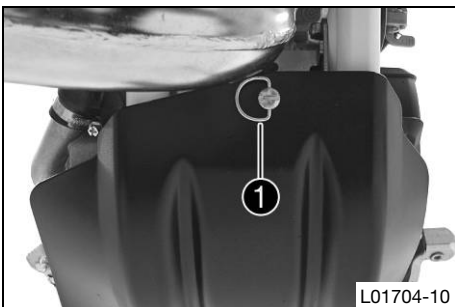
- Position the cover with the membrane. Mount and tighten the screws.



## 12.46 Removing the engine guard

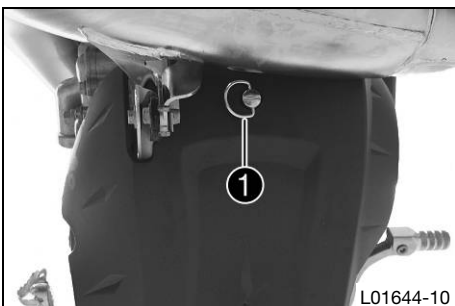
(All TE 125)

- Turn quick release **1** counterclockwise until it disengages.
- Remove the engine guard.

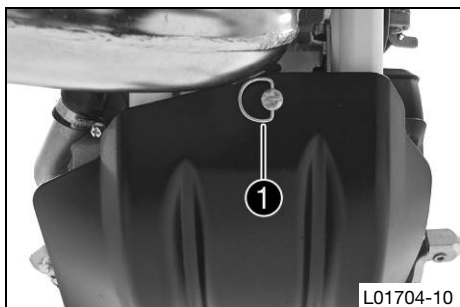


(All TE 250/300)

- Turn quick release **1** counterclockwise until it disengages.
- Remove the engine guard.

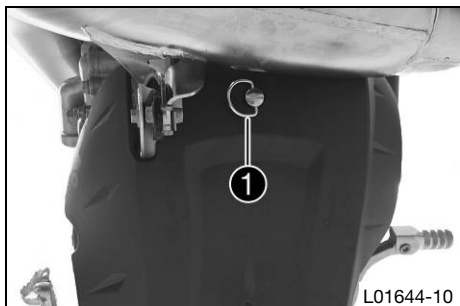


## 12.47 Installing the engine guard



### (All TE 125)

- Attach the engine guard on the frame at the rear and swing up at the front.
- Turn quick release **1** clockwise all the way.



### (All TE 250/300)

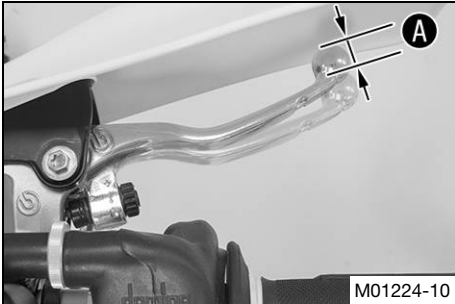
- Attach the engine guard on the frame at the rear and swing up at the front.
- Turn quick release **1** clockwise all the way.

## 13.1 Checking the free travel of the hand brake lever

### Warning

**Danger of accidents** Brake system failure.

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

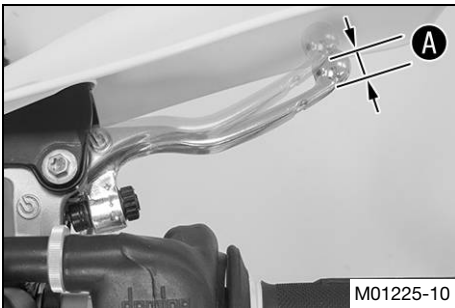


### (TE EU/AU)

- Push the hand brake to the handlebar and check free travel **A**.

Free travel of hand brake lever	≥ 3 mm (≥ 0.12 in)
---------------------------------	--------------------

- » If the free travel does not meet specifications:
  - Adjust the free travel of the hand brake lever. (☞ p. 66)



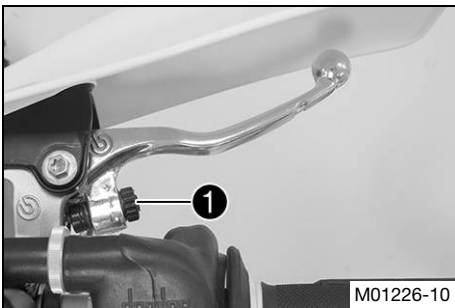
### (TE US)

- Push the hand brake lever forward and check free travel **A**.

Free travel of hand brake lever	≥ 3 mm (≥ 0.12 in)
---------------------------------	--------------------

- » If the free travel does not meet specifications:
  - Adjust the basic position of the hand brake lever. (☞ p. 66)

## 13.2 Adjusting free travel of hand brake lever (TE EU/AU)

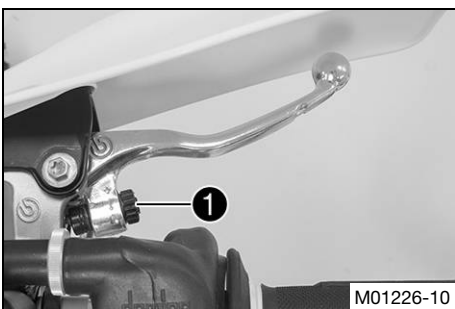


- Check the free travel of the hand brake lever. (☞ p. 66)
- Adjust the free travel of the hand brake lever with adjusting screw **1**.

### i Info

Turn the adjusting screw clockwise to reduce free travel. The pressure point moves away from the handlebar.  
 Turn the adjusting screw counterclockwise to increase free travel. The pressure point moves towards 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!

## 13.3 Adjusting the basic position of the hand brake lever (TE US)



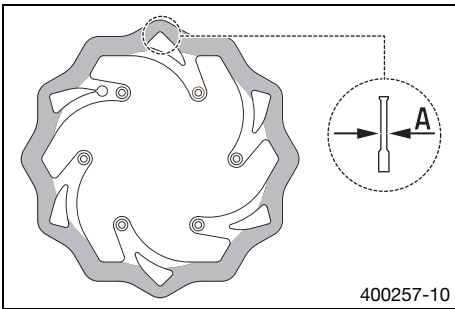
- Check the free travel of the hand brake lever. (☞ p. 66)
- Adjust the basic setting of the hand brake lever to your hand size by turning adjusting screw **1**.

### i Info

Turn the adjusting screw clockwise to increase the distance between the hand brake lever and the handlebar.  
 Turn the adjusting screw counterclockwise to decrease the distance between the hand brake 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!

## 13.4 Checking the brake discs

- Warning**  
**Danger of accidents** Reduced braking efficiency due to worn brake disc(s).
- Change the worn brake disc(s) without delay. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)



- Check the thickness of the front and rear brake discs at several places on the disc to see if it conforms to measurement **A**.

**Info**  
 Wear reduces the thickness of the brake disc around the area used by the brake linings.

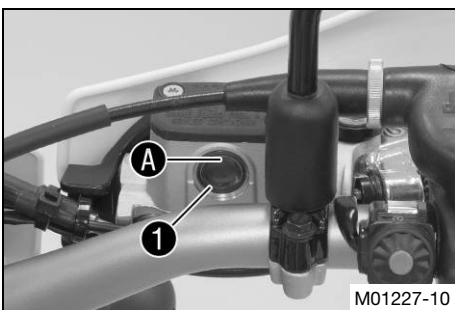
Brake discs - wear limit	
Front	2.5 mm (0.098 in)
Rear	3.5 mm (0.138 in)

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

## 13.5 Checking the front brake fluid level

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

- Warning**  
**Danger of accidents** Reduced braking efficiency due to old brake fluid.
- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)



- Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
- Check the brake fluid level in the viewer **1**.
  - » If the brake fluid level has dropped below marking **A**:
    - Add front brake fluid. (p. 67)

## 13.6 Adding front brake fluid

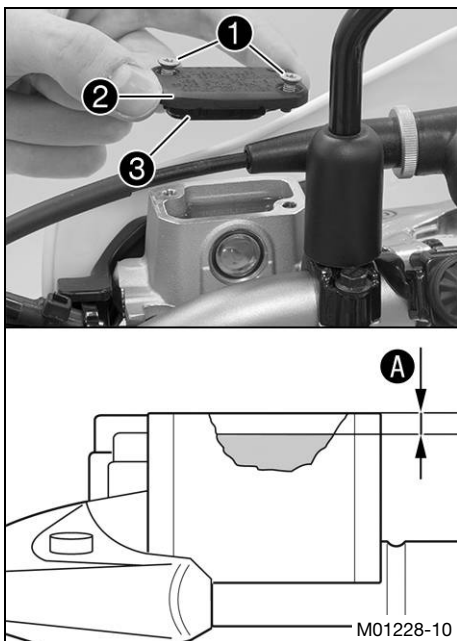
- Warning**  
**Danger of accidents** Brake system failure.
- If the brake fluid level drops below the specified marking or the specified value, this is an indication that the brake system is leaking or that the brake linings are completely worn down. Check the brake system and do not continue riding.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

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

- Warning**  
**Danger of accidents** Reduced braking efficiency due to old brake fluid.
- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

- Warning**  
**Environmental hazard** Hazardous substances cause environmental damage.
- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

**i 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!  
 Use only clean brake fluid from a sealed container.



- Preparatory work**
- Check the front brake linings. (☞ p. 68)
- Main work**
- Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
  - Remove screws ①.
  - Remove cover ② with membrane ③.
  - Add brake fluid to level A.

**Guideline**

Dimension A (brake fluid level below top edge of container)	5 mm (0.2 in)
---	---------------

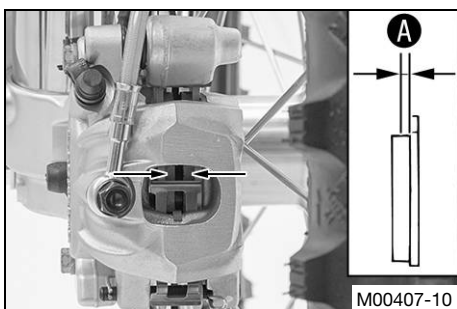
Brake fluid DOT 4 (☞ p. 121)

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

**i Info**  
 Clean up overflowed or spilt brake fluid immediately with water.

## 13.7 Checking the front brake linings

- Warning**  
**Danger of accidents** Reduced braking efficiency caused by worn brake linings.
- Change worn brake linings immediately. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

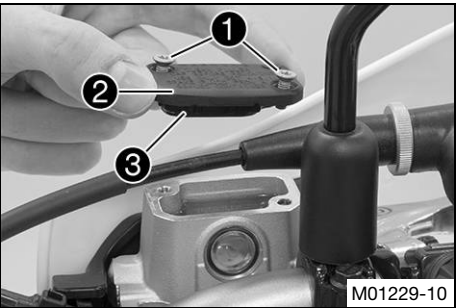


- Check the brake linings for minimum thickness A.
- |                     |                    |
|---------------------|--------------------|
| Minimum thickness A | ≥ 1 mm (≥ 0.04 in) |
|---------------------|--------------------|
- » If the minimum thickness is less than specified:
    - Change the front brake linings. ☞ (☞ p. 69)
  - Check the brake linings for damage and cracking.
    - » If damage or cracking is visible:
      - Change the front brake linings. ☞ (☞ p. 69)

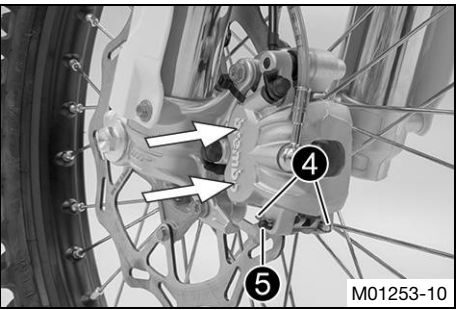
## 13.8 Changing the front brake linings ↩

- Warning**  
**Danger of accident** Brake system failure.
  - Maintenance work and repairs must be carried out professionally. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)
- Warning**  
**Skin irritation** Brake fluid can cause skin irritation on contact.
  - Avoid contact with skin and eyes, and keep out of the reach of children.
  - Wear suitable protective clothing and goggles.
  - If brake fluid comes into contact with the eyes, flush the eyes thoroughly with water and consult a physician immediately.
- Warning**  
**Danger of accidents** Reduced braking efficiency due to old brake fluid.
  - Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)
- Warning**  
**Danger of accidents** Reduced braking efficiency due to oil or grease on the brake discs.
  - Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.
- Warning**  
**Danger of accident** Reduced braking efficiency due to the use of non-approved brake linings.
  - Brake linings available in accessories stores often have not been tested and approved for use in Husqvarna motorcycles. The structure and friction coefficient of the brake linings and thus their brake power may vary greatly from that of original Husqvarna Motorcycles brake linings. If brake linings that differ from the original equipment are used, it cannot be guaranteed that these are in keeping with the original homologation. In this case, the vehicle will not correspond to its condition at delivery and the warranty shall be void.
- Warning**  
**Environmental hazard** Hazardous substances cause environmental damage.
  - Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

**i 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!  
Use only clean brake fluid from a sealed container.



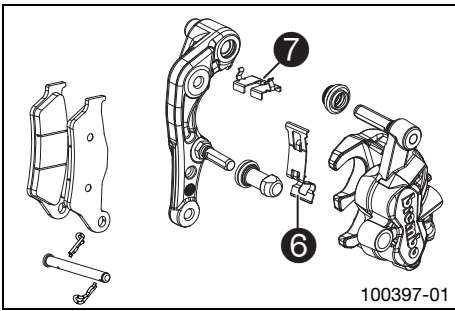
- Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws ①.
- Remove cover ② with membrane ③.



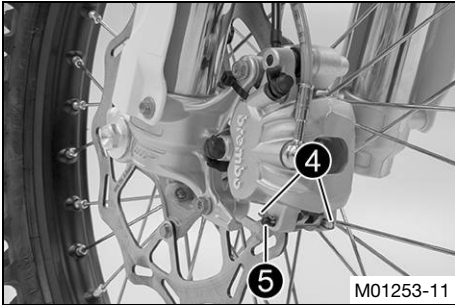
- To push back the brake piston, push the brake caliper with your hand towards the brake disc.

**i Info**  
Do not push the brake caliper against the spokes.  
Ensure that brake fluid does not escape from the brake fluid reservoir.  
Extract the brake fluid by suction if needed.

- Remove cotter pins ④, pull out pin ⑤, and remove the brake linings.
- Clean the brake caliper and brake caliper support.



- Check that leaf spring **6** in the brake caliper and sliding plate **7** in the brake caliper support are seated correctly.

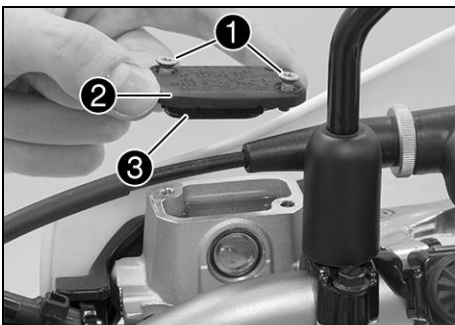


- Insert the new brake linings, insert pin **5**, and mount cotter pins **4**.

**i Info**

Always change the brake linings in pairs.

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



- Add brake fluid to level **A**.

Guideline

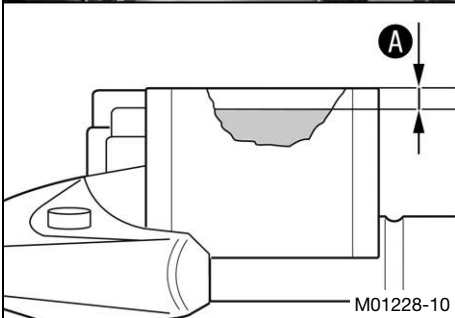
Level <b>A</b> (brake fluid level below reservoir rim)	5 mm (0.2 in)
--	---------------

Brake fluid DOT 4 (☞ p. 121)

- Position cover **2** with membrane **3**.
- Mount and tighten screws **1**.

**i Info**

Clean up overflowed or spilled brake fluid immediately with water.



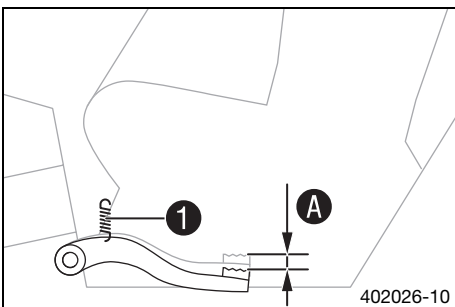
## 13.9 Checking the free travel of the foot brake lever



### Warning

**Danger of accidents** Brake system failure.

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



- Disconnect spring **1**.
- Move the foot brake lever backwards and forwards between the end stop and the foot brake cylinder piston bracket and check free travel **A**.

Guideline

Free travel of foot brake lever	3... 5 mm (0.12... 0.2 in)
---------------------------------	----------------------------

- » If the free travel does not meet specifications:
  - Adjust the basic position of the foot brake lever. ☞ (☞ p. 71)

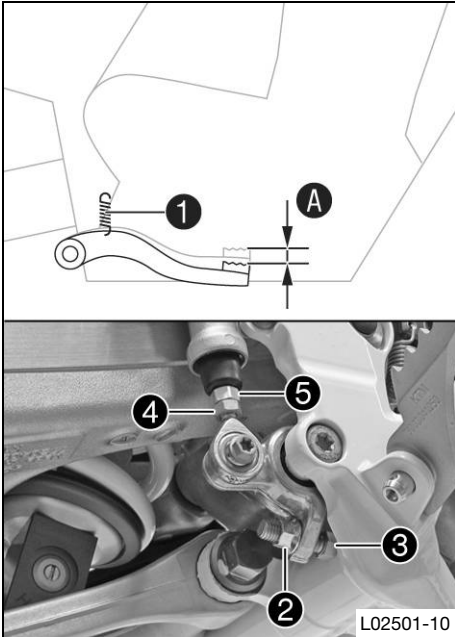
- Reconnect spring **1**.



## 13.10 Adjusting the basic position of the foot brake lever ↘

**Warning**  
**Danger of accidents** Brake system failure.

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



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

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

- Turn push rod ⑤ accordingly until you have free travel ①. If necessary, adjust the basic position of the foot brake lever.

Guideline

Free travel of foot brake lever	3... 5 mm (0.12... 0.2 in)
---------------------------------	----------------------------

- Hold screw ③ and tighten nut ②.

Guideline

Nut, foot brake lever stop	M8	20 Nm (14.8 lbf ft)
----------------------------	----	---------------------

- Hold push rod ⑤ and tighten nut ④.

Guideline

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

- Reconnect spring ①.

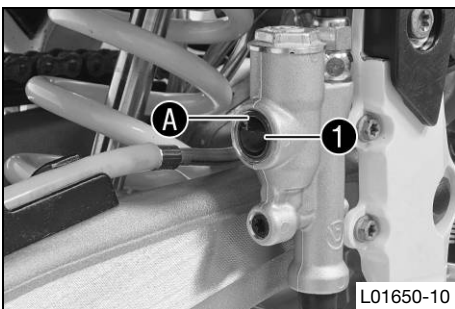
## 13.11 Checking the rear brake fluid level

**Warning**  
**Danger of accidents** Brake system failure.

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

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

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



- Stand the vehicle upright.
- Check the brake fluid level in viewer ①.
  - » If the brake fluid level has dropped below marking ①:
    - Add rear brake fluid. ↘ (p. 72)

## 13.12 Adding rear brake fluid ↩

**Warning**  
**Danger of accidents** Brake system failure.

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

**Warning**  
**Skin irritation** Brake fluid can cause skin irritation on contact.

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

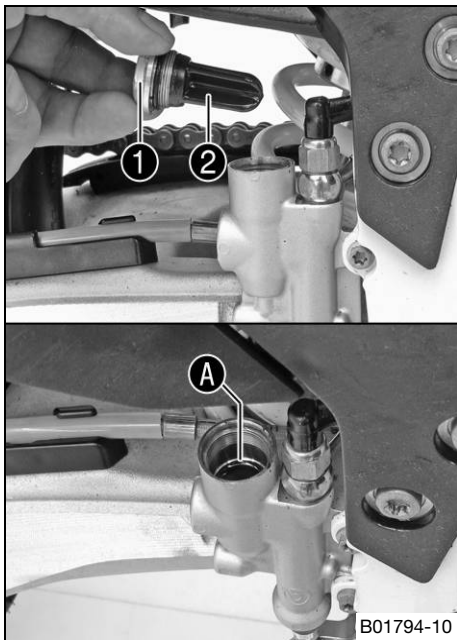
**Warning**  
**Danger of accidents** Reduced braking efficiency due to old brake fluid.

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

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

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

**i 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!  
 Use only clean brake fluid from a sealed container.



### Preparatory work

- Check the rear brake linings. (↩ p. 73)

### Main work

- Stand the vehicle upright.
- Remove screw cap 1 with membrane 2 and the O-ring.
- Add brake fluid to level A.

Brake fluid DOT 4 (↩ p. 121)

- Mount the screw cap with the membrane and the O-ring.

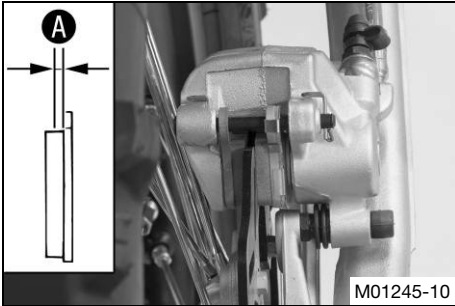
**i Info**  
 Clean up overflowed or spilt brake fluid immediately with water.

## 13.13 Checking the rear brake linings

**Warning**

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

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



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

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

- » If the minimum thickness is less than specified:
  - Change the rear brake linings. ↘ (p. 73)
- Check the brake linings for damage and cracking.
  - » If damage or cracking is visible:
    - Change the rear brake linings. ↘ (p. 73)

## 13.14 Changing the rear brake linings ↘

**Warning**

**Danger of accident** Brake system failure.

- Maintenance work and repairs must be carried out professionally. (Your authorized Husqvarna Motorcycles workshop will be glad to help.)

**Warning**

**Skin irritation** Brake fluid can cause skin irritation on contact.

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

**Warning**

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

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

**Warning**

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

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

**Warning**

**Danger of accident** Reduced braking efficiency due to the use of non-approved brake linings.

- Brake linings available in accessories stores often have not been tested and approved for use in Husqvarna motorcycles. The structure and friction coefficient of the brake linings and thus their brake power may vary greatly from that of original Husqvarna Motorcycles brake linings. If brake linings that differ from the original equipment are used, it cannot be guaranteed that these are in keeping with the original homologation. In this case, the vehicle will not correspond to its condition at delivery and the warranty shall be void.

**Warning**

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

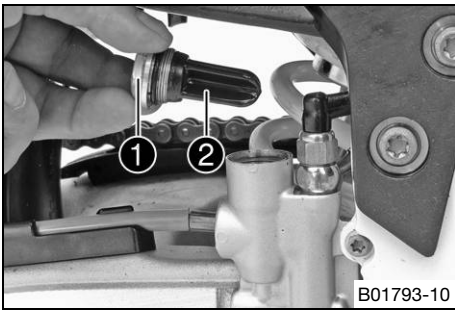
- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

**i 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.

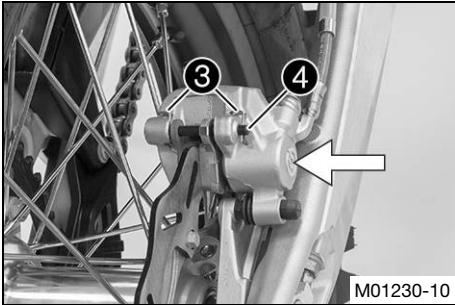
Avoid contact between brake fluid and painted parts. Brake fluid attacks paint!

Use only clean brake fluid from a sealed container.



B01793-10

- Stand the vehicle upright.
- Remove screw cap ① with membrane ② and the O-ring.



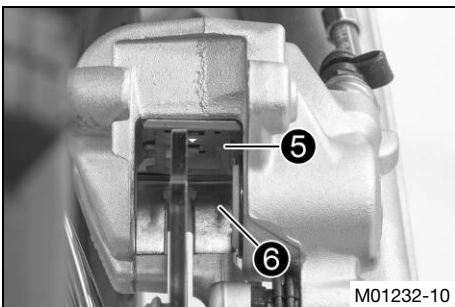
M01230-10

- To push back the brake piston, push the brake caliper with your hand towards the brake disc.



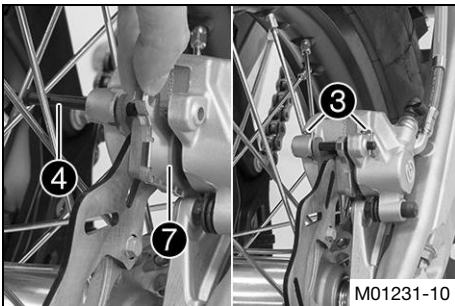
**Info**

Do not push the brake caliper against the spokes.  
Ensure that brake fluid does not escape from the brake fluid reservoir.  
Extract the brake fluid by suction if needed.



M01232-10

- Remove cotter pins ③, pull out pin ④, and remove the brake linings.
- Clean the brake caliper and brake caliper support.
- Check that leaf spring ⑤ in the brake caliper and sliding plate ⑥ in the brake caliper support are seated correctly.
- ✓ The arrow on the leaf spring points in the rotation direction of the brake disc.



M01231-10

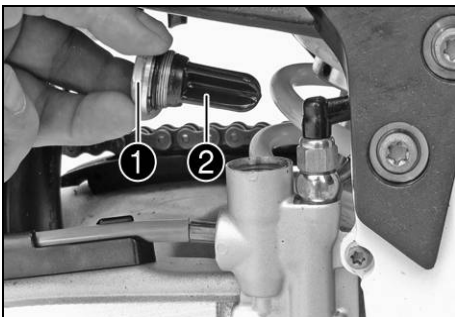
- Insert the new brake linings, insert pin ④, and mount cotter pins ③.



**Info**

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

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



- Add brake fluid to level A.

Brake fluid DOT 4 (☞ p. 121)

- Mount screw cap ① with membrane ② and O-ring.



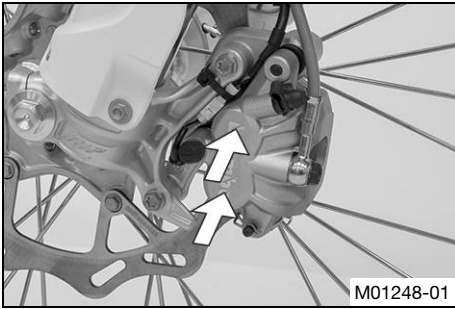
**Info**

Clean up overflowed or spilled brake fluid immediately with water.



B01794-10

## 14.1 Removing the front wheel



M01248-01

### Preparatory work

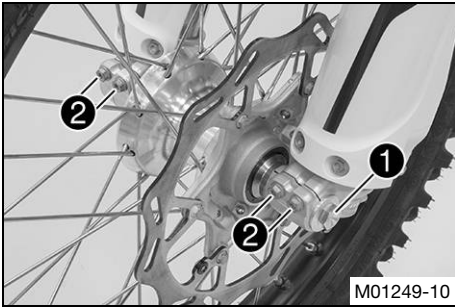
- Raise the motorcycle with the lift stand. (☛ p. 43)

### Main work

- Press the brake caliper onto the brake disc by hand in order to push back the brake pistons.

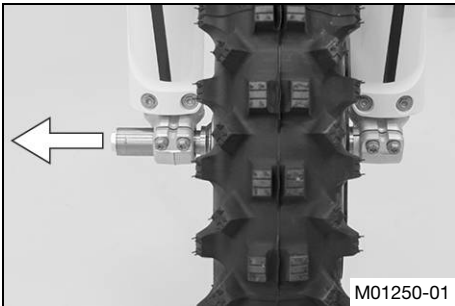
### **i** Info

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



M01249-10

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

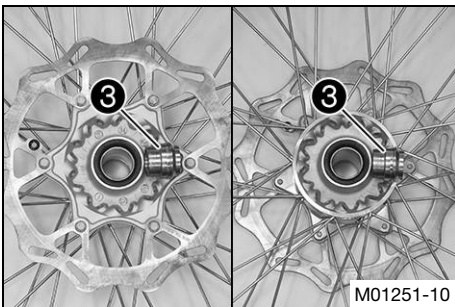


M01250-01

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

### **i** Info

Do not pull the hand brake lever when the front wheel is removed. Always lay the wheel down in such a way that the brake disc is not damaged.



M01251-10

- Remove spacers ③.

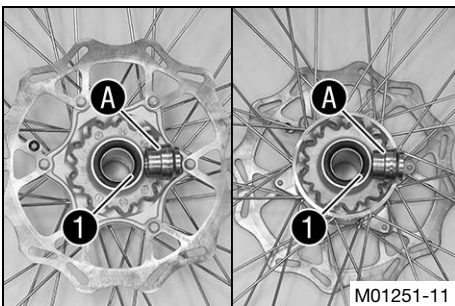
## 14.2 Installing the front wheel



### Warning

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

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

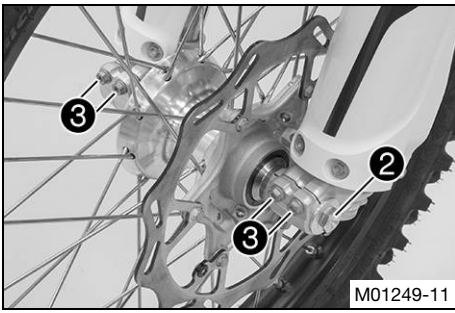


M01251-11

- 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 bearing surface A of the spacers.

Long-life grease (☛ p. 123)

- Insert the spacers.



- Lift the front wheel into the fork, position it, and insert the wheel spindle.
  - ✓ The brake linings are positioned.
- Mount and tighten screw ②.

Guideline

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

- Operate the hand brake lever several times until the brake linings are lying correctly against on the brake disc.
- Remove the motorcycle from the lift stand. (☛ p. 43)
- Pull the front brake and compress the fork forcefully a few times.
  - ✓ The fork legs straighten.
- Tighten screws ③.

Guideline

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

## 14.3 Removing the rear wheel ↘

### Preparatory work

- Raise the motorcycle with the lift stand. (☛ p. 43)

### Main work

- To push back the brake piston, push the brake caliper with your hand towards the brake disc.

Guideline

Do not push the brake caliper against the spokes.
---

**i Info**  
Ensure that brake fluid does not escape from the brake fluid reservoir. Extract the brake fluid by suction if needed.

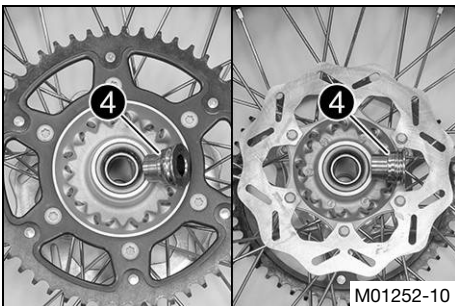
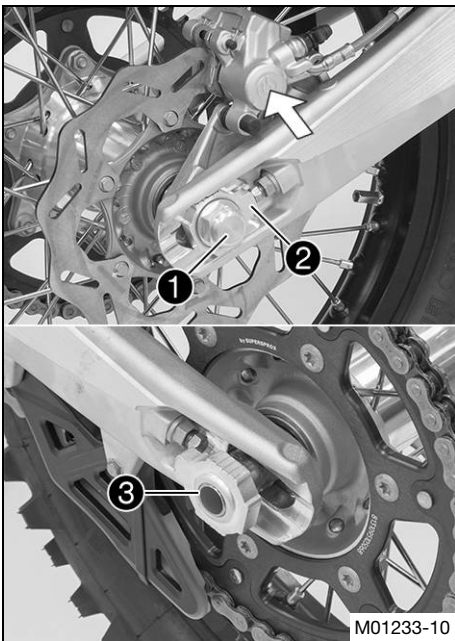
- Remove nut ①.
- Remove chain adjuster ②. Withdraw wheel spindle ③ only enough to allow the rear wheel to be pushed forward.
- Push the rear wheel forward as far as possible. Remove the chain from the rear sprocket.

**i Info**  
Cover the components to protect them against damage.

- Holding the rear wheel, withdraw the wheel spindle. Take the rear wheel out of the swingarm.

**i Info**  
Do not operate the foot brake lever when the rear wheel is removed. Always lay the wheel down in such a way that the brake disc is not damaged.

- Remove spacers ④.



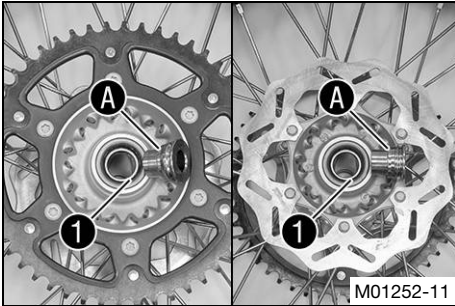
## 14.4 Installing the rear wheel



### Warning

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

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

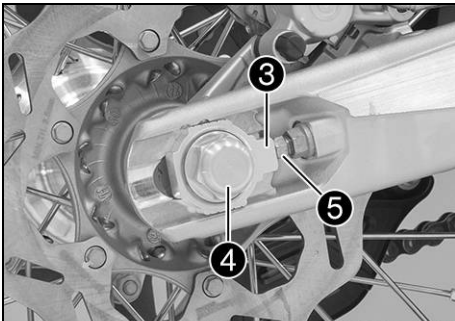
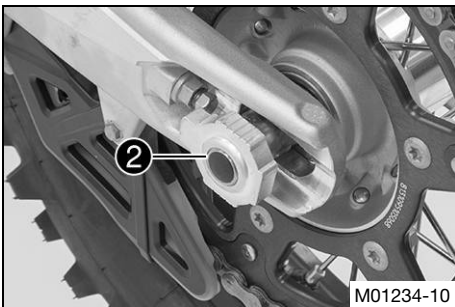


### Main work

- Check the wheel bearing for damage and wear.
  - » If the wheel bearing is damaged or worn:
    - Change the rear wheel bearing.
- Clean and grease shaft seal rings (1) and bearing surface (A) of the spacers.

Long-life grease (☛ p. 123)

- Insert the spacers.
- Lift the rear wheel into the swingarm, position it, and insert wheel spindle (2).
- Mount the chain.
  - ✓ The brake linings are correctly positioned.



- Position chain adjuster (3). Mount nut (4), but do not tighten it yet.
- Make sure that chain adjusters (3) are fitted correctly on adjusting screws (5).
- Check the chain tension. (☛ p. 58)
- Tighten nut (4).

### Guideline

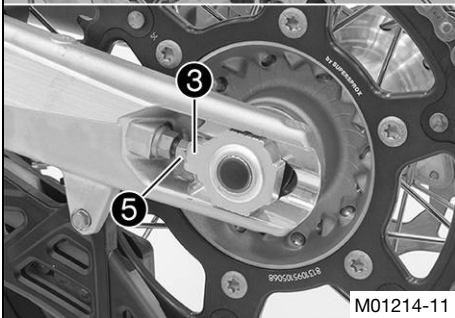
Nut, rear wheel spindle	M20x1.5	80 Nm (59 lbf ft)
-------------------------	---------	-------------------



### Info

The wide adjustment range of the chain adjusters (32 mm (1.26 in)) enables different secondary ratios with the same chain length. Chain adjusters (3) can be turned by 180°.

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



### Finishing work

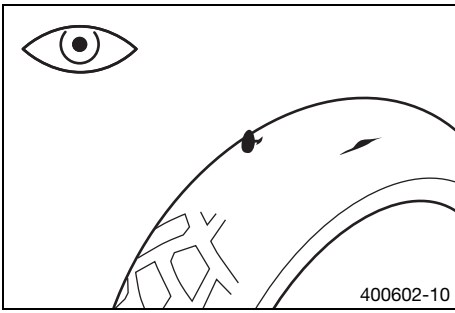
- Remove the motorcycle from the lift stand. (☛ p. 43)

## 14.5 Checking the tire condition



### Info

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



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

**i 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.

**i Info**

The tire date of manufacture is usually contained in the tire label; it 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.

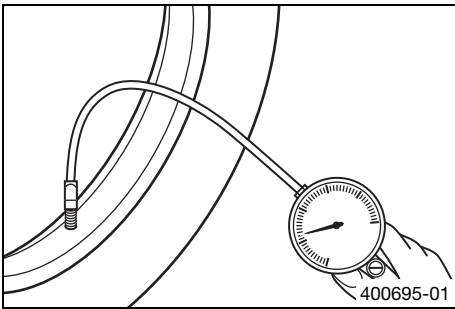
Husqvarna Motorcycles recommends that the tires be changed after 5 years at the latest, regardless of the actual state of wear.

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

## 14.6 Checking the tire air pressure

**i 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 dust cap.
- Check the tire air pressure when the tires are cold.

Tire air pressure, off-road	
Front	1.0 bar (15 psi)
Rear	1.0 bar (15 psi)

Tire air pressure, road (TE EU/AU)	
Front	1.5 bar (22 psi)
Rear	1.5 bar (22 psi)

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

## 14.7 Checking the spoke tension

**⚠ Warning**

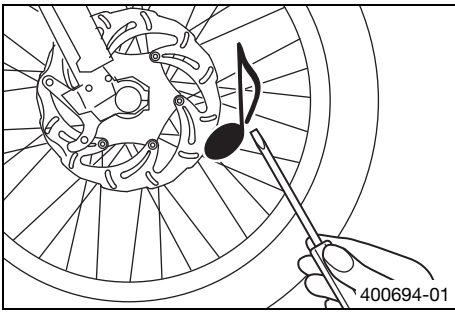
**Danger of accidents** Instable handling due to incorrect spoke tension.

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

**i Info**

A loose spoke causes wheel imbalance and rapidly leads to more loose spokes. If the spokes are too tight, they can break due to local overload. Check the spoke tension regularly, especially on a new motorcycle.





- Briefly strike each spoke with the tip of a screwdriver.



**Info**

The tone frequency depends on the length of the spoke and the 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 varies:
  - Correct the spoke tension. 🛠️

- Check the spoke torque.

**Guideline**

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

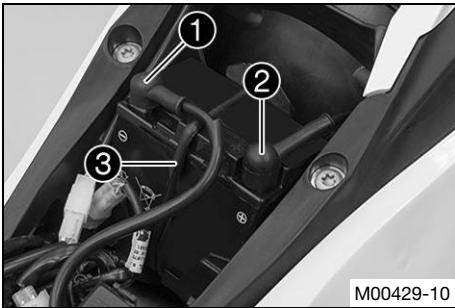
Torque wrench with various accessories in set (58429094000)

## 15.1 Removing the battery ↘ (All TE 250/300)

### 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.



M00429-10

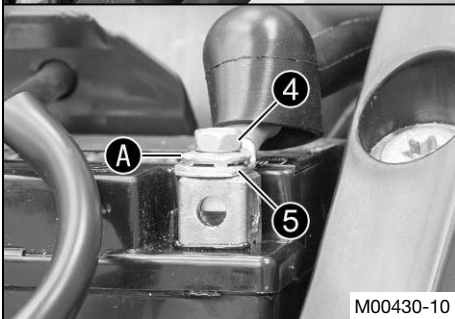
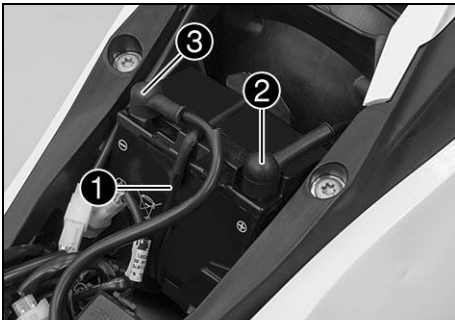
### Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the seat. (↘ p. 51)

### Main work

- Pull back the negative terminal cover ① and disconnect the negative cable from the battery.
- Pull back the positive terminal cover ② and disconnect the positive cable from the battery.
- Detach rubber band ③ at the bottom.
- Lift the battery up and out.

## 15.2 Installing the battery ↘ (All TE 250/300)



M00430-10

### Main work

- Insert the battery with the terminals facing forward into the battery compartment.
- |                               |
|-------------------------------|
| Battery (YTX5L-BS) (↘ p. 117) |
|-------------------------------|
- Attach rubber band ①.

### Info

Contact disk A must be mounted between screw ④ and cable lug ⑤ with the claws facing down.

- Position the positive cable and mount and tighten the screw.

### Guideline

Screw, battery terminal	M5	2.5 Nm (1.84 lbf ft)
-------------------------	----	-------------------------

- Slide positive terminal cover ② over the positive terminal.
- Position the negative cable and mount and tighten the screw.

### Guideline

Screw, battery terminal	M5	2.5 Nm (1.84 lbf ft)
-------------------------	----	-------------------------

- Slide negative terminal cover ③ over the negative terminal.

### Finishing work

- Mount the seat. (↘ p. 51)

## 15.3 Recharging the battery ↘ (All TE 250/300)



### Warning

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

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



### Warning

**Environmental hazard** Batteries contain environmentally-hazardous materials.

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



### Warning

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

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



### Info

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

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

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

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

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

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

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

### Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the seat. (☛ p. 51)
- Disconnect the negative cable of the battery to avoid damage to the onboard electronics.

### 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 ①.

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

- Switch off the battery charger after charging.

### 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
--	----------

- Connect the negative cable with the battery.

### Finishing work

- Mount the seat. (☛ p. 51)

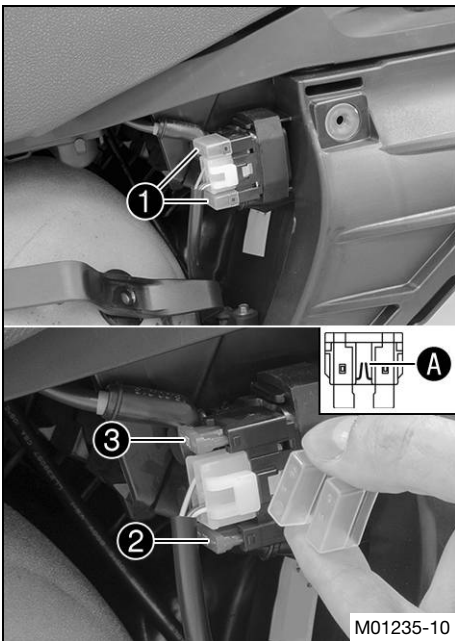
## 15.4 Changing the main fuse (All TE 250/300)

### Warning

- Fire hazard** The electrical system can be overloaded if the wrong fuses are used.
- Use only fuses with the prescribed amperage. Never bypass or repair fuses.

### Info

The main fuse protects all power consumers of the vehicle. It is located in the starter relay housing under the air filter box cover.



M01235-10

### Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the air filter box cover. (☛ p. 51)

### Main work

- Remove protection caps ①.
- Remove the faulty main fuse ②.

### Info

A defective fuse is indicated by a burned-out fuse wire **A**.  
A spare fuse ③ is located in the starter relay.

- Install a new main fuse.

Fuse (58011109110) (☛ p. 117)

- Check that the electrical equipment is functioning properly.

### Tip

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

- Mount the protection caps.
- Mount the starter relay onto the holder and lay the cable.

### Finishing work

- Install the air filter box cover. (☛ p. 52)

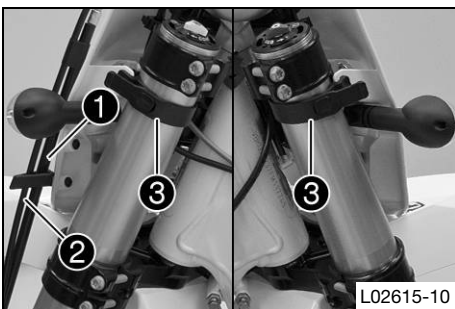
## 15.5 Removing the headlight mask with the headlight

### Preparatory work

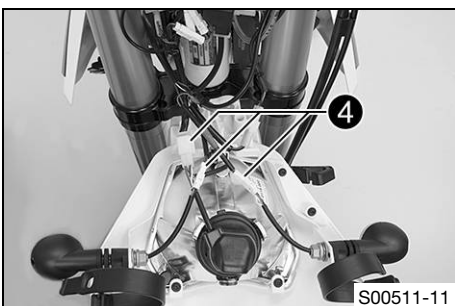
- Switch off all power consumers and switch off the engine.

### Main work (TE EU/AU)

- Detach brake line ① and wiring harness ②.
- Release rubber straps ③. Slide the headlight mask up and swing it forward.

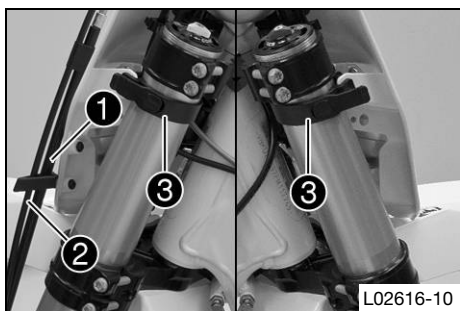


L02615-10



S00511-11

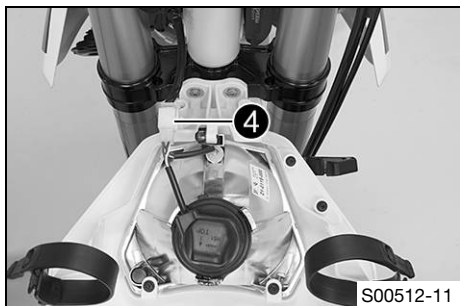
- Detach plug-in connectors ④ and take off the headlight mask with the headlight.



L02616-10

(TE US)

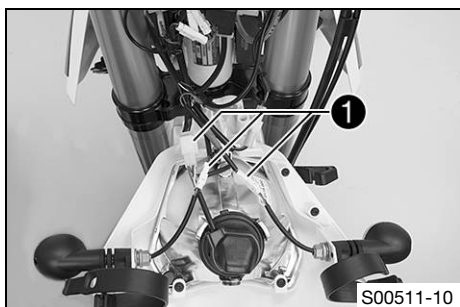
- Detach brake line ① and wiring harness ②.
- Release rubber straps ③. Slide the headlight mask up and swing it forward.



S00512-11

- Detach plug-in connector ④ and take off the headlight mask with the headlight.

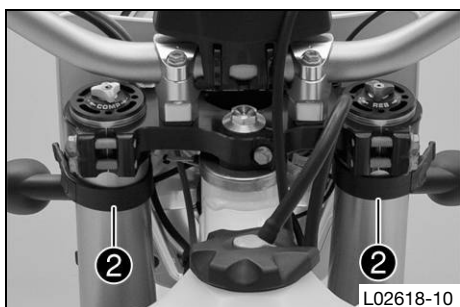
## 15.6 Installing the headlight mask with the headlight



S00511-10

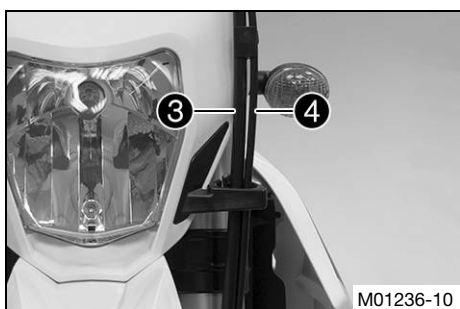
**Main work**  
(TE EU/AU)

- Connect plug-in connectors ①.



L02618-10

- Position the headlight mask and secure it with rubber bands ②.  
✓ The holding lugs engage.



M01236-10

- Position brake line ③ and wiring harness ④ in the brake line guide.



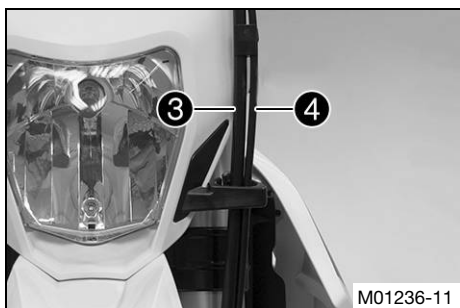
S00512-10

(TE US)

- Connect plug-in connector ①.



- Position the headlight mask and secure it with rubber bands ②.
- ✓ The holding lugs engage.



- Position brake line ③ and wiring harness ④ in the brake line guide.

### Finishing work

- Check the headlight setting. (☛ p. 85)

## 15.7 Changing the headlight bulb

### Note

**Damage to reflector** Reduced brightness.

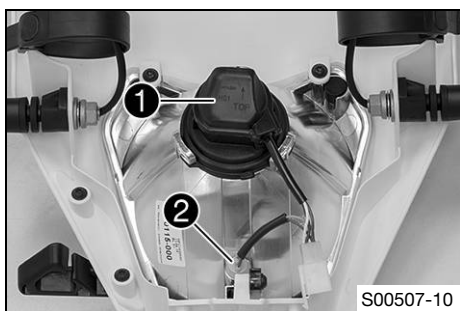
- Grease on the lamp will evaporate due to the heat and be deposited on the reflector. Clean the lamp and keep it free of grease before mounting.

### Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the headlight mask with the headlight. (☛ p. 82)

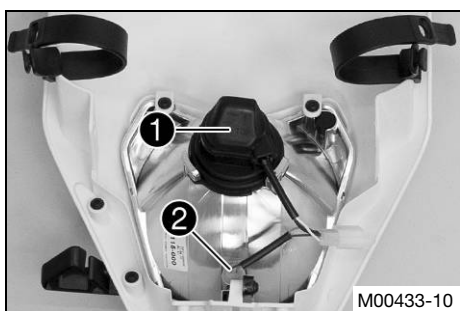
### Main work (TE EU/AU)

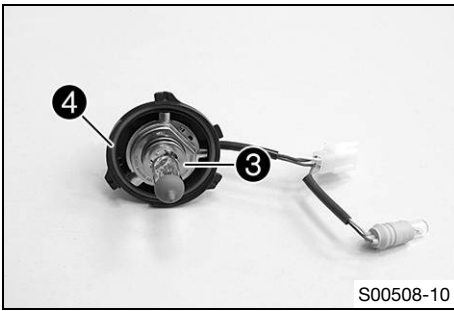
- Turn protection cap ① together with the underlying bulb socket counter-clockwise all the way and remove it.
- Pull bulb socket ② of the parking light out of the reflector.



### (TE US)

- Turn protection cap ① together with the underlying bulb socket counter-clockwise all the way and remove it.
- Pull bulb socket ② of the parking light out of the reflector.





- Pull out headlight bulb ③.
- Insert the new headlight bulb.
- Insert the protection cap with the bulb socket into the reflector and turn it clockwise all the way.
- ✓ O-ring ④ is correctly positioned.
- Insert the bulb socket of the parking light into the reflector.

### Finishing work

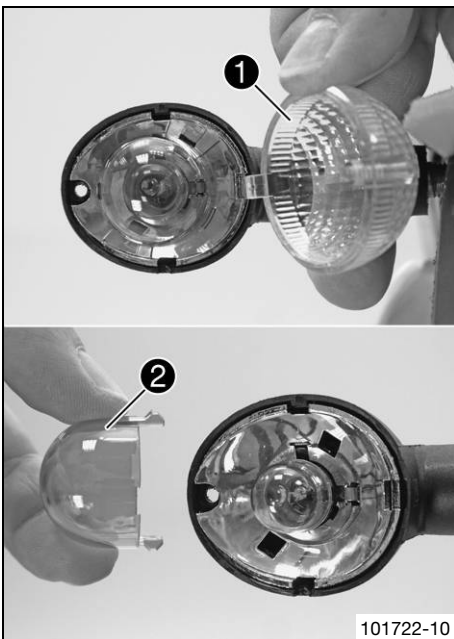
- Install the headlight mask with the headlight. (☞ p. 83)
- Check the headlight setting. (☞ p. 85)

## 15.8 Changing the turn signal bulb (TE EU/AU)

### 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.



### Main work

- Remove the screw on the rear of the turn signal housing.
- Carefully remove turn signal glass ①.
- Lightly squeeze orange cap ② in the area of the holding lugs and take it off.
- Press the turn signal bulb lightly into the socket, turn it counterclockwise by about 30°, and take it out of the socket.



### Info

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

- Press the new turn signal bulb carefully into the socket and turn it clockwise until it stops.

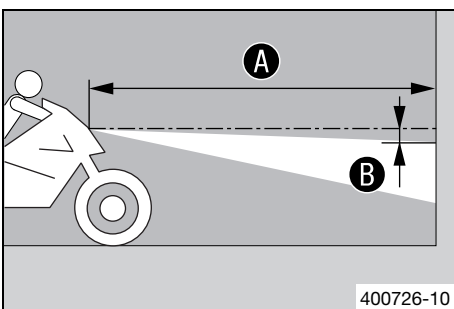
Turn signal (R10W/socket BA15s) (☞ p. 117)
--

- Mount the orange cap.
- Position the turn signal glass.
- Insert the screw and first turn counterclockwise until it engages in the thread with a small jerk. Tighten the screw lightly.

### Finishing work

- Check that the turn signal system is functioning properly.

## 15.9 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 a distance ② under the first mark.

Guideline

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

- Position the vehicle vertically a distance ① away from the wall.

Guideline

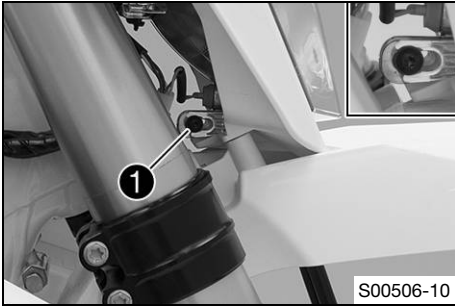
Distance ①	5 m (16 ft)
------------	-------------

- The rider now sits down on the motorcycle.
- Switch on the low beam.
- Check the headlight setting.

The boundary between light and dark must be exactly on the lower mark for a motorcycle with driver.
---

- » If the light-dark border does not meet specifications:
  - Adjust the headlight range. (☞ p. 86)

## 15.10 Adjusting the headlight range



S00506-10

### Preparatory work

- Check the headlight setting. (☞ p. 85)

### Main work

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

### Guideline

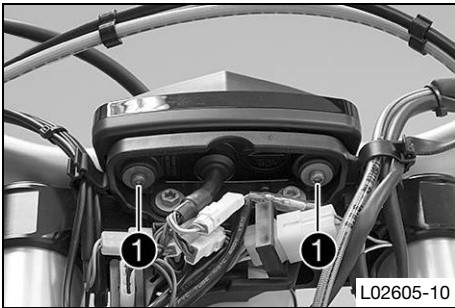
The boundary between light and dark must be exactly on the lower mark for a motorcycle with rider (instructions on how to apply the mark: Checking the headlight setting).

### **i** Info

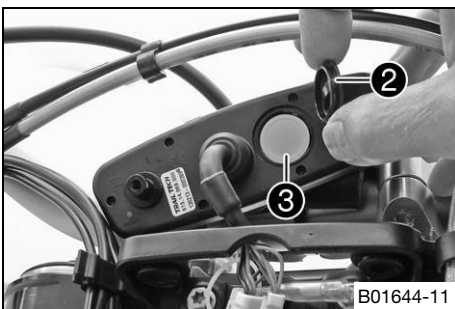
A change in weight may require a correction of the headlight range.

- Tighten screw ❶.

## 15.11 Changing the speedometer battery



L02605-10



B01644-11

### Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the headlight mask with the headlight. (☞ p. 82)

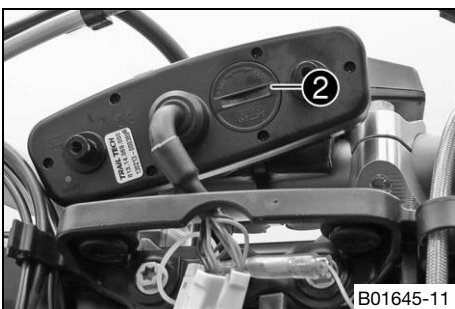
### Main work

- Remove screws ❶.
- Pull the speedometer upward out of the holder.

- Using a coin, turn protection cap ❷ all the way counterclockwise and remove it.
- Remove speedometer battery ❸.
- Insert the new battery with the label facing outward.

Speedometer battery (CR 2032) (☞ p. 117)

- Check the O-ring of the protection cap for correct seating.



B01645-11

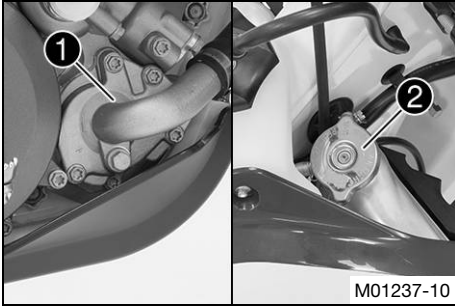
- Position protection cap ❷ and turn all the way clockwise using a coin.
- Press any button on the speedometer.
  - ✓ The speedometer is activated.
- Position the speedometer in the holder.
- Mount and tighten the screws with washers.

### Finishing work

- Install the headlight mask with the headlight. (☞ p. 83)
- Check the headlight setting. (☞ p. 85)
- Set the speedometer. (☞ p. 21)



## 16.1 Cooling system

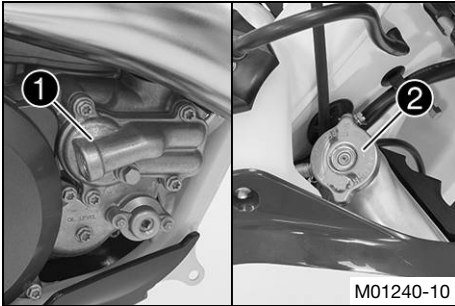


**(All TE 125)**

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

120 °C (248 °F)
-----------------

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



**(All TE 250/300)**

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

120 °C (248 °F)
-----------------

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

## 16.2 Checking the antifreeze and coolant level

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

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

**Warning**  
**Danger of poisoning** Coolant is poisonous and a health hazard.

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

**Condition**

The engine is cold.

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

-25... -45 °C (-13... -49 °F)
-------------------------------

» If the coolant antifreeze does not meet specifications:

- Correct the coolant antifreeze.

- Check the coolant level in the radiator.

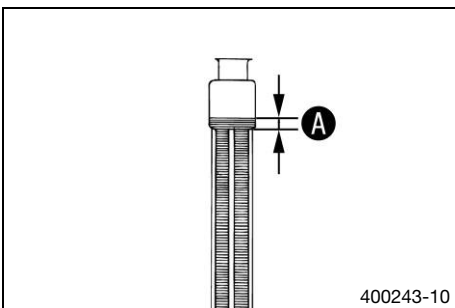
Coolant level ① above the radiator fins.	10 mm (0.39 in)
--	-----------------

» If the level of the coolant does not meet specifications:

- Correct the coolant level.

Coolant (☞ p. 121)
--------------------

- Mount the radiator cap.



## 16.3 Checking the coolant level



### Warning

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

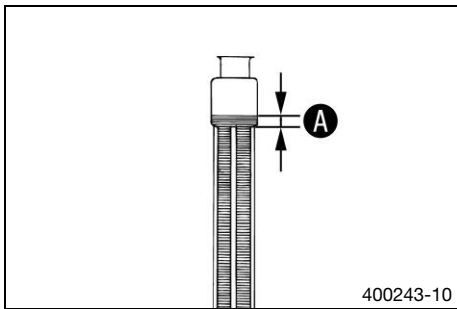
- Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.



### Warning

**Danger of poisoning** Coolant is poisonous and a health hazard.

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



### Condition

The engine is cold.

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

Coolant level <b>A</b> above the radiator fins.	10 mm (0.39 in)
---	-----------------

- » If the level of the coolant does not meet specifications:
  - Correct the coolant level.

Coolant (☞ p. 121)
--------------------

- Mount the radiator cap.

## 16.4 Draining the coolant ☞



### Warning

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

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



### Warning

**Danger of poisoning** Coolant is poisonous and a health hazard.

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

### Condition

The engine is cold.

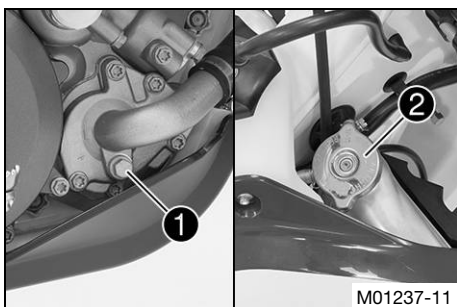
- Position the motorcycle upright.
- Place a suitable container under the water pump cover.

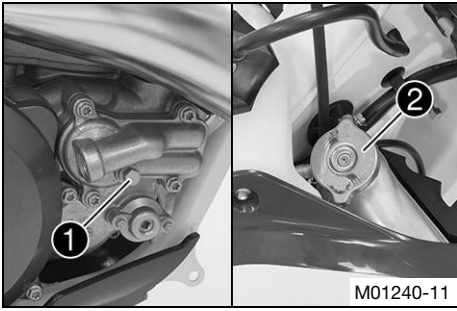
### (All TE 125)

- Remove screw **1**. Take off radiator cap **2**.
- Completely drain the coolant.
- Mount and tighten screw **1** with a new seal ring.

### Guideline

Drain plug, water pump cover	M10x1	15 Nm (11.1 lbf ft)
------------------------------	-------	------------------------





(All TE 250/300)

- Remove screw ❶. Take off radiator cap ❷.
- Completely drain the coolant.
- Mount and tighten screw ❶ with a new seal ring.

Guideline

Drain plug, water pump cover	M10x1	15 Nm (11.1 lbf ft)
------------------------------	-------	------------------------

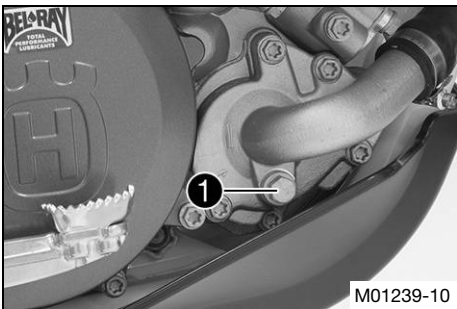
## 16.5 Refilling with coolant



### Warning

**Danger of poisoning** Coolant is poisonous and a health hazard.

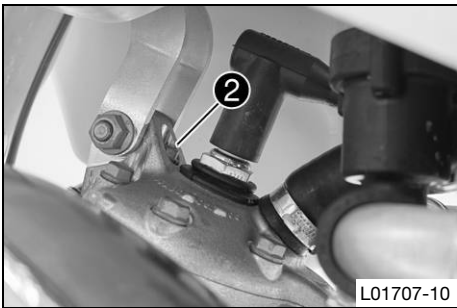
- Coolant must not come into contact with the skin, eyes, or clothing. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician immediately. Change clothing that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



(All TE 125)

- Make sure that screw ❶ is tightened.
- Position the motorcycle upright.
- Completely fill the radiator with coolant.

Coolant	1.2 l (1.3 qt.)	Coolant (☛ p. 121)
---------	-----------------	--------------------



- Loosen screw ❷ until coolant escapes without bubbles.
- Replace and retighten screw ❷.

Guideline

Bleeder screw, cylinder head	M6	10 Nm (7.4 lbf ft)
------------------------------	----	--------------------

- Check the coolant level. (☛ p. 88)
- Mount the radiator cap.



### Danger

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

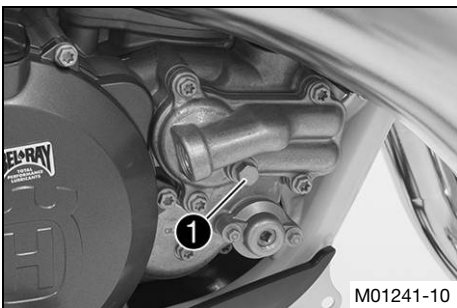
- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.

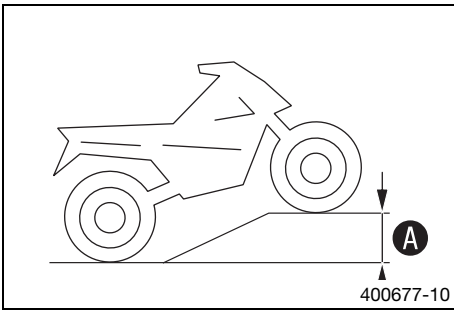
- Allow the engine to warm up and cool down again.
- Check the cooling system for leaks.

(All TE 250/300)

- Make sure that screw ❶ is tightened.
- Position the motorcycle upright.
- Completely fill the radiator with coolant.

Coolant	1.2 l (1.3 qt.)	Coolant (☛ p. 121)
---------	-----------------	--------------------





- Move the vehicle into the position shown and prevent it from rolling away. Height difference **A** must be reached.

Guideline

Height difference <b>A</b>	75 cm (29.5 in)
----------------------------	-----------------



**Info**

For all of the air to be able to escape from the cooling system, the vehicle must be raised at the front. If the cooling system is poorly de-aerated, its cooling power will be reduced and the engine may over-heat.

- Return the vehicle to the horizontal position.
- Check the coolant level. (☛ p. 88)
- Mount the radiator cap.



**Danger**

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

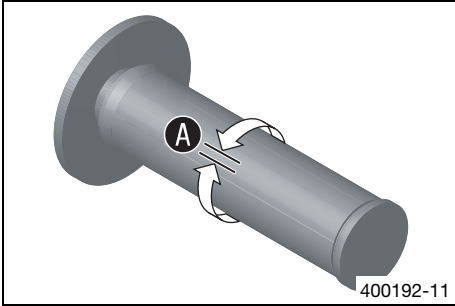
- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.

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

**Finishing work**

- Check the coolant level. (☛ p. 88)

## 17.1 Checking the play in the throttle cable



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

Play in throttle cable	2... 3 mm (0.08... 0.12 in)
------------------------	-----------------------------

- » If the throttle cable play does not meet specifications:
  - Adjust the play in the throttle cable. ↘ (☞ p. 91)



### Danger

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

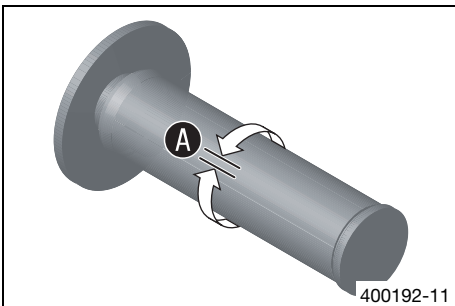
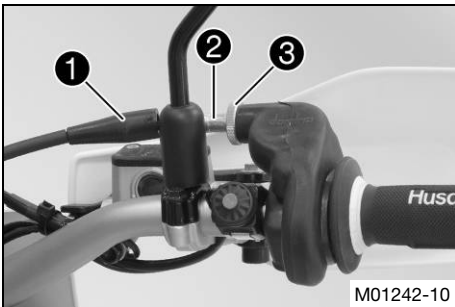
- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.

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

The idle speed must not change.
---------------------------------

- » If the idle speed changes:
  - Adjust the play in the throttle cable. ↘ (☞ p. 91)

## 17.2 Adjusting the play in the throttle cable ↘



### Preparatory work

- Remove the seat. (☞ p. 51)
- Remove the fuel tank. ↘ (☞ p. 55)
- Check throttle cable routing. (☞ p. 61)

### Main work

- Move the handlebar to the straight-ahead position.
- Push back sleeve **1**.
- Ensure that the throttle cable sleeve is pushed all the way into barrel adjuster **2**.
- Loosen nut **3**.

- Turn adjusting screw **2** in such a way there is throttle cable play **A** in the throttle grip.

### Guideline

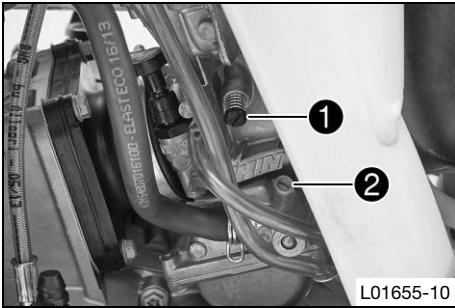
Play in throttle cable	2... 3 mm (0.08... 0.12 in)
------------------------	-----------------------------

- Tighten nut **3**.
- Slide on sleeve **1**.

### Finishing work

- Check the throttle grip for smooth operation.
- Install the fuel tank. ↘ (☞ p. 56)
- Mount the seat. (☞ p. 51)
- Check the play in the throttle cable. (☞ p. 91)

## 17.3 Carburetor



The idle setting of the carburetor has a big influence on the starting behavior, on stable idling, and on the vehicle response when the throttle is opened. This means that an engine with a correctly set idle speed is easier to start than if the idle is set wrongly.

**i Info**  
The carburetor and its components are subject to greater wear due to engine vibrations. Wear can lead to malfunctions.

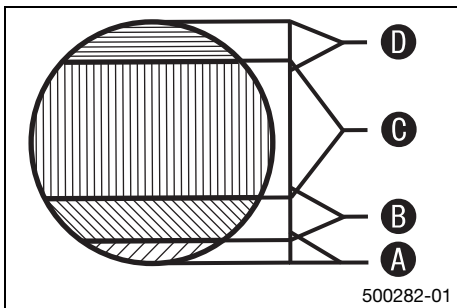
The factory setting for the carburetor is set for the following values.

Altitude above sea level	500 m (1,640 ft)
Ambient temperature	20 °C (68 °F)

Super unleaded (95 octane) mixed with 2-stroke engine oil (1:60) (☛ p. 122)

The idle speed is adjusted with adjusting screw **1**.

The idle mixture is adjusted with the idle air adjusting screw **2**.



### Idle range A

Operation with the throttle slide closed. This range is influenced by adjusting screw **1** and the idle air adjusting screw **2**.

### Transition range B

Behavior of the engine when the throttle slide is being opened. This range is influenced by the idling jet and by the form of the throttle slide.

If the engine sputters and smokes heavily when it starts despite a good idle and part-load setting, and if it abruptly reaches full power at a high rpm, the carburetor setting is too rich, the float level is too high, or the float needle valve is leaky.

### Part-load range C

Operation with the throttle slide partially open. This range is influenced by the jet needle (form and position). The idle setting influences the engine tuning in the lower range, and the main jet influences the engine tuning in the upper range.

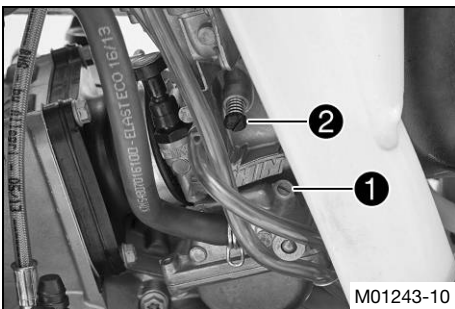
If, when accelerating with the throttle slide partially opened, the engine only stutters while running, the jet needle needs to be lowered by one level. If the engine knocks, especially when it reaches the full performance engine speed while accelerating, the jet needle needs to be raised. If the behavior described above occurs while idling or just above idling, the idling system needs to be regulated to a leaner setting if the engine is stuttering and to a richer setting if knocking.

### Full-load range D

Operation with the throttle slide open (full throttle). This range is influenced by the main jet and jet needle.

If the insulator of a new spark plug is very light-colored or white after a brief ride at full throttle, or if the engine knocks, a larger main jet needs to be used. If the insulator is dark brown or sooty, a smaller main jet needs to be used.

## 17.4 Carburetor – adjusting the idle speed ↴



- Screw in idle air adjusting screw **1** all the way and turn it to the specified basic position.

Guideline

Idle air adjusting screw (TE 125 EU)	
Open	2.75 turns
Idle air adjusting screw (TE 125 US)	
Open	1.5 turns
Idle air adjusting screw (TE 250 EU)	
Open	1.5 turns
Idle air adjusting screw (TE 250 US)	
Open	2.0 turns
Idle air adjusting screw (TE AU)	
Open	3.5 turns
Idle air adjusting screw (TE 300 EU)	
Open	1.5 turns
Idle air adjusting screw (TE 300 US)	
Open	1.75 turns

- Run the engine until warm.

Guideline

Warm-up time	≥ 5 min
--------------	---------



**Danger**

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

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

- Adjust the idle speed with adjusting screw ②.

Guideline

Choke function deactivated – The choke lever is pushed in to the stop. (☛ p. 18)	
Idle speed	1,400... 1,500 rpm

- Turn idle air adjusting screw ① slowly in a clockwise direction until the idle speed begins to fall.
- Note the position and turn the idle air adjusting screw slowly counterclockwise until the idle speed falls.
- Adjust to the point between these two positions with the highest idle speed.



**Info**

If there is a big engine speed rise, reduce the idle speed to a normal level and repeat the above steps.

If the procedure described here does not lead to satisfactory results, the cause may be a wrongly dimensioned idling jet.

If you can turn the idle air adjusting screw to the end without any change of engine speed, mount a smaller idling jet.

After changing the jet, start from the beginning with the adjusting steps.

Following extreme air temperature or altitude changes, adjust the idle speed again.

## 17.5 Plug-in connection, ignition timing map



Plug-in connector ① is located on the frame under the fuel tank.

### Possible states

- Soft – The plug-in connection is disconnected to achieve better rideability.
- Performance – The plug-in connection is connected to achieve a better performance.

## 17.6 Changing the ignition timing map

### Preparatory work

- Remove the seat. (☞ p. 51)
- Remove the fuel tank. 🛠️ (☞ p. 55)

### Switch the ignition timing map from Performance to Soft

- Disconnect plug-in connection ①. (Figure L02609-10 ☞ p. 94)
- ✓ Soft – Better rideability

### Switch the ignition timing map from Soft to Performance

- Connect plug-in connection ①. (Figure L02609-10 ☞ p. 94)
- ✓ Performance – Higher performance

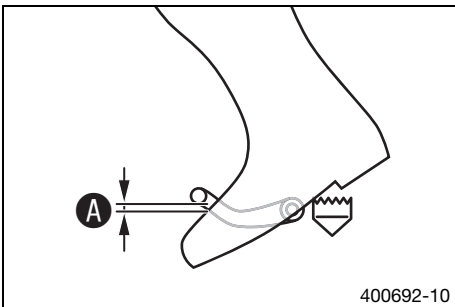
### Finishing work

- Install the fuel tank. 🛠️ (☞ p. 56)
- Mount the seat. (☞ p. 51)

## 17.7 Checking the basic position of the shift lever

### Info

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

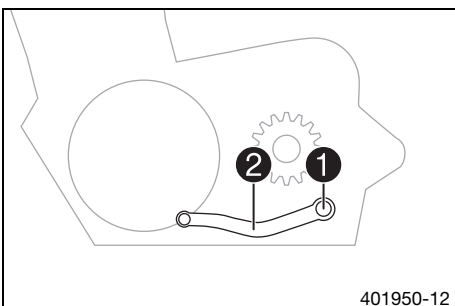


- Sit on the vehicle in the riding position and determine distance A between the upper edge of your boot and the shift lever.

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

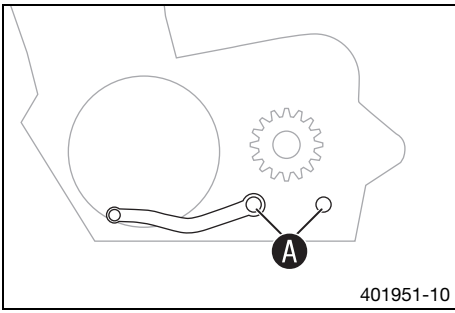
- » If the distance does not meet specifications:
  - Adjust the basic position of the shift lever. 🛠️ (☞ p. 94)

## 17.8 Adjusting the basic position of the shift lever 🛠️



- Remove screw ① and take off shift lever ②.





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



**Info**

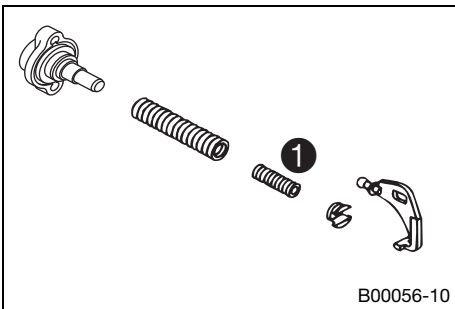
The range of adjustment is limited.  
The shift lever must not come into contact with any other vehicle components during the shift procedure.

- Mount and tighten the screw.

**Guideline**

Screw, shift lever (All TE 125)	M6	14 Nm (10.3 lbf ft)	Loctite® 243™
Screw, shift lever (All TE 250/300)	M6	14 Nm (10.3 lbf ft)	Loctite® 243™

## 17.9 Engine characteristic – auxiliary spring (All TE 250/300)



The auxiliary spring is located on the right side of the engine below the water pump cover.

**Possible states**

- Auxiliary spring with yellow marking – Auxiliary spring mounted in as-delivered state with medium tuning for good rideability.
- Auxiliary spring with green marking – Auxiliary spring for even softer performance.
- Auxiliary spring with red marking – Auxiliary spring for aggressive performance.

The engine characteristic can be influenced by different spring strengths of auxiliary spring **1**.

## 17.10 Engine characteristic – setting the auxiliary spring ↘ (All TE 250/300)



**Warning**

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

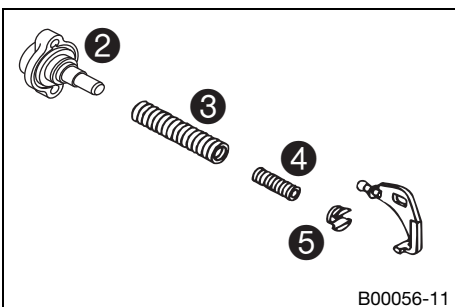
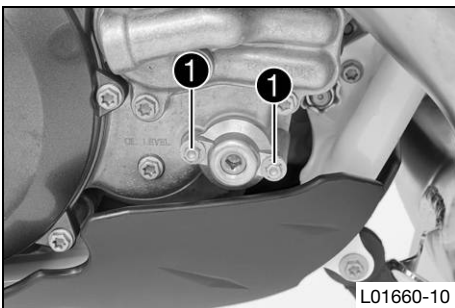
- Do not touch hot components such as exhaust system, radiator, engine, shock absorber, and the brake system. Allow these components to cool down before starting work on them.

**Preparatory work**

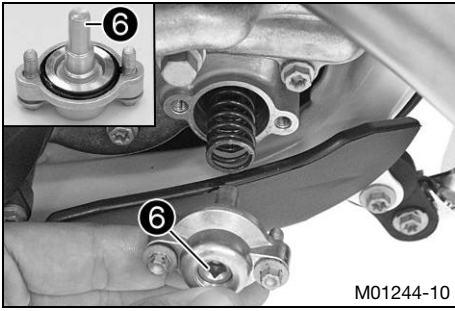
- Tilt the motorcycle approx. 45° to the left and secure against falling in this position.

**Main work**

- Remove screws **1**.



- Remove the cap **2**, adjusting spring **3**, auxiliary spring **4**, and spring insert **5** from the clutch cover.
- Pull both springs off of the spring insert.



- Mount the required auxiliary spring ④ and adjusting spring ③ and locate them together in the clutch cover.

Auxiliary spring with yellow marking (54637072300)
Auxiliary spring with green marking (54837072100)
Auxiliary spring with red marking (54837072000)

- ✓ The cut-out of spring insert ⑤ engages in the angle lever.



**Info**

Screw ⑥ must not be turned as this would worsen the engine characteristic.

- Check the O-ring in the cap.
- Position the cap.
- Mount and tighten screws ①.

Guideline

Screw, exhaust control cover	M5	6 Nm (4.4 lbf ft)
------------------------------	----	-------------------

## 18.1 Emptying the carburetor float chamber ↘

**Danger**

**Fire hazard** Fuel is highly flammable.

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

**Warning**

**Danger of poisoning** Fuel is poisonous and a health hazard.

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

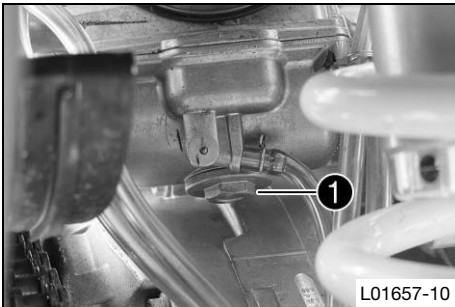
**Warning**

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

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

**Info**

Carry out this work with a cold engine.  
Water in the float chamber results in malfunctioning.



**Preparatory work**

- Turn handle ❶ of the fuel tap to the **OFF** position. (Figure L01603-10 ↗ p. 18)
- ✓ Fuel no longer flows from the fuel tank to the carburetor.

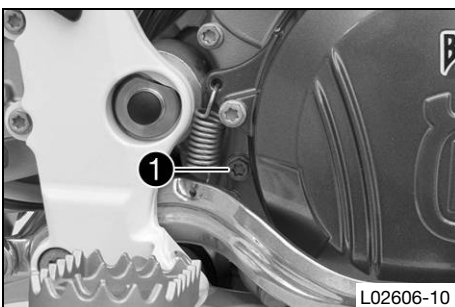
**Main work**

- Place a cloth beneath the carburetor to soak up emerging fuel.
- Remove screw plug ❶.
- Completely drain the fuel.
- Mount and tighten the screw plug.

## 18.2 Checking the gear oil level

**Info**

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



**Preparatory work**

- Stand the motorcycle upright on a horizontal surface.

**Main work**  
(All TE 125)

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

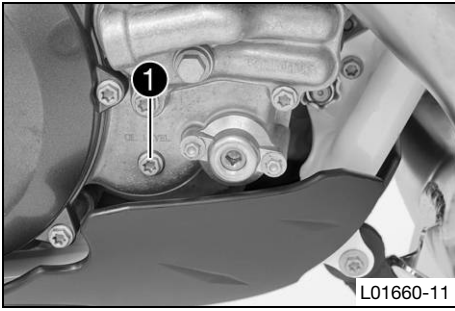
A small quantity of gear oil must run out of the drilled hole.

- » If no gear oil runs out:
  - Add gear oil. ↘ (↗ p. 100)

- Mount and tighten the gear oil monitoring screw.

**Guideline**

Screw, gear oil level check	M6	10 Nm (7.4 lbf ft)
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(All TE 250/300)

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

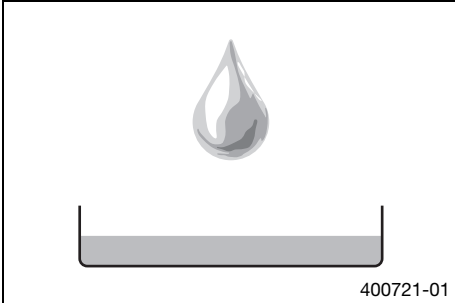
A small quantity of gear oil must run out of the drilled hole.

- » If no gear oil runs out:
  - Add gear oil. (☞ p. 100)
- Mount and tighten the gear oil monitoring screw.

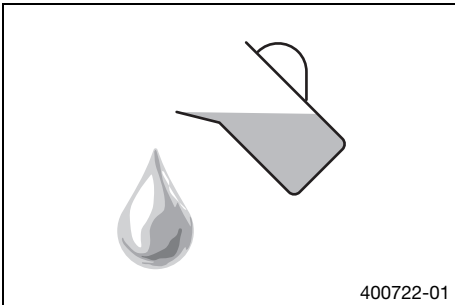
Guideline

Screw, gear oil level check	M6	10 Nm (7.4 lbf ft)
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## 18.3 Changing the gear oil ☞



- Drain the gear oil. (☞ p. 98)



- Fill in gear oil. (☞ p. 99)

## 18.4 Draining the gear oil ☞



**Warning**

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

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



**Warning**

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

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

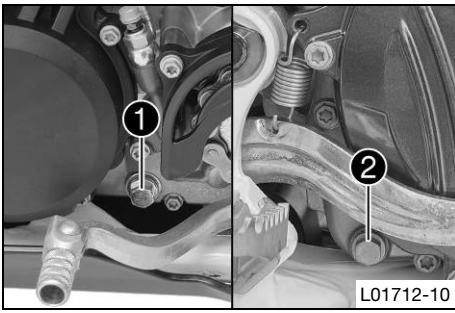


**Info**

The gear oil must be drained with the engine at normal operating temperature.

**Preparatory work**

- Park the motorcycle on a level surface.
- Remove the engine guard. (☞ p. 64)
- Place a suitable container under the engine.



**Main work**  
(All TE 125)

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

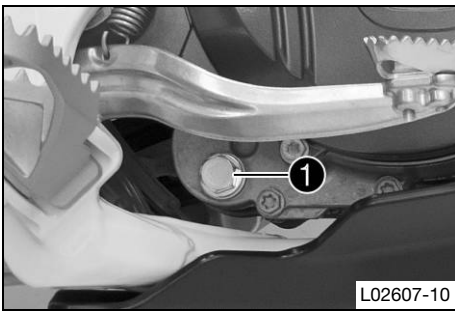
Guideline

Gear oil drain plug with magnet	M12x1.5	20 Nm (14.8 lbf ft)
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- Mount and tighten gear oil drain plug ② with seal ring.

Guideline

Gear oil drain plug	M10x1	15 Nm (11.1 lbf ft)
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(All TE 250/300)

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

Guideline

Gear oil drain plug with magnet	M12x1.5	20 Nm (14.8 lbf ft)
---------------------------------	---------	------------------------

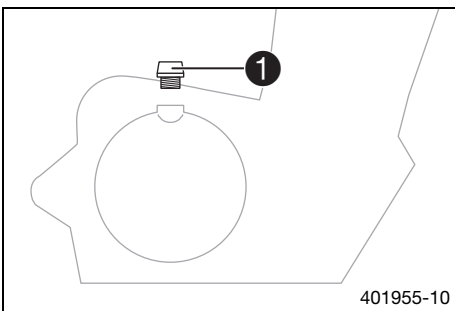
**Finishing work**

- Install the engine guard. (☛ p. 65)

## 18.5 Filling in gear oil ↗

**i Info**

Too little gear oil or poor-quality gear oil results in premature wear to the transmission.



**Main work**

- Remove screw ① and fill up with gear oil.

Gear oil (All TE 125)	0.70 l (0.74 qt.)	Engine oil (SAE 10W/40) (☛ p. 121)
Gear oil (All TE 250/300)	0.80 l (0.85 qt.)	Engine oil (SAE 10W/40) (☛ p. 121)

- Mount and tighten the screw.



**Danger**

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

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

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

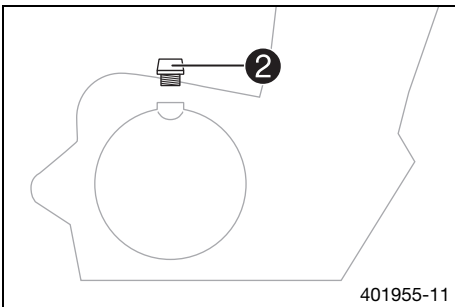
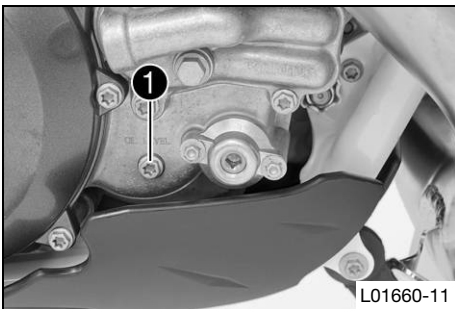
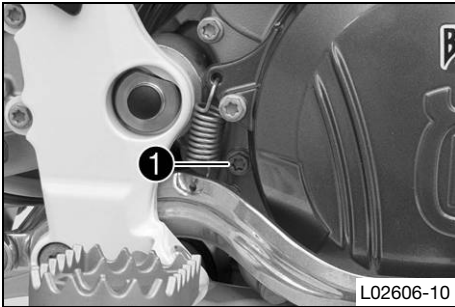
**Finishing work**

- Check the gear oil level. (☛ p. 97)

## 18.6 Adding gear oil ↴

### **i** Info

Too little gear oil or poor-quality gear oil results in premature wear to the transmission. Gear oil must only be topped up when the engine is cold.



### Preparatory work

- Park the motorcycle on a level surface.

### Main work

(All TE 125)

- Remove the gear oil monitoring screw ❶.

(All TE 250/300)

- Remove the gear oil monitoring screw ❶.

- Remove screw ❷.

- Fill in gear oil until it emerges from the drill hole of the gear oil monitoring screw.

Engine oil (SAE 10W/40) (☞ p. 121)

- Mount and tighten the gear oil monitoring screw.

### Guideline

(All TE 125)

Screw, gear oil level check	M6	10 Nm (7.4 lbf ft)
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(All TE 250/300)

Screw, gear oil level check	M6	10 Nm (7.4 lbf ft)
-----------------------------	----	--------------------

- Mount and tighten screw ❷.



### Danger

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

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

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

## 19.1 Cleaning the motorcycle

### Note

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

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

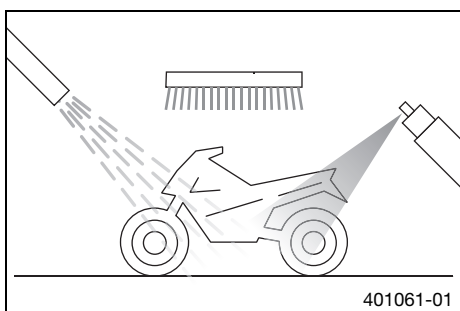
### Warning

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

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

### Info

If you clean the motorcycle regularly, its value and appearance will be maintained over a long period. Avoid direct sunshine on the motorcycle during cleaning.



- Close off the exhaust system to prevent water from entering.
- Remove coarse dirt particles with a gentle spray of water.
- Spray very dirty areas with a normal motorcycle cleaner and then clean with a paintbrush.

### Info

Use warm water containing normal motorcycle cleaner and a soft sponge. Never apply motorcycle cleaner to a dry vehicle; always rinse the vehicle with water first.

- After rinsing the motorcycle with a gentle spray of water, allow it to dry thoroughly.
- Remove the closure of the exhaust system.
- Empty the carburetor float chamber. (☛ p. 97)

### Warning

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

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

- After cleaning, ride a short distance until the engine reaches operating temperature.

### Info

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

- After the motorcycle has cooled off, lubricate all moving parts and bearings.
- Clean the chain. (☛ p. 57)
- Treat bare metal parts (except for brake discs and exhaust system) with anti-corrosion materials.

Preserving materials for paints, metal and rubber (☛ p. 123)

- Treat all plastic parts and powder-coated parts with a mild cleaning and care product.

### (TE EU/AU)

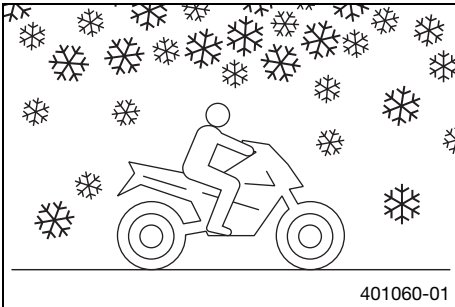
- Lubricate the steering lock.

## 19.2 Checks and maintenance steps for winter operation

### **i** Info

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

If the vehicle has been used on salted roads, use cold water for cleaning after riding. Warm water enhances the corrosive effects of salt.



- Clean the motorcycle. (☞ p. 101)
- Clean the brakes.

### **i** Info

After **EVERY** trip on salted roads, thoroughly wash the cool and installed brake calipers and brake linings with cold water and dry carefully.

After riding on salted roads, thoroughly wash the vehicle with cold water and dry it well.

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

### **i** Info

Corrosion inhibitor is not permitted to come in contact with the brake discs as this would greatly reduce the braking force.

- Clean the chain. (☞ p. 57)



## 20.1 Storage



### Warning

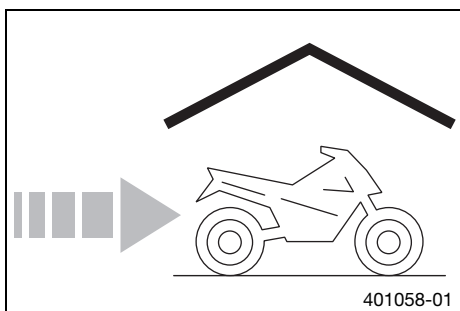
**Danger of poisoning** Fuel is poisonous and a health hazard.

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



### Info

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



- Clean the motorcycle. (☛ p. 101)
- Change the gear oil. ☞ (☛ p. 98)
- Check the antifreeze and coolant level. (☛ p. 87)
- When refueling for the last time before taking the motorcycle out of service, add fuel additive.
- Refuel. (☛ p. 33)
- Empty the carburetor float chamber. ☞ (☛ p. 97)
- Check the tire air pressure. (☛ p. 78)

#### (All TE 250/300)

- Remove the battery. ☞ (☛ p. 80)
- Recharge the battery. ☞ (☛ p. 81)

#### Guideline

Storage temperature of battery without direct sunshine	0... 35 °C (32... 95 °F)
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- 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 lift stand. (☛ p. 43)
- Cover the vehicle with a tarp or similar cover that is permeable to air.

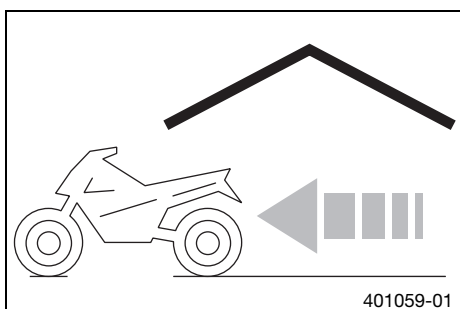


### Info

Do not use non-porous materials since they prevent humidity from escaping, thus causing corrosion.

Avoid running the engine for a short time only. Because the engine will not warm up sufficiently, the water vapor produced during combustion will condense, causing engine parts and the exhaust system to rust.

## 20.2 Preparing for use after storage



- Remove the motorcycle from the lift stand. (☛ p. 43)
- (All TE 250/300)**
- Install the battery. ☞ (☛ p. 80)
  - Perform checks and maintenance steps when preparing for use. (☛ p. 30)
  - Make a test ride.

Faults	Possible cause	Action
The engine cannot be cranked (electric starter) (All TE 250/300)	Operating error	- Carry out the start procedure. (☞ p. 30)
	Battery discharged	- Recharge the battery. ☞ (☞ p. 81) - Check the charging voltage. ☞ - Check the closed current. ☞
	Main fuse blown	- Change the main fuse. (☞ p. 82)
	Starter relay faulty	- Check the starter relay. ☞
	Starter motor faulty	- Check the starter motor. ☞
Engine turns but does not start	Operating error	- Carry out the start procedure. (☞ p. 30)
	Motorcycle was out of use for a long time and there is old fuel in the float chamber	- Empty the carburetor float chamber. ☞ (☞ p. 97)
	Fuel feed interrupted	- Check the fuel tank breather. - Clean the fuel tap. - Check/set the carburetor components.
	Spark plug oily or wet	- Clean and dry the spark plug, or change it if necessary.
	Electrode distance (plug gap) of spark plug too wide	- Adjust the plug gap. Guideline <b>(All TE 125)</b> Spark plug electrode gap 0.60 mm (0.0236 in) <b>(All TE 250/300)</b> Spark plug electrode gap 0.60 mm (0.0236 in)
	Fault in ignition system	- Check the ignition system. ☞
	Short circuit cable in wiring harness frayed, kill switch faulty	- Check the kill switch. ☞
	The connector or ignition coil is loose or oxydized	- Clean the connector and treat with contact spray.
Engine has no idle	Water in carburetor or jets blocked	- Check/set the carburetor components.
	Idling jet blocked	- Check/set the carburetor components.
	Adjusting screws on carburetor distorted	- Carburetor – adjust the idle speed. ☞ (☞ p. 92)
	Spark plug defective	- Change the spark plug.
Engine does not speed up	Ignition system defective	- Ignition coil - check the primary winding. ☞ - Ignition coil - check the secondary winding. ☞ - Check the spark plug connector. ☞
	Carburetor running over because float needle dirty or worn	- Check/set the carburetor components.
	Loose carburetor jets	- Check/set the carburetor components.
Engine does not speed up	Fault in ignition system	- Check the ignition system. ☞
Engine has too little power	Fuel feed interrupted	- Check the fuel tank breather. - Clean the fuel tap. - Check/set the carburetor components.
	Air filter very dirty	- Clean the air filter and air filter box. ☞ (☞ p. 52)
	Exhaust system leaky, deformed or too little glass fiber yarn filling in main silencer	- Check exhaust system for damage. - Change glass fiber yarn filling in the main silencer. ☞ (☞ p. 54)
	Fault in ignition system	- Check the ignition system. ☞
	Diaphragm or reed valve housing damaged	- Check the diaphragm and reed valve housing.

Faults	Possible cause	Action
Engine stalls or is popping into the carburetor	Lack of fuel	<ul style="list-style-type: none"> <li>- Turn handle ❶ of the fuel tap to the <b>ON</b> position. (Figure L01603-10☞ p. 18)</li> <li>- Turn handle ❶ of the fuel tap to the <b>RES</b> position. (Figure L01603-10☞ p. 18)</li> <li>- Refuel. (☞ p. 33)</li> </ul>
	Engine takes in bad air	<ul style="list-style-type: none"> <li>- Check the intake flange and carburetor for tightness.</li> </ul>
	The connector or ignition coil is loose or oxydized	<ul style="list-style-type: none"> <li>- Clean the connector and treat with contact spray.</li> </ul>
Engine overheats	Too little coolant in cooling system	<ul style="list-style-type: none"> <li>- Check the cooling system for leakage.</li> <li>- Check the coolant level. (☞ p. 88)</li> </ul>
	Too little air stream	<ul style="list-style-type: none"> <li>- Switch off engine when stationary.</li> </ul>
	Radiator fins very dirty	<ul style="list-style-type: none"> <li>- Clean the radiator fins.</li> </ul>
	Foam formation in cooling system	<ul style="list-style-type: none"> <li>- Drain the coolant. ☞ (☞ p. 88)</li> <li>- Refill with coolant. ☞ (☞ p. 89)</li> </ul>
	Damaged cylinder head or cylinder head gasket	<ul style="list-style-type: none"> <li>- Check the cylinder head and cylinder head gasket.</li> </ul>
Bent radiator hose	<ul style="list-style-type: none"> <li>- Change the radiator hose. ☞</li> </ul>	
White smoke emission (steam in exhaust gas)	Damaged cylinder head or cylinder head gasket	<ul style="list-style-type: none"> <li>- Check the cylinder head and cylinder head gasket.</li> </ul>
Gear oil exits at the vent hose	Too much gear oil added	<ul style="list-style-type: none"> <li>- Check the gear oil level. (☞ p. 97)</li> </ul>
Water in the gear oil	Damaged shaft seal ring or water pump	<ul style="list-style-type: none"> <li>- Check the shaft seal ring and water pump.</li> </ul>

## 22.1 Engine

### 22.1.1 All TE 125

Design	1-cylinder 2-stroke engine, water-cooled, with reed intake and exhaust control
Displacement	124.8 cm <sup>3</sup> (7.616 cu in)
Stroke	54.5 mm (2.146 in)
Bore	54 mm (2.13 in)
Crankshaft bearing	1 grooved ball bearing/1 roller bearing
Conrod bearing	Needle bearing
Piston pin bearing	Needle bearing
Pistons	Aluminum cast
Piston rings	2 half keystone rings
X (upper edge of piston to upper edge of cylinder)	0... 0.10 mm (0... 0.0039 in)
Z (height of control flap)	43.7 mm (1.72 in)
Primary transmission	23:73
Clutch	Multidisc clutch in oil bath/hydraulically activated
Gearbox	6-gear, claw shifted
Transmission ratio	
First gear	12:33
Second gear	15:31
Third gear	17:28
Fourth gear	19:26
Fifth gear	21:25
Sixth gear	20:20
Ignition	Contactless controlled fully electronic ignition with digital ignition adjustment, type Kokusan
Ignition point (BTDC)	1.4 mm (0.055 in)
Spark plug	NGK BR9 ECMVX
Spark plug electrode gap	0.60 mm (0.0236 in)
Starting aid	Kick starter

### 22.1.2 All TE 250

Design	1-cylinder 2-stroke engine, water-cooled, with reed intake and exhaust control
Displacement	249 cm <sup>3</sup> (15.19 cu in)
Stroke	72 mm (2.83 in)
Bore	66.4 mm (2.614 in)
Exhaust valve - Beginning of adjustment	5,700 rpm
Exhaust valve - end of adjustment with red auxiliary spring	7,300 rpm
Exhaust valve - end of adjustment with yellow auxiliary spring	8,000 rpm
Exhaust valve - end of adjustment with green auxiliary spring	8,500 rpm
Crankshaft bearing	1 grooved ball bearing/1 roller bearing
Conrod bearing	Needle bearing
Piston pin bearing	Needle bearing
Pistons	Aluminum cast
Piston rings	2 half keystone rings
X (upper edge of piston to upper edge of cylinder)	0... 0.10 mm (0... 0.0039 in)
Z (height of control flap)	48 mm (1.89 in)
Primary transmission	26:72
Clutch	Multidisc clutch in oil bath/hydraulically activated
Gearbox	6-gear, claw shifted

Transmission ratio	
First gear	14:32
Second gear	16:26
Third gear	20:25
Fourth gear	22:23
Fifth gear	25:22
Sixth gear	26:20
Ignition	Contactless controlled fully electronic ignition with digital ignition adjustment, type Kokusan
Ignition point (BTDC)	1.9 mm (0.075 in)
Spark plug	NGK BR7 ES
Spark plug electrode gap	0.60 mm (0.0236 in)
Starting aid	Kick starter and electric starter

### 22.1.3 All TE 300

Design	1-cylinder 2-stroke engine, water-cooled, with reed intake and exhaust control
Displacement	293.2 cm <sup>3</sup> (17.892 cu in)
Stroke	72 mm (2.83 in)
Bore	72 mm (2.83 in)
Exhaust valve - Beginning of adjustment	5,600 rpm
Exhaust valve - end of adjustment with red auxiliary spring	7,200 rpm
Exhaust valve - end of adjustment with yellow auxiliary spring	7,900 rpm
Exhaust valve - end of adjustment with green auxiliary spring	8,400 rpm
Crankshaft bearing	1 grooved ball bearing/1 roller bearing
Conrod bearing	Needle bearing
Piston pin bearing	Needle bearing
Pistons	Aluminum cast
Piston rings	2 rectangular rings
X (upper edge of piston to upper edge of cylinder)	0... 0.10 mm (0... 0.0039 in)
Z (height of control flap)	48.5 mm (1.909 in)
Primary transmission	26:72
Clutch	Multidisc clutch in oil bath/hydraulically activated
Gearbox	6-gear, claw shifted
Transmission ratio	
First gear	14:32
Second gear	16:26
Third gear	20:25
Fourth gear	22:23
Fifth gear	25:22
Sixth gear	26:20
Ignition	Contactless controlled fully electronic ignition with digital ignition adjustment, type Kokusan
Ignition point (BTDC)	1.9 mm (0.075 in)
Spark plug	NGK BR7 ES
Spark plug electrode gap	0.60 mm (0.0236 in)
Starting aid	Kick starter and electric starter

## 22.2 Engine tightening torques

### 22.2.1 All TE 125

Screw, inner membrane sheets	<b>EJOT DELTA PT<sup>®</sup></b> 35x25	1 Nm (0.7 lbf ft)	–
Screw, membrane support plate	<b>EJOT DELTA PT<sup>®</sup></b> 30x12	1 Nm (0.7 lbf ft)	–
Screw, outer membrane sheets	<b>EJOT DELTA PT<sup>®</sup></b> 30x6	1 Nm (0.7 lbf ft)	–
Locking screw for bearing	M5	6 Nm (4.4 lbf ft)	<b>Loctite<sup>®</sup> 243<sup>™</sup></b>
Screw, alternator cover	M5	5 Nm (3.7 lbf ft)	–
Screw, centrifugal timer	M5	8 Nm (5.9 lbf ft)	<b>Loctite<sup>®</sup> 243<sup>™</sup></b>
Screw, crankshaft position sensor	M5	6 Nm (4.4 lbf ft)	<b>Loctite<sup>®</sup> 243<sup>™</sup></b>
Screw, exhaust control cover	M5	5 Nm (3.7 lbf ft)	–
Screw, exhaust flange	M5	6 Nm (4.4 lbf ft)	–
Screw, ignition system/stator	M5	6 Nm (4.4 lbf ft)	<b>Loctite<sup>®</sup> 222<sup>™</sup></b>
Screw, lock washer, axle for control flap	M5	6 Nm (4.4 lbf ft)	<b>Loctite<sup>®</sup> 243<sup>™</sup></b>
Screw, locking lever	M5	6 Nm (4.4 lbf ft)	<b>Loctite<sup>®</sup> 243<sup>™</sup></b>
Screw, water pump wheel	M5	6 Nm (4.4 lbf ft)	<b>Loctite<sup>®</sup> 243<sup>™</sup></b>
Adjustment cable, exhaust control	M6	10 Nm (7.4 lbf ft)	<b>Loctite<sup>®</sup> 243<sup>™</sup></b>
Bleeder screw, cylinder head	M6	10 Nm (7.4 lbf ft)	–
Screw, clutch cover	M6	10 Nm (7.4 lbf ft)	–
Screw, clutch slave cylinder	M6	10 Nm (7.4 lbf ft)	<b>Loctite<sup>®</sup> 243<sup>™</sup></b>
Screw, clutch spring	M6	10 Nm (7.4 lbf ft)	–
Screw, engine case	M6	10 Nm (7.4 lbf ft)	–
Screw, exhaust control	M6	10 Nm (7.4 lbf ft)	–
Screw, gear oil level check	M6	10 Nm (7.4 lbf ft)	–
Screw, intake flange/reed valve housing	M6	10 Nm (7.4 lbf ft)	–
Screw, kick starter stop plate	M6	10 Nm (7.4 lbf ft)	<b>Loctite<sup>®</sup> 243<sup>™</sup></b>
Screw, shift lever	M6	14 Nm (10.3 lbf ft)	<b>Loctite<sup>®</sup> 243<sup>™</sup></b>
Screw, shifting gate	M6	10 Nm (7.4 lbf ft)	<b>Loctite<sup>®</sup> 243<sup>™</sup></b>
Screw, water pump cover	M6	10 Nm (7.4 lbf ft)	<b>Loctite<sup>®</sup> 243<sup>™</sup></b>
Screw, cylinder head	M7	18 Nm (13.3 lbf ft)	–
Axle for control flap, exhaust control	M8	Step 1 3 Nm (2.2 lbf ft) Step 2 (loosen, counter-clockwise) 1/4 turn	–
Nut, cylinder base	M8	23 Nm (17 lbf ft)	–
Screw, kick starter	M8	25 Nm (18.4 lbf ft)	<b>Loctite<sup>®</sup> 243<sup>™</sup></b>
Screw, shift drum locating	M8	25 Nm (18.4 lbf ft)	<b>Loctite<sup>®</sup> 243<sup>™</sup></b>
Stud, cylinder base	M8	35 Nm (25.8 lbf ft)	–
Drain plug, water pump cover	M10x1	15 Nm (11.1 lbf ft)	–
Gear oil drain plug	M10x1	15 Nm (11.1 lbf ft)	–
Nut, rotor	M12x1	60 Nm (44.3 lbf ft)	–
Gear oil drain plug with magnet	M12x1.5	20 Nm (14.8 lbf ft)	–
Spark plug	M14x1.25	25 Nm (18.4 lbf ft)	–
Nut, primary gear	M16LHx1.5	130 Nm (95.9 lbf ft)	<b>Loctite<sup>®</sup> 243<sup>™</sup></b>
Nut, inner clutch hub	M18x1.5	130 Nm (95.9 lbf ft)	<b>Loctite<sup>®</sup> 243<sup>™</sup></b>
Cap nut, exhaust control	M26x1	35 Nm (25.8 lbf ft)	–

### 22.2.2 All TE 250/300

Screw, inner membrane sheets	<b>EJOT DELTA PT<sup>®</sup></b> 35x25	1 Nm (0.7 lbf ft)	–
Screw, membrane support plate	<b>EJOT DELTA PT<sup>®</sup></b> 30x12	1 Nm (0.7 lbf ft)	–

Screw, outer membrane sheets	<b>EJOT DELTA PT<sup>®</sup> 30x6</b>	1 Nm (0.7 lbf ft)	–
Screw, angle lever, exhaust control	M5	6 Nm (4.4 lbf ft)	<b>Loctite<sup>®</sup> 243™</b>
Screw, clutch spring retainer	M5	6 Nm (4.4 lbf ft)	–
Screw, crankshaft position sensor	M5	6 Nm (4.4 lbf ft)	<b>Loctite<sup>®</sup> 243™</b>
Screw, exhaust control cap	M5	5 Nm (3.7 lbf ft)	–
Screw, exhaust control cover	M5	6 Nm (4.4 lbf ft)	–
Screw, locking lever	M5	6 Nm (4.4 lbf ft)	<b>Loctite<sup>®</sup> 243™</b>
Screw, retaining bracket of exhaust control	M5	7 Nm (5.2 lbf ft)	<b>Loctite<sup>®</sup> 2701™</b>
Screw, water pump wheel	M5	6 Nm (4.4 lbf ft)	<b>Loctite<sup>®</sup> 243™</b>
Screw, alternator cover	M6	8 Nm (5.9 lbf ft)	–
Screw, bearing retainer	M6	10 Nm (7.4 lbf ft)	<b>Loctite<sup>®</sup> 243™</b>
Screw, clutch cover	M6	10 Nm (7.4 lbf ft)	–
Screw, control flap, exhaust control	M6	10 Nm (7.4 lbf ft)	<b>Loctite<sup>®</sup> 243™</b>
Screw, engine case	M6	10 Nm (7.4 lbf ft)	–
Screw, exhaust flange	M6	8 Nm (5.9 lbf ft)	–
Screw, gear oil level check	M6	10 Nm (7.4 lbf ft)	–
Screw, intake flange/reed valve housing	M6	10 Nm (7.4 lbf ft)	–
Screw, intermediate wheel bolt	M6	8 Nm (5.9 lbf ft)	<b>Loctite<sup>®</sup> 648™</b>
Screw, kick starter spring	M6	10 Nm (7.4 lbf ft)	<b>Loctite<sup>®</sup> 243™</b>
Screw, kick starter stop plate	M6	10 Nm (7.4 lbf ft)	<b>Loctite<sup>®</sup> 243™</b>
Screw, shift drum locating	M6	10 Nm (7.4 lbf ft)	<b>Loctite<sup>®</sup> 243™</b>
Screw, shift lever	M6	14 Nm (10.3 lbf ft)	<b>Loctite<sup>®</sup> 243™</b>
Screw, slave cylinder of the clutch	M6	10 Nm (7.4 lbf ft)	–
Screw, starter motor	M6	8 Nm (5.9 lbf ft)	–
Screw, stator	M6	8 Nm (5.9 lbf ft)	<b>Loctite<sup>®</sup> 243™</b>
Screw, water pump cover	M6	10 Nm (7.4 lbf ft)	–
Screw, cylinder head	M8	27 Nm (19.9 lbf ft)	–
Screw, kick starter	M8	25 Nm (18.4 lbf ft)	<b>Loctite<sup>®</sup> 2701™</b>
Nut, cylinder base	M10	35 Nm (25.8 lbf ft)	–
Drain plug, water pump cover	M10x1	15 Nm (11.1 lbf ft)	–
Nut, rotor	M12x1	60 Nm (44.3 lbf ft)	–
Gear oil drain plug with magnet	M12x1.5	20 Nm (14.8 lbf ft)	–
Spark plug	M14x1.25	25 Nm (18.4 lbf ft)	–
Nut, inner clutch hub	M18x1.5	120 Nm (88.5 lbf ft)	<b>Loctite<sup>®</sup> 648™</b>
Nut, primary gear	M18LHx1.5	150 Nm (110.6 lbf ft)	<b>Loctite<sup>®</sup> 648™</b>

## 22.3 Carburetor

### 22.3.1 TE 125 EU

Carburetor type	KEIHIN PWK 36S AG
Carburetor identification number	FK125
Needle position	4th position from top
Jet needle	N84I (N1EF/N1EG)
Main jet	100 (172/175)
Idling jet	38x38 (42/45)
Starting jet	50 (85)
Idle air adjusting screw	
Open	2.75 turns
Throttle slide	7 with cut-out
Slide stop	-

### 22.3.2 TE 125 US

Carburetor type	KEIHIN PWK 36S AG
Carburetor identification number	CD2_A
Needle position	3rd position from top
Jet needle	N1EG (N1EF)
Main jet	175 (172)
Idling jet	42 (45)
Starting jet	85
Idle air adjusting screw	
Open	1.5 turns
Throttle slide	7 with cut-out
Slide stop	-

### 22.3.3 TE 250 EU

Carburetor type	KEIHIN PWK 36S AG
Carburetor identification number	FK028
Needle position	2nd position from top
Jet needle	N84K (N2ZW/N2ZH/N2ZJ)
Main jet	110 (172/175)
Idling jet	38x38 (38/40)
Starting jet	50 (85)
Idle air adjusting screw	
Open	1.5 turns
Throttle slide	7 with cut-out
Slide stop	Present

### 22.3.4 TE 250 AU

Carburetor type	KEIHIN PWK 36S AG
Carburetor identification number	3600
Needle position	1. Position from top
Jet needle	N3CJ (N2ZH/N2ZJ/N2ZW/N8RG/N8RH)
Main jet	160 (170/172/175)
Idling jet	35 (38/40)
Starting jet	85
Idle air adjusting screw	
Open	3.5 turns



Throttle slide	7 with cut-out
Slide stop	Present

### 22.3.5 TE 250 US

Carburetor type	KEIHIN PWK 36S AG
Carburetor identification number	BZ6
Needle position	3rd position from top
Jet needle	N2ZW (N2ZH/N2ZJ)
Main jet	175 (172)
Idling jet	38 (40)
Starting jet	85
Idle air adjusting screw	
Open	2.0 turns
Throttle slide	7 with cut-out
Slide stop	-

### 22.3.6 TE 300 EU

Carburetor type	KEIHIN PWK 36S AG
Carburetor identification number	FK029
Needle position	2nd position from top
Jet needle	N84K (N8RG/N8RH)
Main jet	115 (170/172/175)
Idling jet	38x38 (35)
Starting jet	50 (85)
Idle air adjusting screw	
Open	1.5 turns
Throttle slide	7 with cut-out
Slide stop	Present

### 22.3.7 TE 300 AU

Carburetor type	KEIHIN PWK 36S AG
Carburetor identification number	3600
Needle position	1. Position from top
Jet needle	N3CJ (N2ZH/N2ZJ/N2ZW/N8RG/N8RH)
Main jet	160 (170/172/175)
Idling jet	35 (38/40)
Starting jet	85
Idle air adjusting screw	
Open	3.5 turns
Throttle slide	7 with cut-out
Slide stop	Present

### 22.3.8 TE 300 US

Carburetor type	KEIHIN PWK 36S AG
Carburetor identification number	BZ7
Needle position	3rd position from top
Jet needle	N8RG (N8RH)
Main jet	172 (170/175)
Idling jet	35
Starting jet	85
Idle air adjusting screw	

Open	1.75 turns
Throttle slide	7 with cut-out
Slide stop	-

## 22.4 Carburetor tuning

### 22.4.1 Carburetor tuning (All TE 125) ↘

 **Danger**  
**Loss of approval for road use and insurance coverage** The motorcycle is authorized for public road traffic in the homologous (reduced) version only.

- In the derestricted version, the motorcycle must be used only on closed off property remote from public road traffic.

KEIHIN PWK 36S AG							
M/FT ASL ↓	TEMP →	-20°C ... -7°C	-6°C ... 5°C	6°C ... 15°C	16°C ... 24°C	25°C ... 36°C	37°C ... 49°C
		-2°F ... 20°F	19°F ... 41°F	42°F ... 60°F	61°F ... 78°F	79°F ... 98°F	99°F ... 120°F
3.000 m 10,000 ft ↑ 2.301 m 7,501 ft	ASO IJ NDL POS MJ	1,5 42 N1E G 3 175	2 42 N1E G 3 172	2 42 N1E H 3 170	2 42 N1E H 2 170	2 40 N1E H 2 168	
2.300 m 7,500 ft ↑ 1.501 m 5,001 ft	ASO IJ NDL POS MJ	1,5 45 N1E G 3 175	1,5 42 N1E G 3 175	2 42 N1E G 3 172	2 42 N1E H 3 170	2 42 N1E H 2 170	2 40 N1E H 2 168
1.500 m 5,000 ft ↑ 751 m 2,501 ft	ASO IJ NDL POS MJ	1,5 45 N1E F 3 178	1,5 45 N1E G 3 175	1,5 42 N1E G 3 175	2 42 N1E G 3 172	2 42 N1E H 3 170	2 42 N1E H 2 170
750 m 2,500 ft ↑ 301 m 1,001 ft	ASO IJ NDL POS MJ	1,5 45 N1E F 4 178	1,5 45 N1E F 3 178	1,5 45 N1E G 3 175	<b>1,5</b> <b>42</b> <b>N1E G</b> <b>3</b> <b>175</b>	2 42 N1E G 3 172	2 42 N1E H 3 170
300 m 1,000 ft ↑ 0 m 0 ft	ASO IJ NDL POS MJ	1,5 48 N1E F 4 180	1,5 45 N1E F 4 178	1,5 45 N1E F 3 178	1,5 45 N1E G 3 175	1,5 42 N1E G 3 175	2 42 N1E G 3 172

402138-01

M/FT ASL	Sea level
TEMP	Temperature
ASO	Idle air adjusting screw open
IJ	Idling jet
NDL	Needle
POS	Needle position from above
MJ	Main jet

Does not apply to sand surfaces!

## 22.4.2 Carburetor tuning (All TE 250) ↴

 **Danger**  
**Loss of approval for road use and insurance coverage** The motorcycle is authorized for public road traffic in the homologous (reduced) version only.

- In the derestricted version, the motorcycle must be used only on closed off property remote from public road traffic.

KEIHIN PWK 36S AG							
M/FT ASL ↓	TEMP →	-20°C ... -7°C	-6°C ... 5°C	6°C ... 15°C	16°C ... 24°C	25°C ... 36°C	37°C ... 49°C
		-2°F ... 20°F	19°F ... 41°F	42°F ... 60°F	61°F ... 78°F	79°F ... 98°F	99°F ... 120°F
3.000 m 10,000 ft ↑ 2.301 m 7,501 ft	ASO IJ NDL POS MJ	2 38 N2Z W 3 175	2 38 N2Z W 3 175	2 38 N2Z J 3 172	2 38 N2Z J 2 172	2 35 N2Z J 2 170	
2.300 m 7,500 ft ↑ 1.501 m 5,001 ft	ASO IJ NDL POS MJ	2 38 N2Z H 3 175	2 38 N2Z W 3 175	2 38 N2Z W 3 175	2 38 N2Z J 3 172	2 38 N2Z J 2 172	2 35 N2Z J 2 170
1.500 m 5,000 ft ↑ 751 m 2,501 ft	ASO IJ NDL POS MJ	2 38 N2Z G 3 175	2 38 N2Z H 3 175	2 38 N2Z W 3 175	2 38 N2Z W 3 175	2 38 N2Z J 3 172	2 38 N2Z J 2 172
750 m 2,500 ft ↑ 301 m 1,001 ft	ASO IJ NDL POS MJ	2 40 N2Z G 3 178	2 38 N2Z G 3 175	2 38 N2Z H 3 175	<b>2</b> <b>38</b> <b>N2Z W</b> <b>3</b> <b>175</b>	2 38 N2Z W 3 175	2 38 N2Z J 3 172
300 m 1,000 ft ↑ 0 m 0 ft	ASO IJ NDL POS MJ	2 40 N2Z G 4 178	2 40 N2Z G 3 178	2 38 N2Z G 3 175	2 38 N2Z H 3 175	2 38 N2Z W 3 175	2 38 N2Z W 3 175

402140-01

M/FT ASL	Sea level
TEMP	Temperature
ASO	Idle air adjusting screw open
IJ	Idling jet
NDL	Needle
POS	Needle position from above
MJ	Main jet

Does not apply to sand surfaces!

## 22.4.3 Carburetor tuning (All TE 300) ↴

**Danger**  
**Loss of approval for road use and insurance coverage** The motorcycle is authorized for public road traffic in the homologous (reduced) version only.

- In the derestricted version, the motorcycle must be used only on closed off property remote from public road traffic.

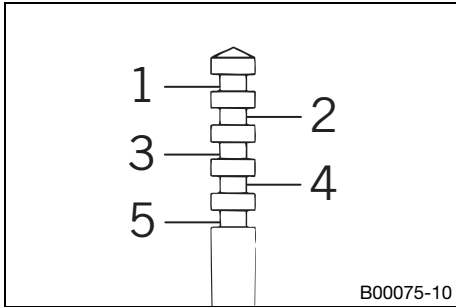
KEIHIN PWK 36S AG							
M/FT ASL ↓	TEMP →	-20°C ... -7°C	-6°C ... 5°C	6°C ... 15°C	16°C ... 24°C	25°C ... 36°C	37°C ... 49°C
		-2°F ... 20°F	19°F ... 41°F	42°F ... 60°F	61°F ... 78°F	79°F ... 98°F	99°F ... 120°F
3.000 m 10,000 ft ↑ 2.301 m 7,501 ft	ASO IJ NDL POS MJ	2 35 N8R G 3 172	2 35 N8R H 3 172	2 35 N8R H 2 172	2 35 N8R W 2 170	3 35 N8R W 2 168	
2.300 m 7,500 ft ↑ 1.501 m 5,001 ft	ASO IJ NDL POS MJ	2 35 N8R G 3 175	2 35 N8R G 3 172	2 35 N8R H 3 172	2 35 N8R H 2 172	2 35 N8R W 2 170	3 35 N8R W 2 168
1.500 m 5,000 ft ↑ 751 m 2,501 ft	ASO IJ NDL POS MJ	2 38 N8R G 3 178	2 35 N8R G 3 175	2 35 N8R G 3 172	2 35 N8R H 3 172	2 35 N8R H 2 172	2 35 N8R W 2 170
750 m 2,500 ft ↑ 301 m 1,001 ft	ASO IJ NDL POS MJ	2 38 N8R G 4 178	2 38 N8R G 3 178	2 35 N8R G 3 175	<b>2</b> <b>35</b> <b>N8R G</b> <b>3</b> <b>172</b>	2 35 N8R H 3 172	2 35 N8R H 2 172
300 m 1,000 ft ↑ 0 m 0 ft	ASO IJ NDL POS MJ	2 38 N8R F 4 180	2 38 N8R G 4 178	2 38 N8R G 3 178	2 35 N8R G 3 175	2 35 N8R G 3 172	2 35 N8R H 3 172

402141-01

M/FT ASL	Sea level
TEMP	Temperature
ASO	Idle air adjusting screw open
IJ	Idling jet
NDL	Needle
POS	Needle position from above
MJ	Main jet

Does not apply to sand surfaces!

## 22.4.4 General carburetor tuning ↗



1... 5	Needle position from above
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The five possible needle positions are shown here.  
The carburetor tuning depends on the defined ambient and operating conditions.

## 22.5 Capacities

### 22.5.1 Gear oil

Gear oil (All TE 125)	0.70 l (0.74 qt.)	Engine oil (SAE 10W/40) (☛ p. 121)
Gear oil (All TE 250/300)	0.80 l (0.85 qt.)	Engine oil (SAE 10W/40) (☛ p. 121)

### 22.5.2 Coolant

Coolant	1.2 l (1.3 qt.)	Coolant (☛ p. 121)
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### 22.5.3 Fuel

Total fuel tank capacity, approx.	11 l (2.9 US gal)	Super unleaded (95 octane) mixed with 2-stroke engine oil (1:60) (☛ p. 122)
Fuel reserve, approx.	2 l (2 qt.)	

## 22.6 Chassis

Frame	Central tube frame made of chrome molybdenum steel tubing
Fork	<b>WP Performance Systems</b> Up Side Down 4860 MXMA 4CS
Suspension travel	
Front	300 mm (11.81 in)
Rear	330 mm (12.99 in)
Fork offset	22 mm (0.87 in)
Shock absorber (All TE 125)	<b>WP Performance Systems</b> 5018 DCC
Shock absorber (All TE 250/300)	<b>WP Performance Systems</b> 5018 DCC
Brake system	Disc brakes, brake calipers on floating bearings
Brake discs - diameter	
Front	260 mm (10.24 in)
Rear	220 mm (8.66 in)
Brake discs - wear limit	
Front	2.5 mm (0.098 in)
Rear	3.5 mm (0.138 in)
Tire air pressure, road (TE EU/AU)	
Front	1.5 bar (22 psi)
Rear	1.5 bar (22 psi)
Tire air pressure, off-road	
Front	1.0 bar (15 psi)
Rear	1.0 bar (15 psi)
Secondary ratio (TE EU/AU)	14:50 (13:50)
Secondary ratio (TE US)	13:50
Chain	5/8 x 1/4"
Rear sprockets available	48, 50, 52
Steering head angle	63.5°

Wheelbase (All TE 125)	1,471±10 mm (57.91±0.39 in)
Wheelbase (All TE 250/300)	1,482±10 mm (58.35±0.39 in)
Seat height unloaded	960 mm (37.8 in)
Ground clearance unloaded	355 mm (13.98 in)
Homologated weight without fuel, approx. (TE 125 EU)	97.8 kg (215.6 lb.)
Homologated weight without fuel, approx. (TE 250 EU/AU)	106.2 kg (234.1 lb.)
Homologated weight without fuel, approx. (TE 300 EU/AU)	106.4 kg (234.6 lb.)
Weight without fuel, approx. (TE 125 US)	95.8 kg (211.2 lb.)
Weight without fuel, approx. (TE 250 US)	104.2 kg (229.7 lb.)
Weight without fuel, approx. (TE 300 US)	104.4 kg (230.2 lb.)
Maximum permissible front axle load	145 kg (320 lb.)
Maximum permissible rear axle load	190 kg (419 lb.)
Maximum permissible overall weight	335 kg (739 lb.)

## 22.7 Electrical system

Battery	YTX5L-BS	Battery voltage: 12 V Nominal capacity: 4 Ah Maintenance-free
Speedometer battery	CR 2032	Battery voltage: 3 V
Indicator lamps (TE EU/AU)	W2.3W/socket W2x4.6d	12 V 2.3 W
Turn signal (TE EU/AU)	R10W/socket BA15s	12 V 10 W
License plate lamp (TE EU/AU)	W5W/socket W2.1x9.5d	12 V 5 W
Fuse (All TE 250/300)	58011109110	10 A

## 22.8 Tires

Validity	Front tires	Rear tires
(TE 125 EU)	<b>90/90 - 21 M/C 54R TT</b> Michelin Enduro competition IV	<b>120/90 - 18 M/C 65R TT</b> Michelin Enduro competition IIIe
(TE 250/300 EU/AU)	<b>90/90 - 21 M/C 54R TT</b> Michelin Enduro competition IV	<b>140/80 - 18 M/C 70R TT</b> Michelin Enduro competition IIIe
(TE US)	<b>90/90 - 21 M/C 54M TT</b> Dunlop Geomax AT81 F	<b>110/100 - 18 M/C 64M TT</b> Dunlop Geomax AT81

Additional information is available in the Service section under:  
[www.husqvarna-motorcycles.com](http://www.husqvarna-motorcycles.com)

## 22.9 Fork

### 22.9.1 All TE 125

Fork part number	24.18.7P.61
Fork	<b>WP Performance Systems</b> Up Side Down 4860 MXMA 4CS
Compression damping	
Comfort	14 clicks
Standard	12 clicks
Sport	10 clicks
Rebound damping	
Comfort	14 clicks
Standard	12 clicks
Sport	10 clicks
Spring length with preload spacer(s)	475 mm (18.7 in)
Spring rate	

Weight of rider: 65... 75 kg (143... 165 lb.)	4.0 N/mm (22.8 lb/in)
Weight of rider: 75... 85 kg (165... 187 lb.)	4.2 N/mm (24 lb/in)
Weight of rider: 85... 95 kg (187... 209 lb.)	4.4 N/mm (25.1 lb/in)
Fork length	932 mm (36.69 in)
Air chamber length	100 mm (3.94 in)
Oil capacity per fork leg	630 ml (21.3 fl. oz.)
	Fork oil (SAE 4) (48601166S1) (☛ p. 121)

## 22.9.2 All TE 250/300

Fork part number	24.18.7P.63
Fork	<b>WP Performance Systems</b> Up Side Down 4860 MXMA 4CS
Compression damping	
Comfort	14 clicks
Standard	12 clicks
Sport	10 clicks
Rebound damping	
Comfort	14 clicks
Standard	12 clicks
Sport	10 clicks
Spring length with preload spacer(s)	475 mm (18.7 in)
Spring rate	
Weight of rider: 65... 75 kg (143... 165 lb.)	4.0 N/mm (22.8 lb/in)
Weight of rider: 75... 85 kg (165... 187 lb.)	4.2 N/mm (24 lb/in)
Weight of rider: 85... 95 kg (187... 209 lb.)	4.4 N/mm (25.1 lb/in)
Fork length	932 mm (36.69 in)
Air chamber length	100 mm (3.94 in)
Oil capacity per fork leg	630 ml (21.3 fl. oz.)
	Fork oil (SAE 4) (48601166S1) (☛ p. 121)

## 22.10 Shock absorber

### 22.10.1 All TE 125

Shock absorber article number	18.15.7P.61
Shock absorber	<b>WP Performance Systems</b> 5018 DCC
Compression damping, low-speed	
Comfort	20 clicks
Standard	18 clicks
Sport	16 clicks
Compression damping, high-speed	
Comfort	2.5 turns
Standard	2 turns
Sport	1.5 turns
Rebound damping	
Comfort	20 clicks
Standard	18 clicks
Sport	16 clicks
Spring preload	15 mm (0.59 in)
Spring rate	
Weight of rider: 65... 75 kg (143... 165 lb.)	48 N/mm (274 lb/in)
Weight of rider: 75... 85 kg (165... 187 lb.)	51 N/mm (291 lb/in)
Weight of rider: 85... 95 kg (187... 209 lb.)	54 N/mm (308 lb/in)
Spring length	260 mm (10.24 in)
Gas pressure	10 bar (145 psi)



Static sag	30 mm (1.18 in)
Riding sag	100 mm (3.94 in)
Fitted length	490 mm (19.29 in)
Shock absorber fluid (☛ p. 122)	SAE 2.5

## 22.10.2 All TE 250/300

Shock absorber article number	18.15.7P.63
Shock absorber	<b>WP Performance Systems 5018 DCC</b>
Compression damping, low-speed	
Comfort	20 clicks
Standard	18 clicks
Sport	16 clicks
Compression damping, high-speed	
Comfort	2.5 turns
Standard	2 turns
Sport	1.5 turns
Rebound damping	
Comfort	20 clicks
Standard	18 clicks
Sport	16 clicks
Spring preload	15 mm (0.59 in)
Spring rate	
Weight of rider: 65... 75 kg (143... 165 lb.)	51 N/mm (291 lb/in)
Weight of rider: 75... 85 kg (165... 187 lb.)	54 N/mm (308 lb/in)
Weight of rider: 85... 95 kg (187... 209 lb.)	57 N/mm (325 lb/in)
Spring length	260 mm (10.24 in)
Gas pressure	10 bar (145 psi)
Static sag	30 mm (1.18 in)
Riding sag	100 mm (3.94 in)
Fitted length	490 mm (19.29 in)
Shock absorber fluid (☛ p. 122)	SAE 2.5

## 22.11 Chassis tightening torques

Spoke nipple, front wheel	M4.5	6 Nm (4.4 lbf ft)	–
Spoke nipple, rear wheel	M4.5	6 Nm (4.4 lbf ft)	–
Remaining nuts, chassis	M5	5 Nm (3.7 lbf ft)	–
Remaining screws, chassis	M5	5 Nm (3.7 lbf ft)	–
Screw, battery terminal (All TE 250/300)	M5	2.5 Nm (1.84 lbf ft)	–
Screw, shock absorber adjusting ring	M5	5 Nm (3.7 lbf ft)	–
Screws on the main silencer	M5	7 Nm (5.2 lbf ft)	–
Nut, starter motor (All TE 250/300)	M6	4 Nm (3 lbf ft)	–
Remaining nuts, chassis	M6	10 Nm (7.4 lbf ft)	–
Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)	–
Screw, ball joint of push rod on foot brake cylinder	M6	10 Nm (7.4 lbf ft)	<b>Loctite® 243™</b>
Screw, chain sliding guard	M6	6 Nm (4.4 lbf ft)	<b>Loctite® 243™</b>
Screw, front brake disc	M6	14 Nm (10.3 lbf ft)	<b>Loctite® 243™</b>
Screw, rear brake disc	M6	14 Nm (10.3 lbf ft)	<b>Loctite® 243™</b>
Screw, throttle grip	M6	5 Nm (3.7 lbf ft)	–
Nut, foot brake lever stop	M8	20 Nm (14.8 lbf ft)	–
Nut, rear sprocket screw	M8	35 Nm (25.8 lbf ft)	<b>Loctite® 2701™</b>

Nut, rim lock	M8	12 Nm (8.9 lbf ft)	–
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	15 Nm (11.1 lbf ft)	–
Screw, chain sliding piece	M8	15 Nm (11.1 lbf ft)	–
Screw, engine brace	M8	33 Nm (24.3 lbf ft)	<b>Loctite® 2701™</b>
Screw, fork stub	M8	15 Nm (11.1 lbf ft)	–
Screw, front brake caliper	M8	25 Nm (18.4 lbf ft)	<b>Loctite® 243™</b>
Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)	–
Screw, side stand attachment	M8	45 Nm (33.2 lbf ft)	<b>Loctite® 2701™</b>
Screw, subframe	M8x20	30 Nm (22.1 lbf ft)	<b>Loctite® 2701™</b>
Screw, subframe	M8x30	30 Nm (22.1 lbf ft)	<b>Loctite® 2701™</b>
Screw, top steering stem	M8	17 Nm (12.5 lbf ft)	<b>Loctite® 243™</b>
Screw, top triple clamp	M8	17 Nm (12.5 lbf ft)	–
Engine bracket screw	M10	60 Nm (44.3 lbf ft)	–
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	60 Nm (44.3 lbf ft)	<b>Loctite® 2701™</b>
Screw, handlebar support	M10	40 Nm (29.5 lbf ft)	<b>Loctite® 243™</b>
Screw, top shock absorber	M10	60 Nm (44.3 lbf ft)	<b>Loctite® 2701™</b>
Nut, angle lever on swingarm	M14x1.5	80 Nm (59 lbf ft)	–
Nut, linkage lever on angle lever	M14x1.5	80 Nm (59 lbf ft)	–
Nut, swingarm pivot	M16x1.5	100 Nm (73.8 lbf ft)	–
Nut, rear wheel spindle	M20x1.5	80 Nm (59 lbf ft)	–
Screw, front wheel spindle	M20x1.5	35 Nm (25.8 lbf ft)	–
Screw, top steering head	M20x1.5	12 Nm (8.9 lbf ft)	–
Screw-in nozzles, cooling system	M20x1.5	12 Nm (8.9 lbf ft)	<b>Loctite® 243™</b>

## Brake fluid DOT 4

### Standard/classification

- DOT

### Guideline

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

### Recommended supplier

#### Bel-Ray®

- Super DOT 4 Brake Fluid

## Coolant

### Guideline

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

### Mixture ratio

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

### Recommended supplier

#### Bel-Ray®

- Moto Chill Racing Coolant

## Engine oil (SAE 10W/40)

### Standard/classification

- JASO T903 MA (☛ p. 124)
- SAE (☛ p. 124) (SAE 10W/40)

### Guideline

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

mineral engine oil
--------------------

### Recommended supplier

#### Bel-Ray®

- EXL Mineral 4T

## Engine oil, 2-stroke

### Standard/classification

- JASO FD (☛ p. 124)

### Guideline

- Only use high grade 2-stroke engine oil of a reputable brand.

Synthetic engine oil
----------------------

### Recommended supplier

#### Bel-Ray®

- Si-7 Synthetic 2T

## Fork oil (SAE 4) (48601166S1)

### Standard/classification

- SAE (☛ p. 124) (SAE 4)

### Guideline

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

## Hydraulic oil (15)

### Standard/classification

- ISO VG (15)

### Guideline

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

## Shock absorber fluid (SAE 2.5) (50180751S1)

### Standard/classification

- SAE (☛ p. 124) (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).

## Super unleaded (95 octane) mixed with 2-stroke engine oil (1:60)

### Standard/classification

- DIN EN 228
- JASO FD (☛ p. 124) (1:60)

### Mixture ratio

1:60	Engine oil, 2-stroke (☛ p. 121) Super unleaded (ROZ 95/RON 95/PON 91) (☛ p. 122)
------	---

### Recommended supplier

#### Bel-Ray®

- Si-7 Synthetic 2T

## Air filter cleaning agent

Recommended supplier

Bel-Ray®

- Foam Filter Cleaner & Degreaser

## Grip adhesive (00062030051)

Recommended supplier

KTM AG

- GRIP GLUE

## High viscosity grease

Recommended supplier

SKF®

- LGHB 2

## Long-life grease

Recommended supplier

Bel-Ray®

- Waterproof Grease

## Offroad chain spray

Guideline

Recommended supplier

Bel-Ray®

- Blue Tac Chain Lube

## Oil for foam air filter

Recommended supplier

Bel-Ray®

- Foam Filter Oil

## Preserving materials for paints, metal and rubber

Recommended supplier

Bel-Ray®

- Silicone Detailer & Protectant Spray

## Universal oil spray

Recommended supplier

Bel-Ray®

- 6 in 1

## **JASO T903 MA**

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

## **SAE**

The SAE viscosity classes were defined by the Society of Automotive Engineers and are used for classifying oils according to their viscosity. The viscosity describes only one property of oil and says nothing about quality.

## **JASO FD**



JASO FD is a classification for a 2-stroke engine oil that was specifically developed for the extreme demands of racing. Thanks to first rate synthetic esters and specially designed additives, superb combustion is achieved even under extreme operating conditions.

## 26 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

## 27.1 Green and blue symbols

Green and blue symbols reflect information.

 A circular symbol containing two horizontal arrows pointing outwards from a central vertical line.	Turn signal indicator lamp flashes green – The turn signal is switched on.
 A circular symbol containing a light bulb with three horizontal lines above it, representing the high beam.	The high beam indicator lamp lights up blue – The high beam is switched on.



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