

OWNER'S MANUAL 2015

TE 125 EU

TE 125 US

TE 250 EU

TE 250 AU

TE 250 US

TE 300 EU

TE 300 AU

TE 300 US

Art. no. 3402022en



THE PIONEERS OF MOTOCROSS


Husqvarna[®]
MOTORCYCLES

DEAR HUSQVARNA 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 wish you a lot of enjoyment in riding this 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

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1.1 Symbols used

The symbols used are explained below.

	Indicates an expected reaction (e.g., to a work step or a function).
	Indicates an unexpected reaction (e.g., to a work step or a function).
	All work marked with this symbol requires specialist knowledge and technical understanding. In the interest of your own safety, have these jobs performed by an authorized Husqvarna 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).

1.2 Formats used

The following typographical formats are used.

Specific name	Identifies a proprietary name.
Name[®]	Identifies a protected name.
Brand[™]	Identifies a brand available on the open market.

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

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

Warning

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

Caution

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

Note

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

Warning

Identifies 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 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 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 dealer.

The Owner's Manual is an important component of the vehicle and should 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 workshop only and confirmed in the customer's service booklet and in the **Husqvarna Dealer.net**; otherwise, all warranty claims will be void. No warranty claims can be considered for damage resulting from manipulations 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 and have them installed by an authorized Husqvarna workshop. Husqvarna 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 Husqvarna dealer will be glad to advise you.

The current **Husky Power** parts for your vehicle can be found on the Husqvarna website.
International Husqvarna website: www.husqvarna-motorcycles.com

3.4 Service

A prerequisite for perfect operation and prevention of premature wear is that the service, care, and tuning work on the engine and chassis is properly carried out as described in the Owner's Manual. Incorrect adjustment and tuning of the engine and chassis can lead to damage and breakage of components.

Use of the vehicle under difficult conditions, such 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 dealer will be happy to answer any questions you may have on your vehicle and Husqvarna.

A list of authorized Husqvarna dealers can be found on the Husqvarna website.
International Husqvarna website: www.husqvarna-motorcycles.com

4.1 View of vehicle, front left (example)



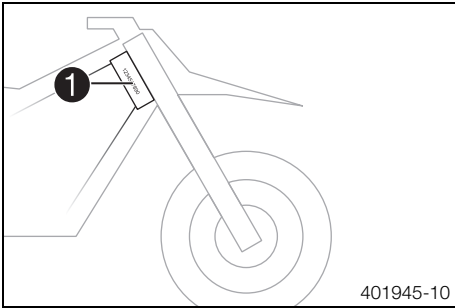
- | | |
|---|-----------------------|
| 1 | Filler cap |
| 2 | Air filter box lid |
| 3 | Fuel tap (☛ p. 18) |
| 4 | Choke (☛ p. 18) |
| 5 | Shift lever (☛ p. 18) |
| 6 | Side stand (☛ p. 19) |

4.2 View of vehicle, rear right (example)



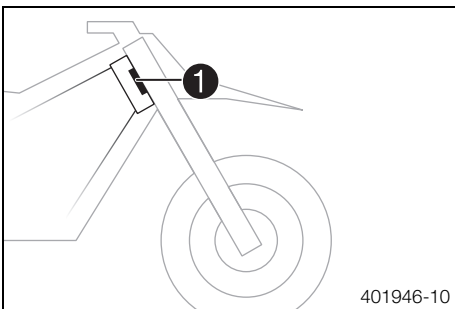
1	Fork compression adjustment
2	Clutch lever (☛ p. 14)
3	Kill switch (☛ p. 14)
3	Horn button (☛ p. 15)
3	Light switch (☛ p. 15)
3	Turn signal switch (☛ p. 15)
4	Speedometer overview
5	Emergency OFF switch (☛ p. 16)
5	Electric starter button (☛ p. 16)
6	Throttle grip (☛ p. 14)
7	Hand brake lever (☛ p. 14)
8	Fork rebound adjustment
9	Shock absorber rebound adjustment
10	Level viewer for brake fluid, rear
11	Shock absorber compression adjustment
12	Foot brake lever (☛ p. 19)
13	Kick starter (☛ p. 19)

5.1 Chassis number



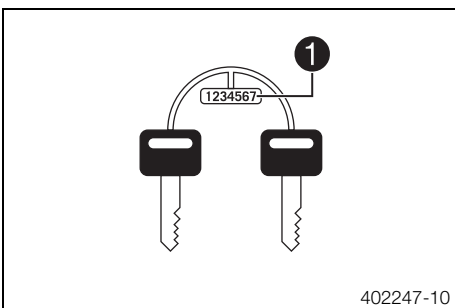
The chassis number ① is stamped on the right side of the steering head.

5.2 Type label (TE EU/AU)



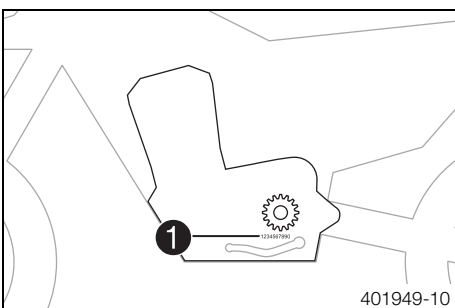
The type label ① is fixed to the front of the steering head.

5.3 Key number (TE EU/AU)



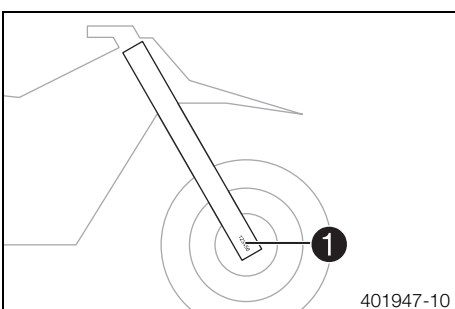
The key number ① for the steering lock is stamped onto the key connector.

5.4 Engine number



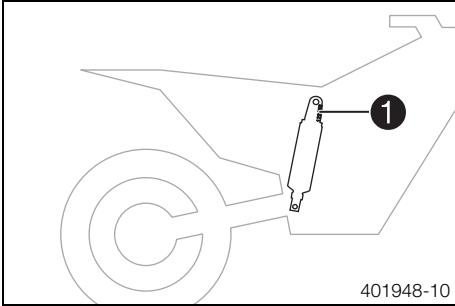
The engine number ① is stamped on the left side of the engine under the engine sprocket.

5.5 Fork part number



The fork part number ① is stamped on the inner side of the fork stub.

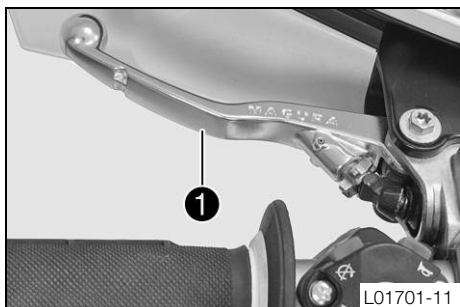
5.6 Shock absorber part number



The shock absorber part number ❶ is stamped on the upper part of the shock absorber above the adjusting ring.

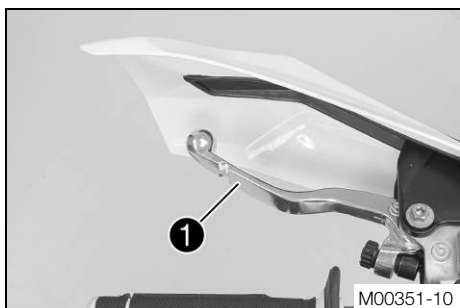
401948-10

6.1 Clutch lever



(All TE 125)

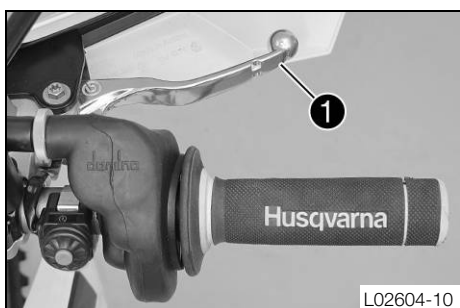
The clutch lever **1** is fitted on the left side of the handlebar.
The clutch is activated hydraulically and adjusts itself automatically.



(All TE 250/300)

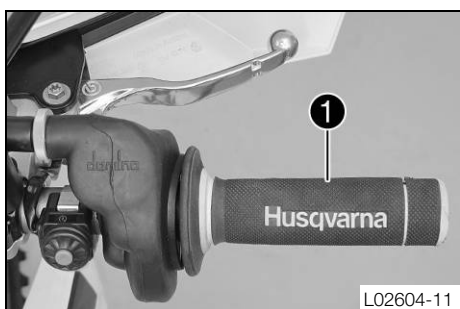
The clutch lever **1** is fitted on the left side of the handlebar.
The clutch is activated hydraulically and adjusts itself automatically.

6.2 Hand brake lever



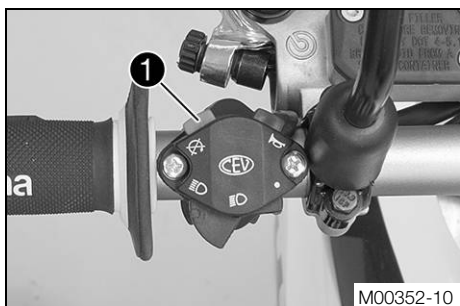
The hand brake lever **1** is located on the right side of the handlebar.
The hand brake lever is used to activate the front brake.

6.3 Throttle grip



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

6.4 Kill switch (TE EU/AU)

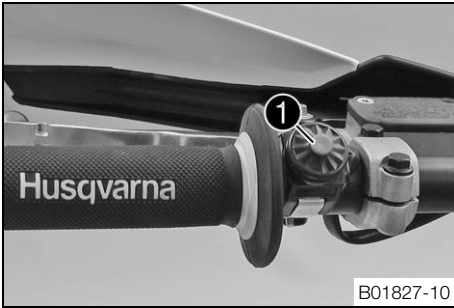


The kill switch **1** is fitted on the left side of the handlebar.

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)

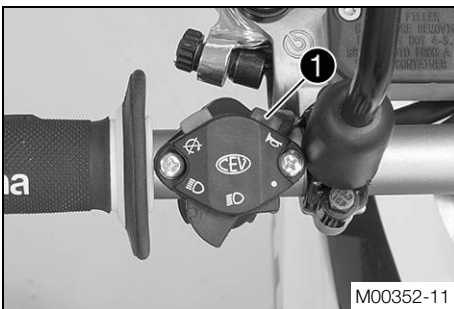


The kill switch ❶ is fitted on the left side of the handlebar.

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)

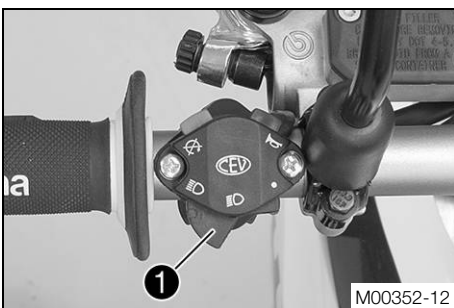


The horn button ❶ is fitted on the left side of the handlebar.

Possible states

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

6.7 Light switch (TE EU/AU)



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

Possible states

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

6.8 Light switch (TE US)

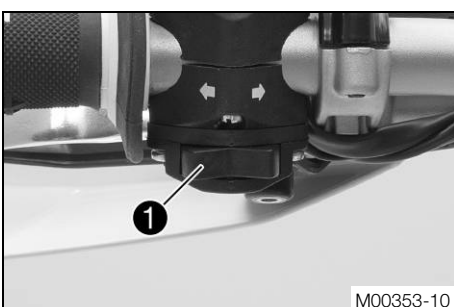


The light switch ❶ is on the left of the speedometer.

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)

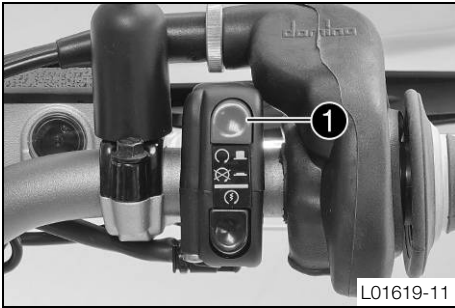


The turn signal switch ❶ is fitted on the left side of the handlebar.

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 (All TE AU)

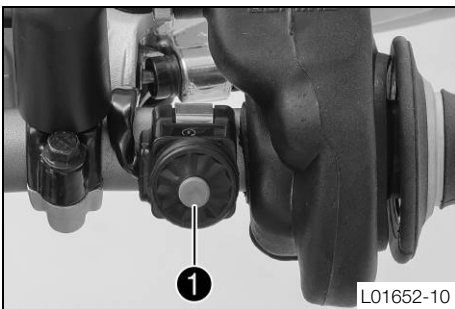


The emergency OFF switch ❶ is fitted on the right side of the handlebar.

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)

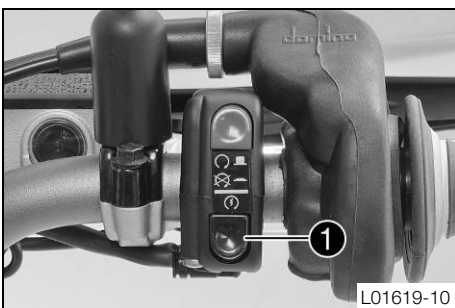


The electric starter button ❶ is fitted on the right side of the handlebar.

Possible states

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

6.12 Electric starter button (All TE AU)



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

Possible states

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

6.13 Overview of indicator lamps (TE EU/AU)



Possible states

	Turn signal indicator lamp flashes green – Turn signal light is switched on.
	High beam indicator lamp lights up blue – High beam is switched on.
	FI warning lamp (MIL) lights up/flashes orange – Inoperative.
	The low fuel warning lamp lights up orange – Inoperative.

6.14 Overview of indicator lamps (TE US)



Possible states

	The high beam indicator light lights up blue – Inoperative.
	FI warning lamp (MIL) lights up/flashes orange – Inoperative.
	The fuel level warning lamp lights up orange – 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.

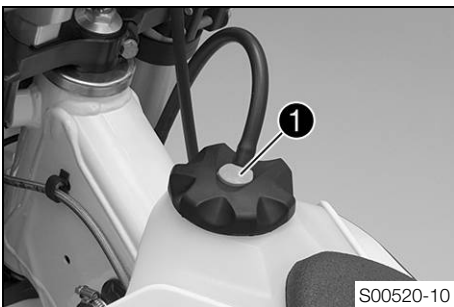
- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician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

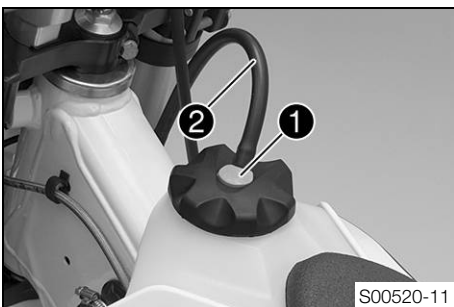
- Do not allow fuel to get into the ground water, the ground, or the sewage system.



S00520-10

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

6.16 Closing the filler cap



S00520-11

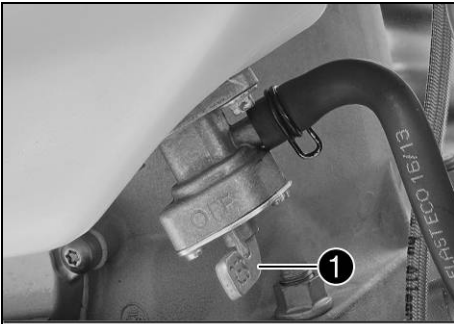
- Replace the filler cap and turn clockwise until release button **1** locks in place.



Info

Run the fuel tank breather hose **2** without kinks.

6.17 Fuel tap

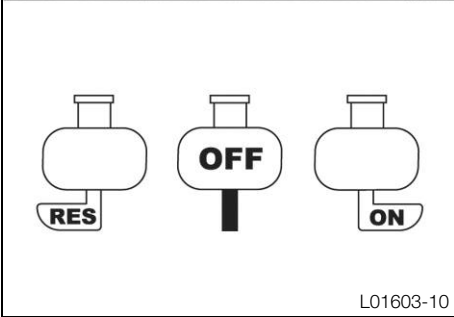


The fuel tap is found on the left side of the fuel tank.

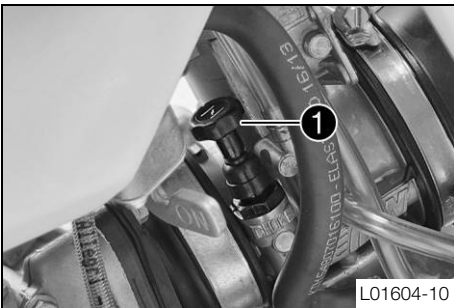
Tap handle ① on the fuel tap can be used to open or close the fuel supply to the carburetor.

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 to the point of reserve capacity.
- Open the fuel reserve supply **RES** – Fuel can flow from the fuel tank to the carburetor. The fuel tank empties fully.



6.18 Choke



The choke knob ① is fitted on the left side of the carburetor.

Activating the choke function frees an opening through which the engine can draw extra fuel. This gives a richer fuel-air mixture, which is needed for a cold start.

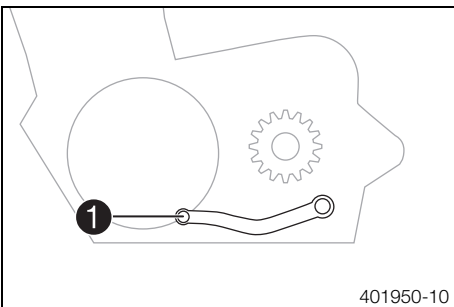
Info

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

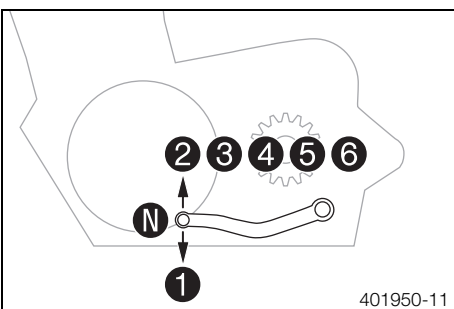
Possible states

- Choke function activated – The choke knob is pulled out all the way.
- Choke function deactivated – The choke knob is pushed in all the way.

6.19 Shift lever



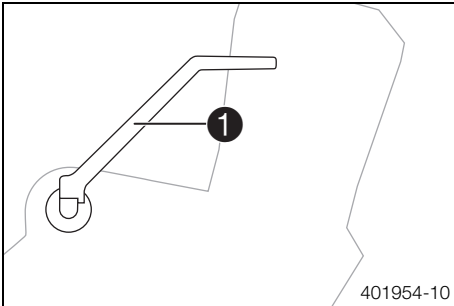
Shift lever ① is mounted on the left side of the engine.



The gear positions can be seen in the photograph.

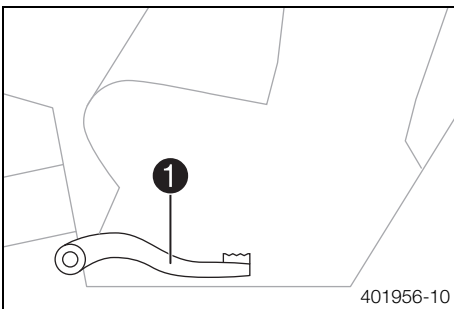
The neutral or idle position is between the first and second gears.

6.20 Kick starter



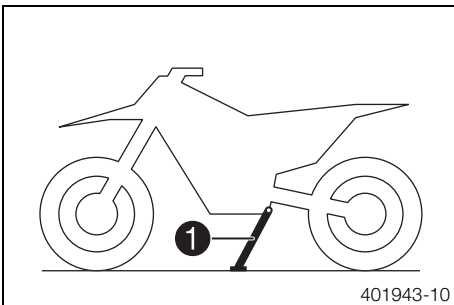
The kick starter **1** is fitted on the right side of the engine. The top part can be swiveled.

6.21 Foot brake lever

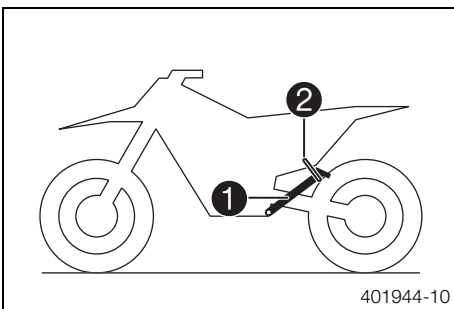


The foot brake lever **1** is located in front of the right footrest. The foot brake lever is used to activate the rear brake.

6.22 Side stand



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

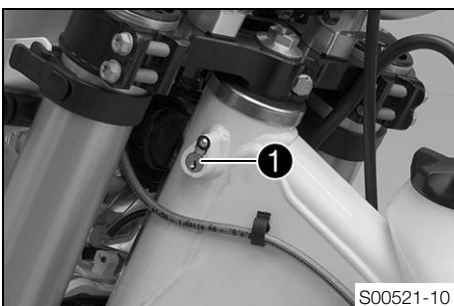


The side stand is used to park the motorcycle.

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.

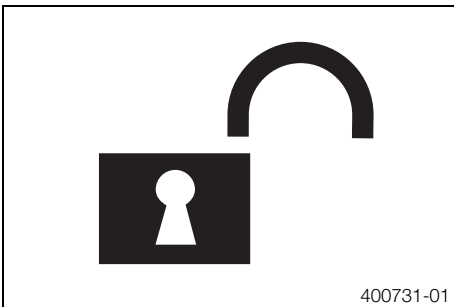
- Always place the vehicle on a firm and even surface.



- 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.

i Info
Never leave the key in the steering lock.

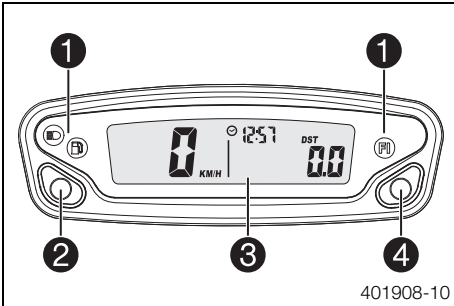
6.25 Unlocking the steering (TE EU/AU)



- 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.

i Info
Never leave the key in the steering lock.

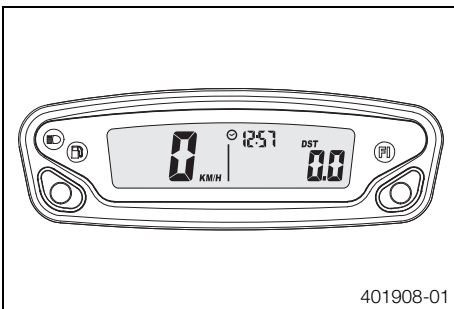
7.1 Overview



401908-10

- | | |
|---|-----------------------------|
| 1 | Overview of indicator lamps |
| 2 | Left button |
| 3 | Display |
| 4 | Right button |

7.2 Activation

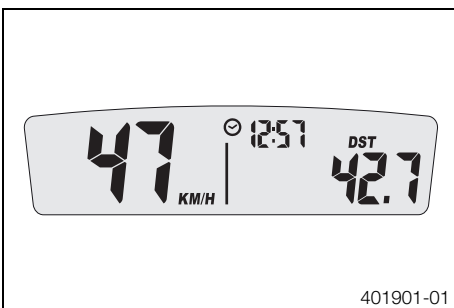


401908-01

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

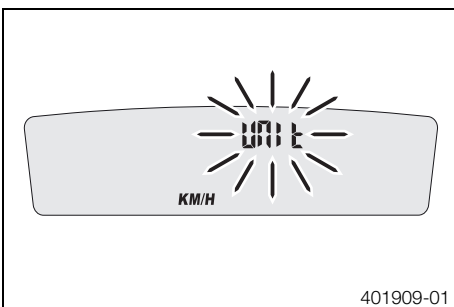


401901-01

Possible states

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

7.4 Setting the speedometer

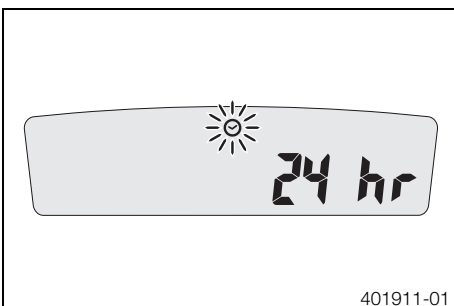


401909-01

Condition

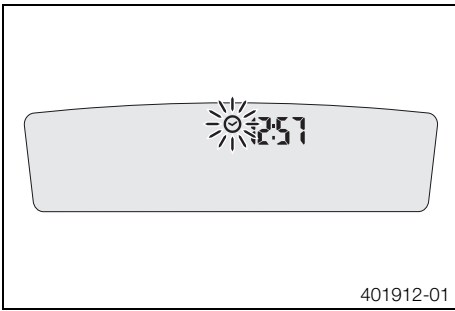
The motorcycle is stationary.

- 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**.



401911-01

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



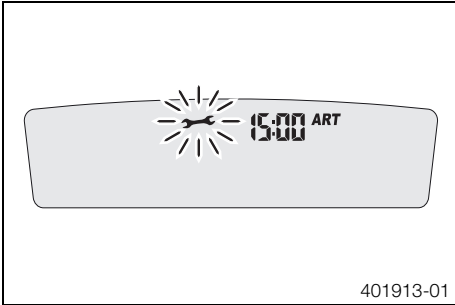
- Wait for 5 seconds.
- ✓ The speedometer changes to the next menu item. The ☀ symbol flashes.

Resetting the time

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

Advancing the time

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



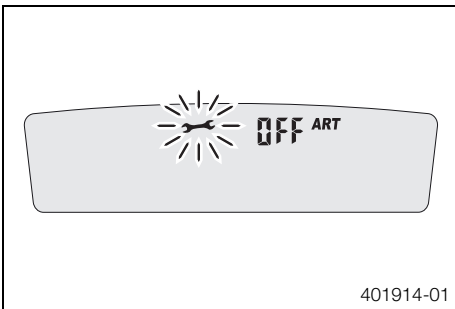
- Wait for 5 seconds.
- ✓ The speedometer changes to the next menu item. The ⚙ symbol flashes.
- Set the service.

Shortening the service interval

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

Extending the service interval

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



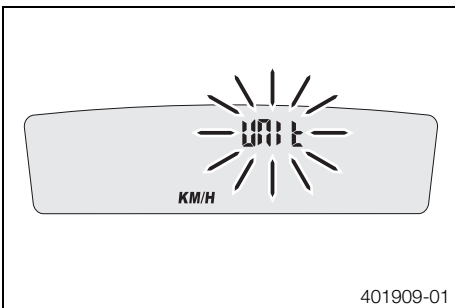
Switching off the service interval display

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

7.5 Setting kilometers or miles

Info

If you change the unit of measure, the **ODO** value is retained and converted accordingly.

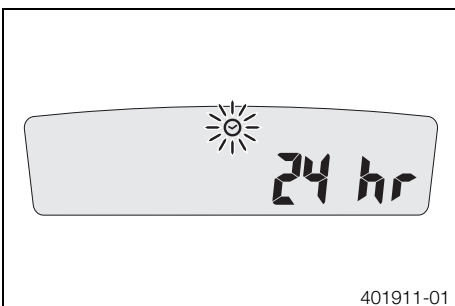


Condition

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**.

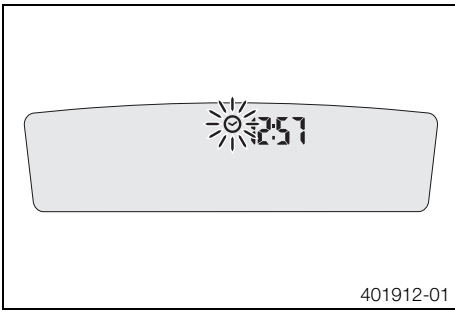
7.6 Setting the clock



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.

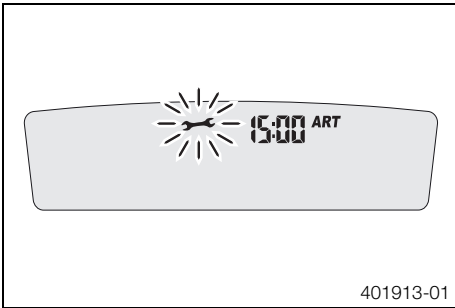
Resetting the time

- 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

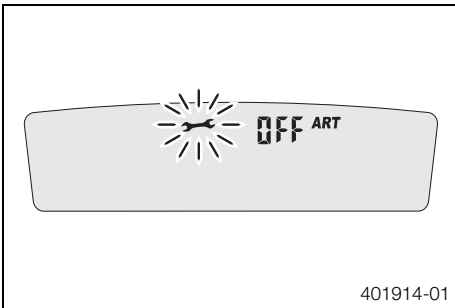
- Press the left button.
- ✓ The value decreases.

Extending the service interval

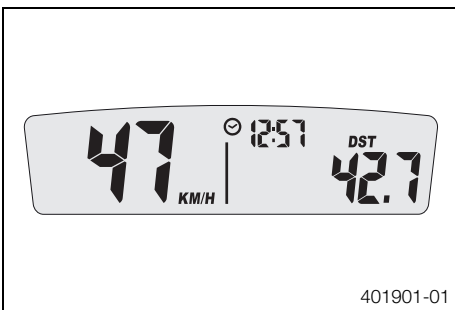
- Press the right button.
- ✓ The value increases.

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

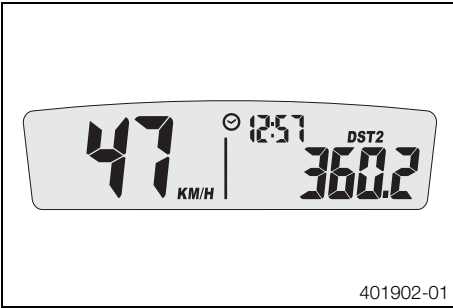


- Press one of the buttons until **DST** appears on the speedometer.
- KM/H** or **M/H** shows the speed.
 ☉ shows the time.
DST shows the distance since the last reset, such as between two refueling stops.

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

7.9 Speed, time, and DST2 distance 2



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

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

⌚ shows the time.

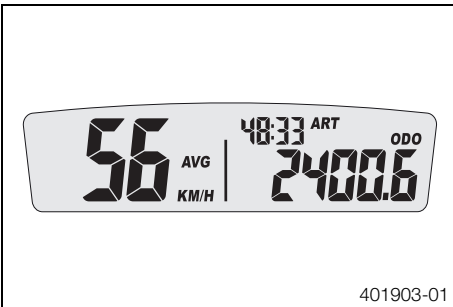
DST2 shows the distance 2 since the last reset, such as between two refueling stops.

i Info

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

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

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



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

AVG shows the average speed since the last reset.

ART shows the operating hours.

ODO shows the total distance covered.

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

8.1 Advice on first use



Danger

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

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



Warning

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

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



Warning

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

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



Warning

Danger of accidents 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 workshop.
 - ✓ You will receive a delivery certificate and the service booklet at vehicle handover.
- Before your first trip, read the entire operating instructions carefully.
- Get to know the controls.
- Adjust the basic position of the clutch lever. (☞ p. 63)

(TE EU/AU)

- Adjust the free travel of the hand brake lever. (☞ p. 67)

(TE US)

- Adjust the basic position of the hand brake lever. (☞ p. 67)
- Adjust the basic position of the foot brake lever. ☞ (☞ p. 72)
- Adjust the basic position of the shift lever. ☞ (☞ p. 96)
- Get used to handling the motorcycle on a suitable piece of land before making a longer trip.



Info

Offroad, you should be accompanied by another person on another machine so that you can help each other.

- Try also to ride as slowly as possible and in a standing position to get a better feeling for the vehicle.
- 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 any baggage, make sure it is fixed 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 in weight distribution.

- Do not exceed the overall maximum permitted weight and the axle loads.

Guideline

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

- Check the spoke tension. (☛ p. 79)

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. 54)
- Clean the air filter and air filter box. ☛ (☛ p. 53)

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

- Additionally secure the rubber grip. (☛ p. 63)
- 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)
- Riding 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 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.

- Fit a dust cover on the air filter.

Dust cover for air filter (77206920100)



Info

Observe the **Husky Power** fitting instructions.



- Fit a sand cover on the air filter.

Sand cover for air filter (59006922000)



Info

Observe the **Husky Power** fitting instructions.

- Adjust the carburetor jetting and setting.



Info

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



- Clean the chain.
- Mount the steel sprocket.



Tip

Do not grease the chain.

- Clean the radiator fins.
- Straighten bent radiator fins carefully.
- If used in sand regularly, replace 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 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.
- Mount a rain cover on the air filter.

Rain cover for air filter (77206921100)

i Info
Observe the **Husky Power** fitting instructions.

- Adjust the carburetor jetting and setting.

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



- Clean the chain.
- Mount 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



- Mount a rain cover on the air filter.

Rain cover for air filter (77206921100)

i Info
Observe the **Husky Power** fitting instructions.

- Adjust the carburetor jetting and setting.

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



- Mount the steel sprocket.
- Clean the motorcycle. (☛ p. 102)
- Straighten bent radiator fins carefully.

8.7 Preparing for rides at high temperature and slow speed



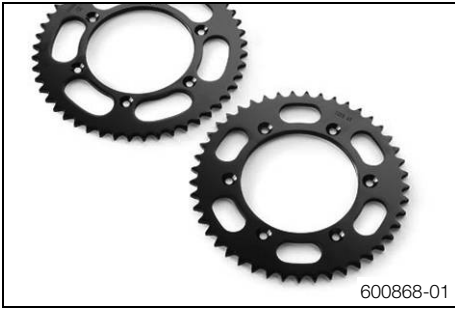
- Check the radiator cap.

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. 89)

8.8 Preparing for rides at low temperature and in snow



- Mount a rain cover on the air filter.

Rain cover for air filter (77206921100)



Info

Observe the **Husky Power** fitting instructions.

- Adjust the carburetor jetting and setting.



Info

The recommended carburetor tuning is available from your authorized Husqvarna 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. 98)
- Check the electrical system.
- Check the front brake fluid level. (☛ p. 68)
- Check the rear brake fluid level. (☛ p. 72)
- Check the front brake linings. (☛ p. 69)
- Check the rear brake linings. (☛ p. 74)
- Check that the brake system is functioning properly.
- Check the coolant level. (☛ p. 89)
- Check the chain for dirt. (☛ p. 58)
- Check the chain, rear sprocket, engine sprocket, and chain guide. (☛ p. 60)
- Check the chain tension. (☛ p. 59)
- Check the tire condition. (☛ p. 78)
- Check the tire air pressure. (☛ p. 79)
- Check the spoke tension. (☛ p. 79)
- 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.

Engine has been out of use for more than one week

- Empty the carburetor float chamber. ☛ (☛ p. 94)
- Turn tap handle **1** on the fuel tap to position **ON**. (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.

(All TE AU)

- Turn the emergency OFF switch to the position **0**.

The engine is cold

- Pull the choke knob all the way out.

(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.

(All TE 125)

- Press the kick starter forcefully through its full range.



Info

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 workshop.
First gear is used for starting off or for steep inclines.

- When conditions allow (incline, road situation, etc.), you can shift into a higher gear. To do so, release the throttle while simultaneously pulling the clutch lever, shift into the next gear, release the clutch, and open the throttle.
- If the choke function was activated, deactivate it after the engine has warmed up.
- When you reach maximum speed after fully opening the throttle, turn back the throttle to about 3/4 of its range. This barely reduces vehicle speed but lowers fuel consumption considerably.
- Always open the throttle only as much as the engine can handle – abrupt throttle opening increases fuel consumption.
- To shift down, brake and close the throttle at the same time.
- Pull the clutch lever and shift into a lower gear, release the clutch lever slowly, and 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. This heats the engine oil, the engine, and the cooling system.
- Ride with a lower engine speed instead of with a high engine speed and a slipping clutch.

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 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

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.


Note

Material damage Damage to or destruction of components due to excessive load.




- The side stand is only designed for the weight of the motorcycle. Do not sit on the motorcycle when it is resting on the side stand. The side stand or the frame may become damaged and the motorcycle may fall over.

- Brake 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 tap handle  on the fuel tap to position **OFF**. (Figure L01603-10  p. 18)
- Park the motorcycle on firm ground.

9.7 Transport

Note

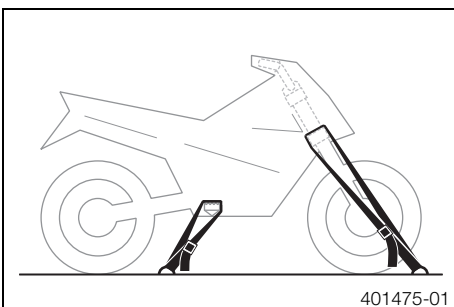
Danger of damage The parked vehicle may roll away or fall over.

- 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.



401475-01

- 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.

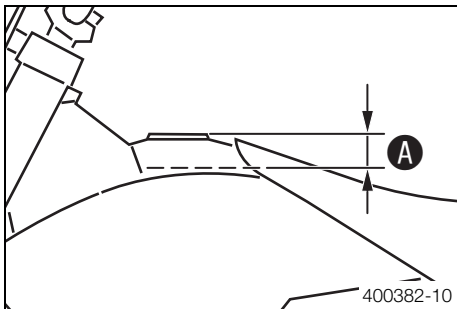
- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician 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 A	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)	•	•
Change the gear oil. 🛠️ (📖 p. 98)	•	•
Check the front brake linings. (📖 p. 69)	•	•
Check the rear brake linings. (📖 p. 74)	•	•
Check the brake discs. (📖 p. 68)	•	•
Check the brake lines for damage and leakage.	•	•
Check the rear brake fluid level. (📖 p. 72)	•	•
Check the free travel of the foot brake lever. (📖 p. 71)	•	•
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. 78)	•	•
Check the tire air pressure. (📖 p. 79)	•	•
Check the wheel bearing for play. 🛠️	•	•
Check the wheel hubs. 🛠️	•	•
Check the rim run-out. 🛠️	•	•
Check the spoke tension. (📖 p. 79)	•	•
Check the chain, rear sprocket, engine sprocket, and chain guide. (📖 p. 60)	•	•
Check the chain tension. (📖 p. 59)	•	•
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. 64)	•	•
Check the front brake fluid level. (📖 p. 68)	•	•
Check the free travel of the hand brake lever. (📖 p. 67)	•	•
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. 🛠️		•
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. 88)	•	•
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. 53)	•	•
Change the glass fiber yarn filling of the main silencer. 🛠️ (📖 p. 55)	•	•
Check the screws and nuts for tightness. 🛠️	•	•
Check the headlight setting. (📖 p. 86)	•	•
Check the idle.	•	•
Final check: Check the vehicle for safe operation and take a test ride.	•	•
Make the service entry in Husqvarna Dealer.net and in the service booklet. 🛠️	•	•

- Periodic interval

10.2 Service work (as additional order)

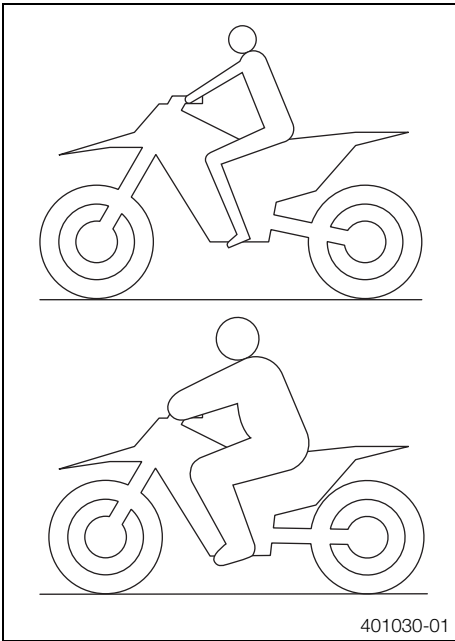
	Annually	
Every 80 operating hours/every 40 operating hours when used for motorsports		
Every 40 operating hours		
Change the front brake fluid. 🛠️		•
Change the rear brake fluid. 🛠️		•
Change the hydraulic clutch fluid. 🛠️ (📖 p. 64)		•
Grease the steering head bearing. 🛠️ (📖 p. 49)		•
Check/set the 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. 🛠️		•

- 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.



401030-01

- 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

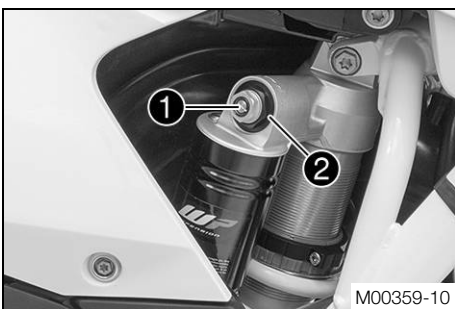
⚠ Caution

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 workshop will be glad to help.)

i Info

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



M00359-10

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

i Info

Do not loosen nut **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

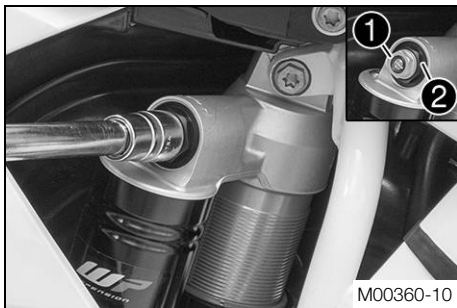
i Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.

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 workshop will be glad to help.)

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



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

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

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

Guideline

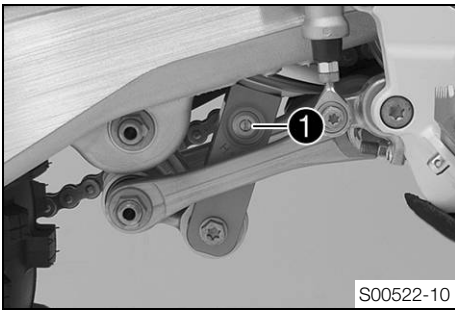
Compression damping, high-speed (All TE 125)	
Comfort	2.5 turns
Standard	2 turns
Sport	1.5 turns
Compression damping, high-speed (All TE 250/300)	
Comfort	2.5 turns
Standard	2 turns
Sport	1.5 turns

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 workshop will be glad to help.)



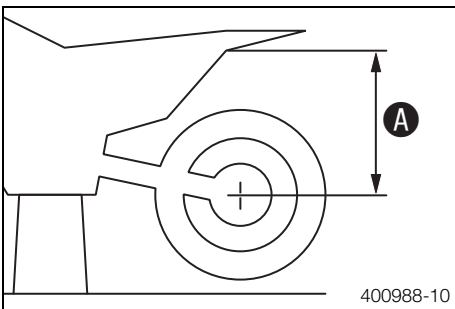
- Turn adjusting screw ① clockwise up to the last perceptible click.
- Turn counterclockwise by the number of clicks corresponding to the shock absorber type.

Guideline

Rebound damping (All TE 125)	
Comfort	17 clicks
Standard	15 clicks
Sport	13 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)

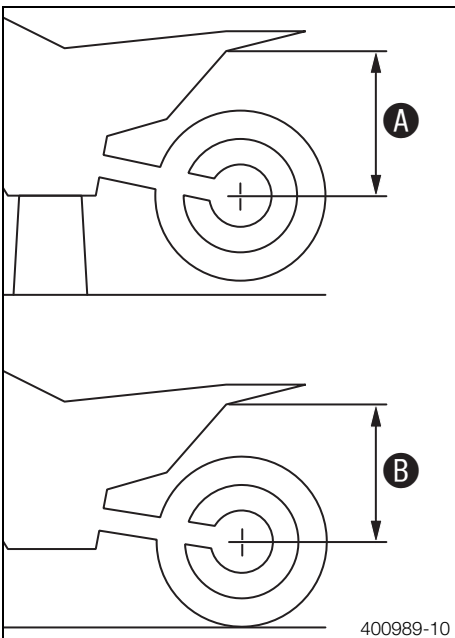
Main work

- 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 A.

Finishing work

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

11.7 Checking the static sag of the shock absorber



- Measure distance A 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 B.

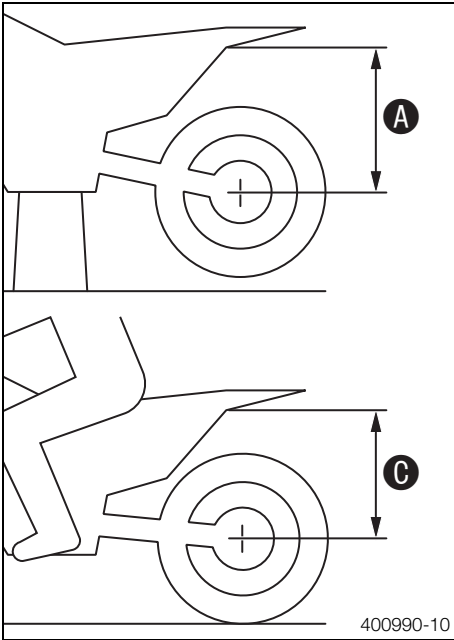
i Info
The static sag is the difference between measurements A and B.

- 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 a 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 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. 56)
- Remove the main silencer. (☞ p. 54)
- Remove the seat. (☞ p. 52)
- Remove the shock absorber. ☞ (☞ p. 51)
- 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)	13 mm (0.51 in)
Spring preload (All TE 250/300)	10 mm (0.39 in)

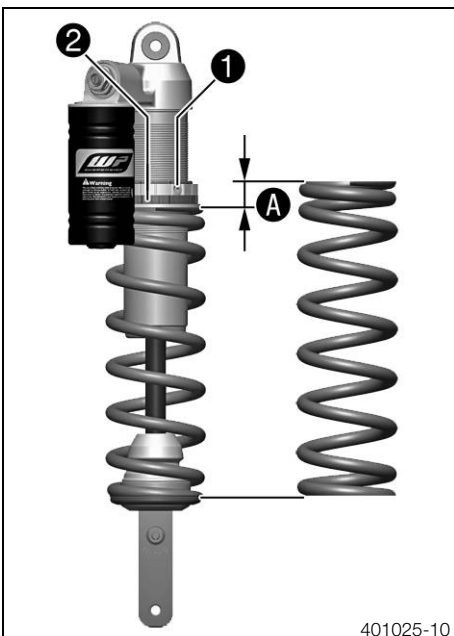
i Info

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. 51)
- Mount the seat. (🔧 p. 52)
- Install the main silencer. (🔧 p. 55)
- Install the right side cover. (🔧 p. 56)
- Remove the motorcycle from the lift stand. (🔧 p. 43)

11.10 Adjusting the riding sag 🛠️

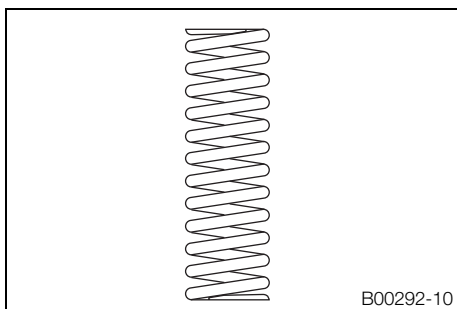
Preparatory work

- Raise the motorcycle with the lift stand. (🔧 p. 43)
- Remove the right side cover. (🔧 p. 56)
- Remove the main silencer. (🔧 p. 54)
- Remove the seat. (🔧 p. 52)
- Remove the shock absorber. 🛠️ (🔧 p. 51)
- After removing the shock absorber, clean it thoroughly.

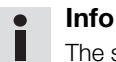
Main work

- 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)



Info

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

Finishing work

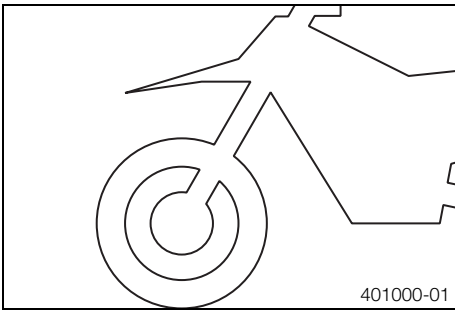
- Install the shock absorber. 🛠️ (🔧 p. 51)
- Mount the seat. (🔧 p. 52)
- Install the main silencer. (🔧 p. 55)
- Install the right side cover. (🔧 p. 56)
- Remove the motorcycle from the lift stand. (🔧 p. 43)
- Check the static sag of the shock absorber. (🔧 p. 38)
- Check the riding sag of the shock absorber. (🔧 p. 39)
- Adjust the rebound damping of the shock absorber. (🔧 p. 37)

11.11 Checking the basic setting of the fork



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

i **Info**

The hydraulic compression damping determines the fork suspension behavior.



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

i **Info**

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	15 clicks
Standard	13 clicks
Sport	11 clicks
Compression damping (All TE 250/300)	
Comfort	15 clicks
Standard	13 clicks
Sport	11 clicks

i **Info**

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

11.13 Adjusting the rebound damping of the fork

i **Info**

The hydraulic rebound damping determines the fork suspension behavior.



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

i **Info**

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).

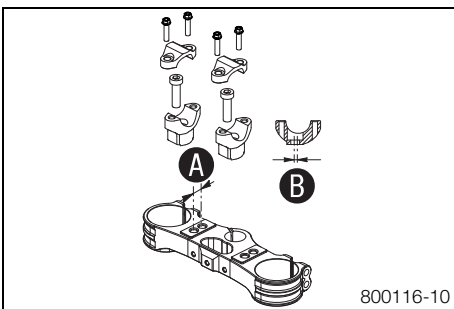
- Turn counterclockwise by the number of clicks corresponding to the fork type.

Guideline

Rebound damping (All TE 125)	
Comfort	15 clicks
Standard	13 clicks
Sport	11 clicks
Rebound damping (All TE 250/300)	
Comfort	15 clicks
Standard	13 clicks
Sport	11 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.

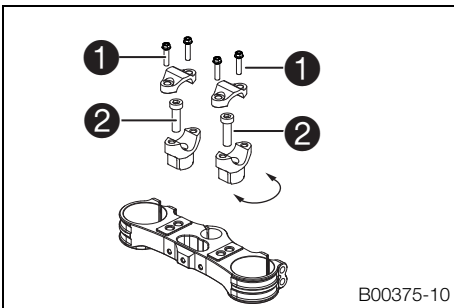
Hole distance A	15 mm (0.59 in)
-----------------	-----------------

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™
--------------------------	-----	---------------------	----------------------

i Info
Position the left and right handlebar supports evenly.

- Position the handlebar.

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

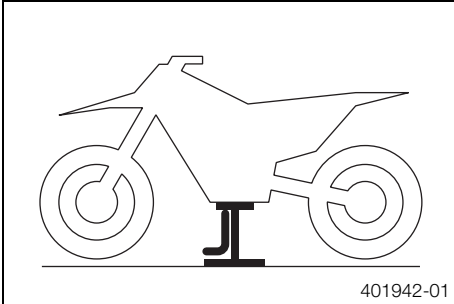
- Position the handlebar clamp. Mount and tighten screws **1**.

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)

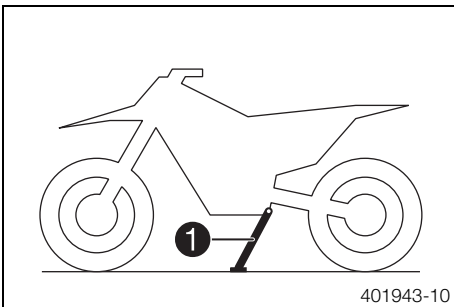
- ✓ Neither wheel is in contact with the ground.
- Secure the motorcycle against falling over.

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)
- Loosen the fork protection. (☛ p. 44)

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 penetrate 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 tube of both fork legs.

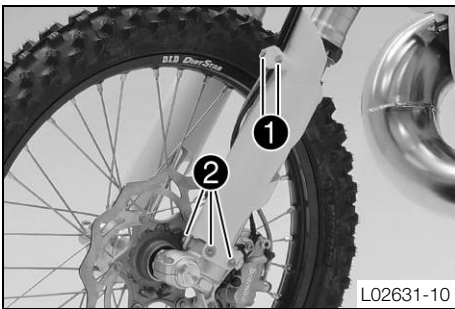
Universal oil spray (☛ p. 123)

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

Finishing work

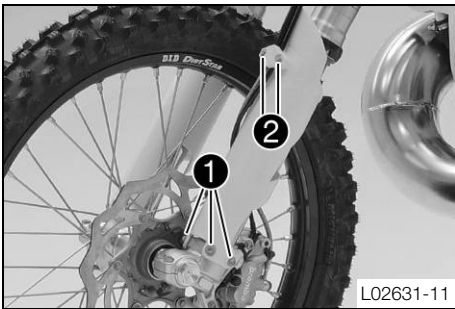
- Position the fork protection. (☛ p. 44)
- Remove the motorcycle from the lift stand. (☛ p. 43)

12.5 Loosening the fork protection



- Remove screws ❶ and take off the clamp.
- Remove screws ❷ on the left fork leg. Push the fork protection downwards.
- Remove the screws on the right fork leg. Push the fork protection downwards.

12.6 Positioning the fork protection



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

Guideline

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

- Position the brake line and clamp. Mount and tighten screws ❷.
- Position the fork protection on the right fork leg. Mount and tighten the screws.

Guideline

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

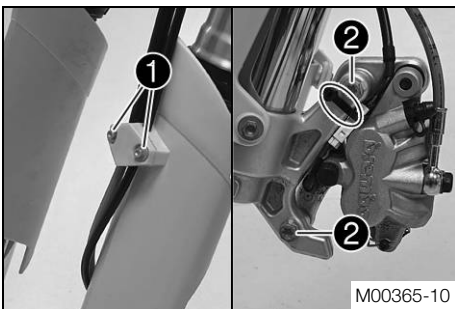
12.7 Removing the fork legs

Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the headlight mask with the headlight. (☛ p. 83)
- Raise the motorcycle with the lift stand. (☛ p. 43)
- Remove the front wheel. ☛ (☛ p. 76)

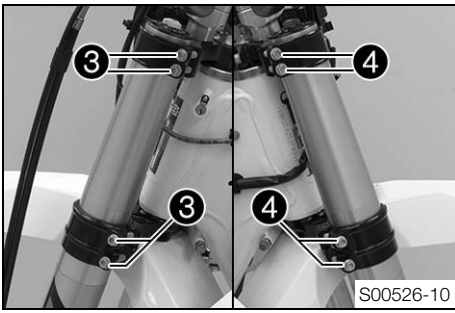
Main work

- Remove screws ❶ and take off the clamp.
- Remove the cable binder(s).
- Remove screws ❷ and take off the brake caliper.
- Hang the brake caliper and the brake line loosely to the side.



Info

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



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

12.8 Installing the fork legs



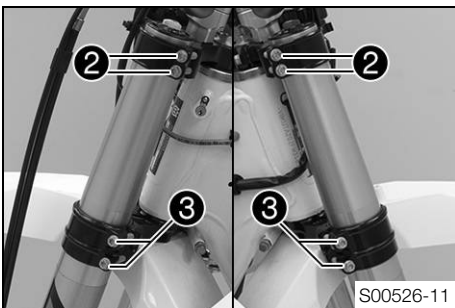
Main work

- Position the fork legs.
- ✓ Bleeder screws **1** face forward.

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 **2**.

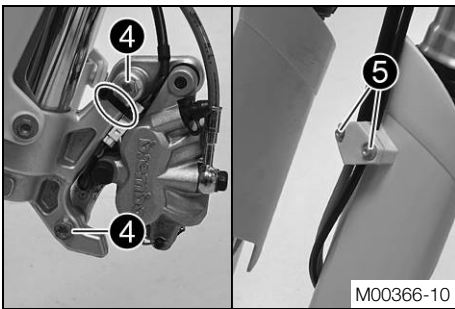
Guideline

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

- Tighten screws **3**.

Guideline

Screw, bottom triple clamp	M8	15 Nm (11.1 lbf ft)
----------------------------	----	---------------------



- Position the brake caliper. Mount and tighten screws **4**.

Guideline

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

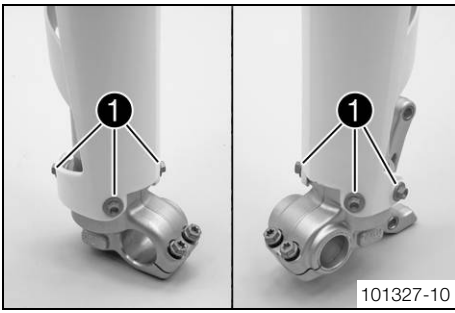
Finishing work

- Install the front wheel. (☞ p. 76)
- Install the headlight mask with the headlight. (☞ p. 84)
- Check the headlight setting. (☞ p. 86)

12.9 Removing the fork protector

Preparatory work

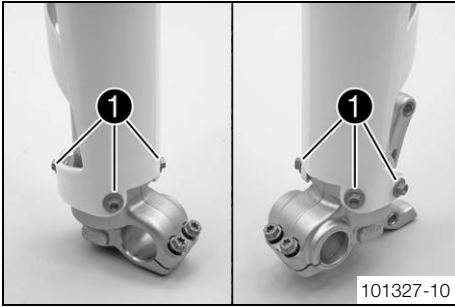
- Switch off all power consumers and switch off the engine.
- Remove the headlight mask with the headlight. (☞ p. 83)
- Raise the motorcycle with the lift stand. (☞ p. 43)
- Remove the front wheel. (☞ p. 76)
- Remove the fork legs. (☞ p. 44)



Main work

- Remove screws **1** on the left fork leg. Lift off the fork protector.
- Remove the screws on the right fork leg. Lift off the fork protector.

12.10 Installing the fork protector



Main work

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

Guideline

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

- Position the fork protection on the right fork leg. Mount and tighten the screws.

Guideline

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

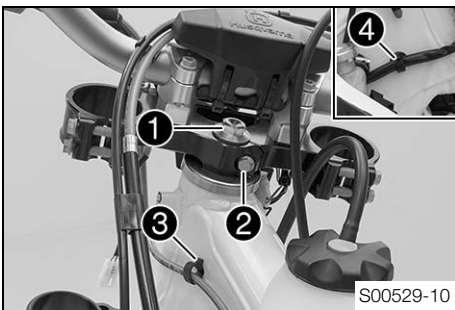
Finishing work

- Install the fork legs. (☞ p. 45)
- Install the front wheel. (☞ p. 76)
- Install the headlight mask with the headlight. (☞ p. 84)
- Check the headlight setting. (☞ p. 86)

12.11 Removing the lower triple clamp

Preparatory work

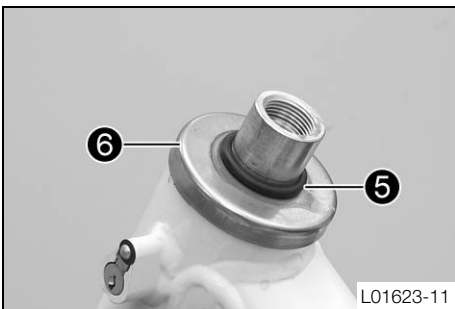
- Switch off all power consumers and switch off the engine.
- Remove the headlight mask with the headlight. (☞ p. 83)
- Raise the motorcycle with the lift stand. (☞ p. 43)
- Remove the front wheel. (☞ p. 76)
- Remove the fork legs. (☞ p. 44)
- Remove the front fender. (☞ p. 50)



Main work

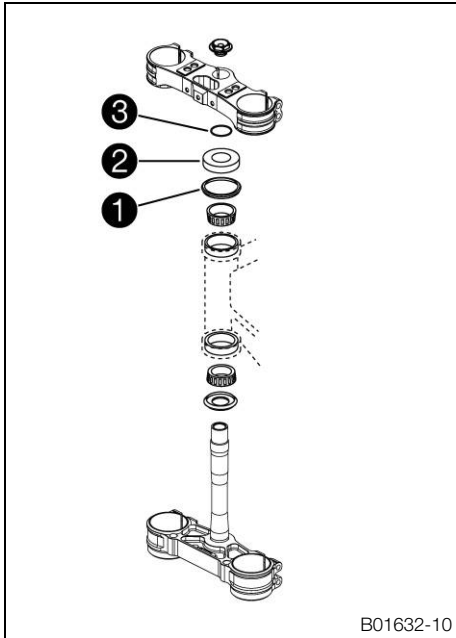
- Remove screw **1**. Remove screw **2**.
- Open cable holder **3** in front of the left radiator and detach the clutch line.
- Open cable holder **4** in front of the right radiator and detach the wiring harness.
- Remove the upper triple clamp with the handlebar and set aside.

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



- 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.

12.12 Installing the lower triple clamp



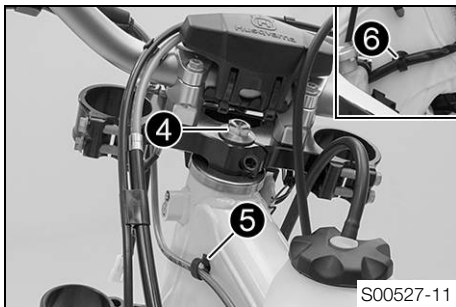
B01632-10

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 top steering head seal **1** is correctly positioned.
- Slide on protective ring **2** and O-ring **3**.



S00527-11

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



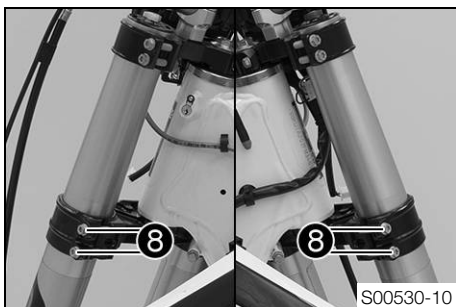
L01628-11

- Position the fork legs.
- ✓ Bleeder screws **7** face forward.

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.



S00530-10

- Tighten screws **8**.

Guideline

Screw, bottom triple clamp	M8	15 Nm (11.1 lbf ft)
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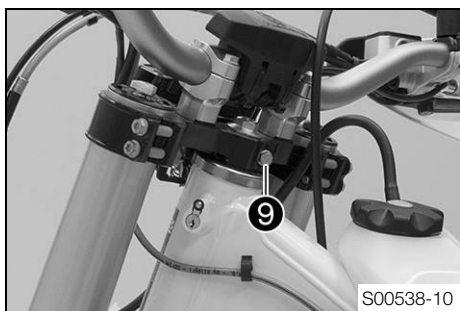


S00537-10

- Tighten screw **4**.

Guideline

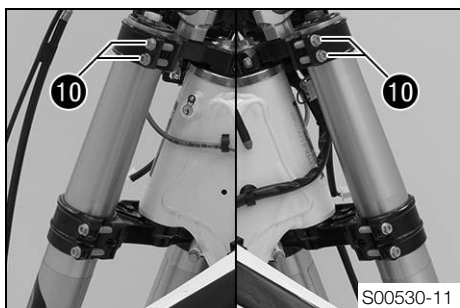
Screw, top steering head	M20x1.5	12 Nm (8.9 lbf ft)
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- Mount and tighten screw 9.

Guideline

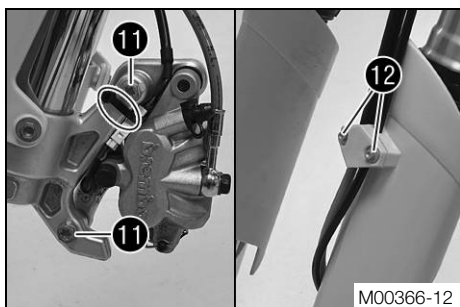
Screw, top steering stem	M8	17 Nm (12.5 lbf ft)	Loctite® 243™
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- Tighten screws 10.

Guideline

Screw, top triple clamp	M8	17 Nm (12.5 lbf ft)	
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- 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 cable binder.
- Position the brake line, wiring harness, and clamp. Mount and tighten screws 12.

Finishing work

- Install the front fender. (☛ p. 50)
- Install the front wheel. (☛ p. 76)
- Install the headlight mask with the headlight. (☛ p. 84)
- 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. 86)

12.13 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 workshop will be glad to help.)

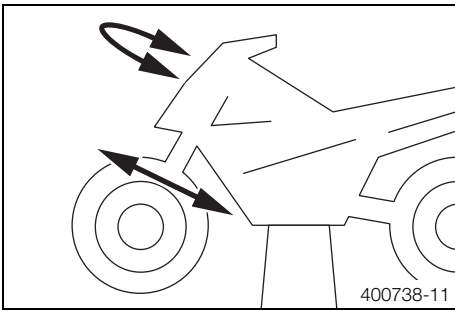


Info

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. 49)
- Move the handlebar to and fro over the entire steering range.

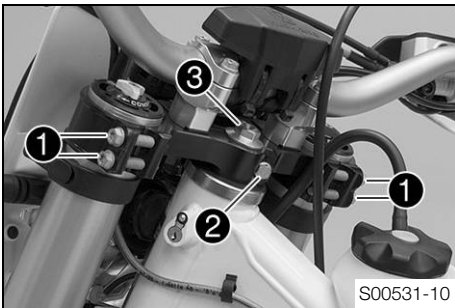
The handlebar must be able to move easily over the entire steering range. There should be no perceptible detent positions.

- » If detent positions are noticeable:
 - Adjust the play of the steering head bearing. ↘ (☛ p. 49)
 - Check the steering head bearing and change if necessary.

Finishing work

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

12.14 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)
--------------------------	---------	--------------------

- 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)
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- Mount and tighten screw ②.

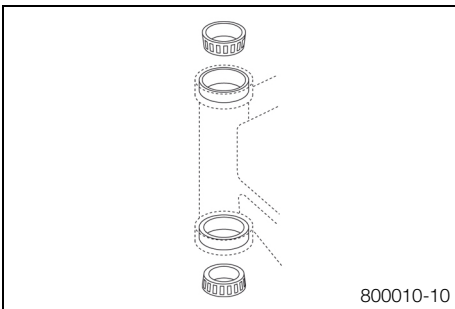
Guideline

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

Finishing work

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

12.15 Greasing the steering head bearing ↘



- Remove the lower triple clamp. ↘ (☛ p. 46)
- Install the lower triple clamp. ↘ (☛ p. 47)

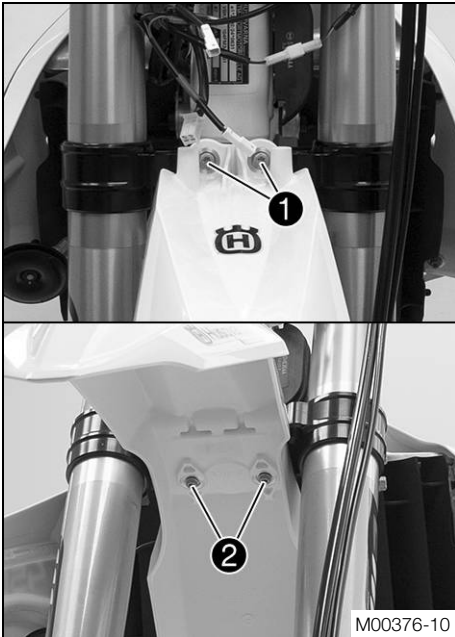
12.16 Removing the front fender

Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the headlight mask with the headlight. (☛ p. 83)

Main work

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



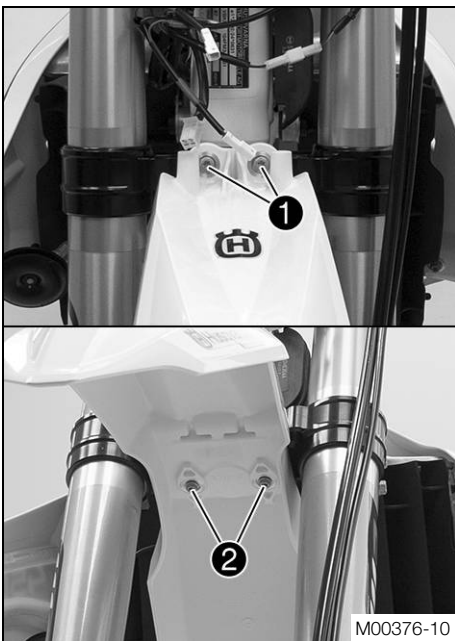
12.17 Installing the front fender

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. 84)
- Check the headlight setting. (☛ p. 86)

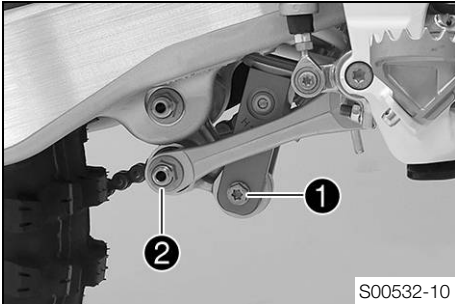
12.18 Removing the shock absorber ↩

Preparatory work

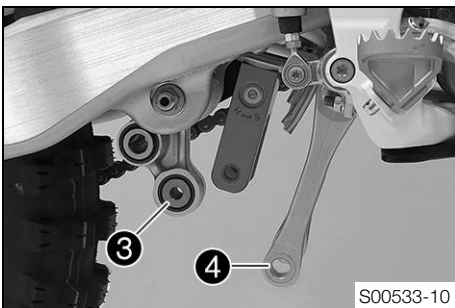
- Raise the motorcycle with the lift stand. (☞ p. 43)
- Remove the right side cover. (☞ p. 56)
- Remove the main silencer. (☞ p. 54)
- Remove the seat. (☞ p. 52)

Main work

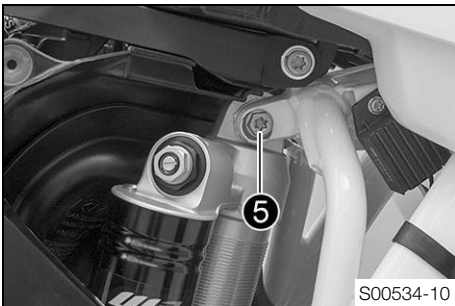
- Remove screw ①.
- Remove fitting ②.



- Press angle lever ③ toward the rear.
- Press linkage lever ④ downward.



- Remove screw ⑤.
- Lift off the shock absorber.



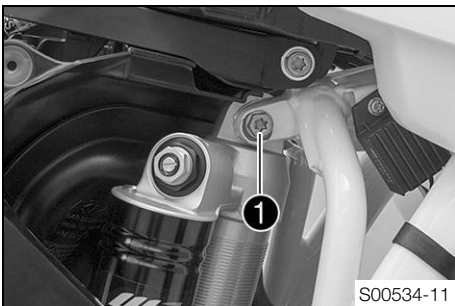
12.19 Installing the shock absorber ↩

Main work

- Slip in the shock absorber from the top.
- Position the shock absorber.
- Mount and tighten screw ①.

Guideline

Screw, top shock absorber	M10	60 Nm (44.3 lbf ft)	Loctite® 2701™
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- Position the angle lever and linkage lever.
- Mount and tighten fitting ②.

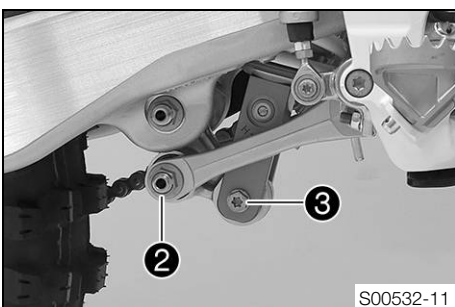
Guideline

Nut, linkage lever on angle lever	M14x1.5	80 Nm (59 lbf ft)
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- Mount and tighten screw ③.

Guideline

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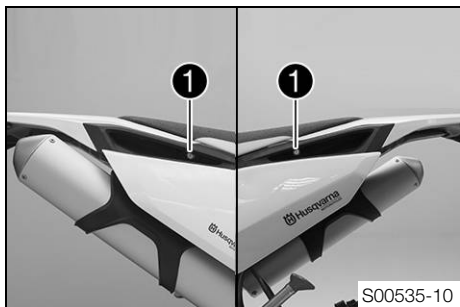


Finishing work

- Mount the seat. (☞ p. 52)
- Install the main silencer. (☞ p. 55)

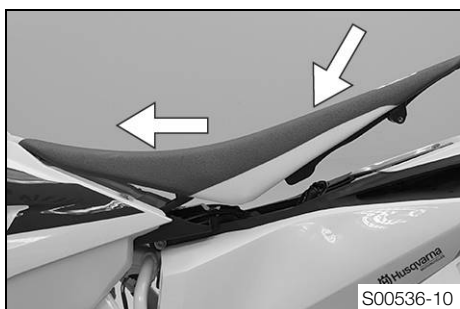
- Install the right side cover. (☛ p. 56)
- Remove the motorcycle from the lift stand. (☛ p. 43)

12.20 Removing the seat



- Remove screws **1** in the recessed grips on the left and right.
- Lift up the seat at the rear, pull it back, and then lift it off.

12.21 Mounting the seat

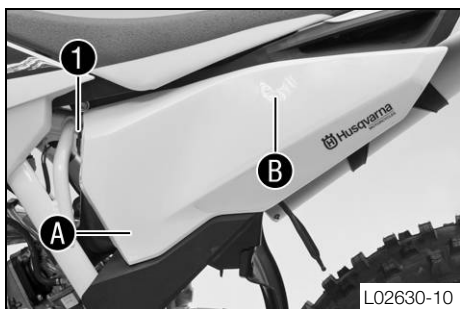


- Attach the front of the seat to the collar bushing of the fuel tank and lower the seat at the rear while pushing forward.
- Make sure that the seat is correctly locked in.
- Mount and tighten the screws for securing the seat.

Guideline

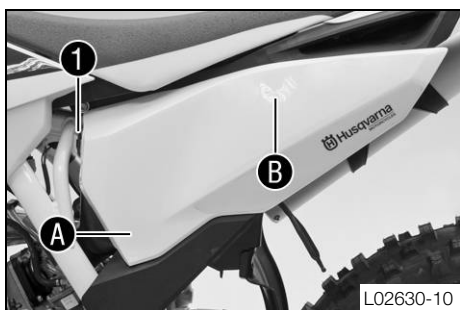
Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
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12.22 Removing the air filter box lid



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

12.23 Installing the air filter box lid



- Position the air filter box lid and tab **1**. Engage the air filter box lid in areas **A** and **B**.
- Engage tab **1**.

12.24 Removing the air filter ↘

Note

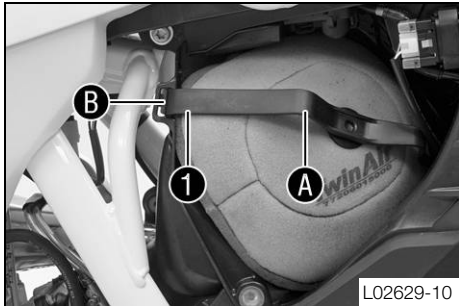
Engine failure Unfiltered intake air has a negative effect on the service life of the engine.

- 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 lid. (☛ p. 52)

Main work

- Push air filter holder ① toward the air filter at position ① and detach it at end ②. Swing the air filter holder to one side and remove the air filter with the air filter support.
- Remove the air filter from the air filter support.

12.25 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 lid. (☛ p. 52)
- Remove the air filter. ↘ (☛ p. 53)

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)

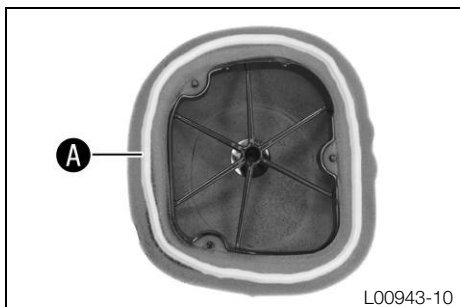
- Clean the air filter box.
- Check the carburetor connection boot for damage and tightness.

Finishing work

- Install the air filter. ↘ (☛ p. 54)
- Install the air filter box lid. (☛ p. 52)



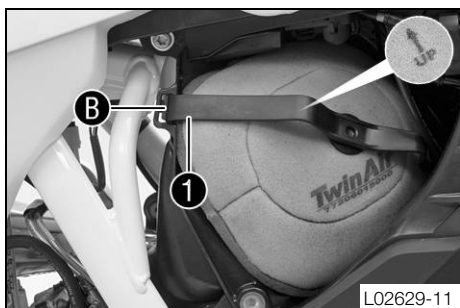
12.26 Installing the air filter



Main work

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

Long-life grease (☛ p. 123)



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

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

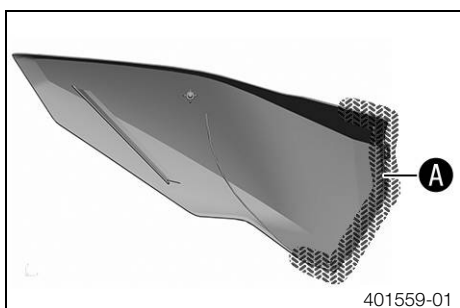
Info

If the air filter is not correctly mounted, dust and dirt can enter the engine and cause damage.

Finishing work

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

12.27 Sealing the air filter box



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

12.28 Removing the main silencer



Warning

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

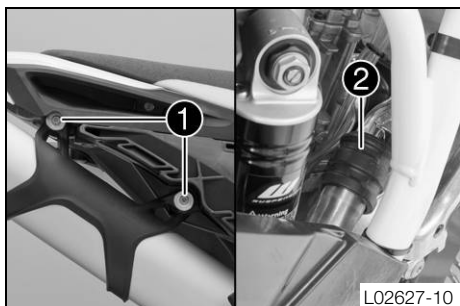
- Allow the exhaust system to cool down. Do not touch hot components.

Preparatory work

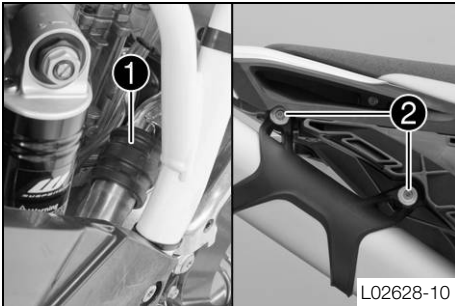
- Remove the right side cover. (☛ p. 56)

Main work

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



12.29 Installing the main silencer



Main work

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

Guideline

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

Finishing work

- Install the right side cover. (☛ p. 56)

12.30 Changing the glass fiber yarn filling of the main silencer



Warning

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

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



Info

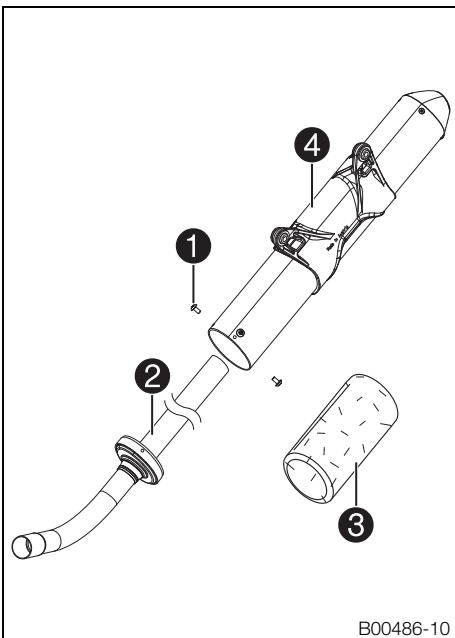
Over time, the fibers of the glass fiber yarn filling escape and the damper "burns" out. Not only is the noise level higher, the performance characteristic changes.

Preparatory work

- Remove the right side cover. (☛ p. 56)
- Remove the main silencer. (☛ p. 54)

Main work

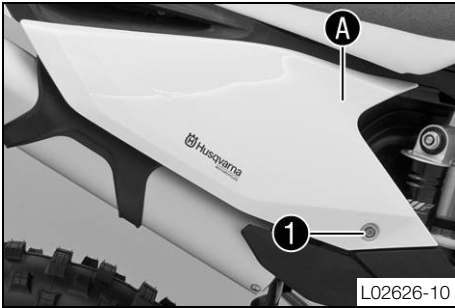
- Remove screws ①. Pull out inner tube ②.
- Pull the glass fiber yarn filling ③ from the inner tube.
- Clean the parts that are to be reinstalled.
- Mount the new glass fiber yarn filling ③ on the inner tube.
- Slide outer tube ④ over the inner tube with the new glass fiber yarn filling.
- Mount and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



Finishing work

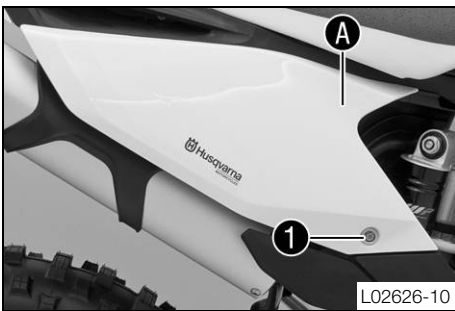
- Install the main silencer. (☛ p. 55)
- Install the right side cover. (☛ p. 56)

12.31 Removing the right side cover



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

12.32 Installing the right side cover



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

Guideline

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

12.33 Removing the fuel tank



Danger

Fire hazard Fuel is highly flammable.

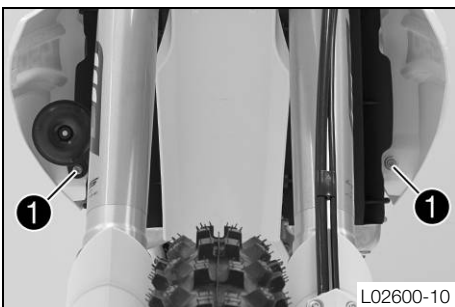
- Never refuel the vehicle near open flames or burning cigarettes, and always switch off the engine first. Be careful that no fuel is spilt, especially on hot vehicle components. Clean up spilt fuel immediately.
- The fuel in the fuel tank expands when warm and may emerge if overfilled. Follow the instructions 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 is contaminated with fuel. Store fuel properly in a suitable canister and keep away from children.



Preparatory work

- Remove the seat. (p. 52)

Main work

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



Info

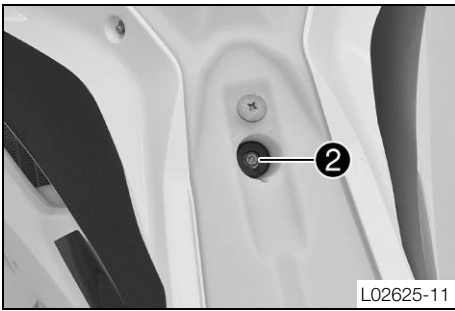
Remaining fuel may run out of the fuel hose.

(TE EU/AU)

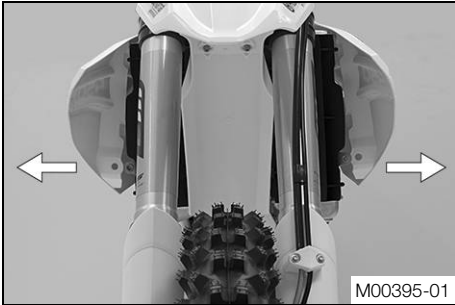
- Detach the connector for the horn.
- Remove screws 1 with the horn and collar bushings.

(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.

12.34 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.

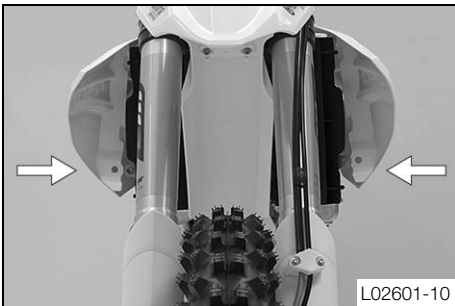
- Fuel must not come into contact with the skin, eyes, or clothing. Do not breathe in the fuel vapors. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If fuel is swallowed, contact a physician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

Preparatory work

- Remove the seat. (☞ p. 52)
- Remove the fuel tank. ↗ (☞ p. 56)
- Check the throttle cable routing. (☞ p. 62)

Main work

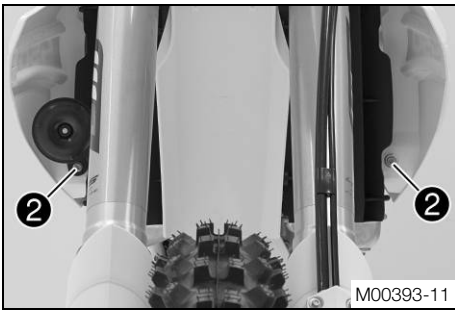
- Position the fuel tank and fit the two spoilers to the sides of the radiator bracket.
- Make sure that no cables are trapped or damaged.



- Mount the fuel tank vent hose.
- 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

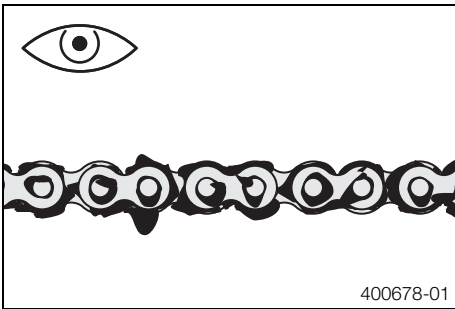
Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
---------------------------	----	--------------------

- Connect the fuel hose

Finishing work

- Mount the seat. (☛ p. 52)

12.35 Checking the chain for dirt



- Check the chain for heavy soiling.
 - » If the chain is very dirty:
 - Clean the chain. (☛ p. 58)

12.36 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

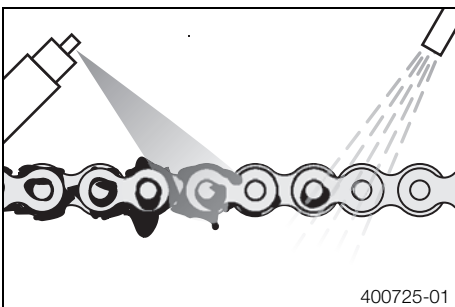
Environmental hazard Hazardous substances cause environmental damage.

- 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)

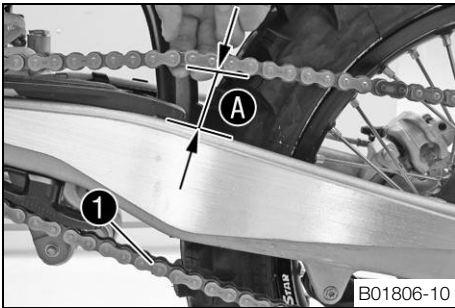
Finishing work

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

12.37 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

- Press the chain upward at the end of the chain sliding piece and determine 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. 59)

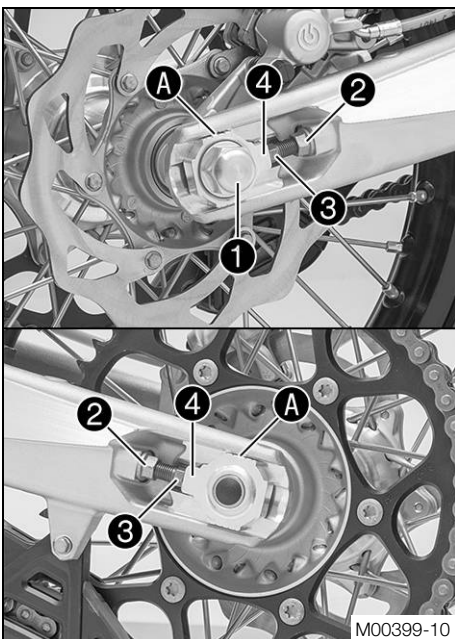
Finishing work

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

12.38 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. 59)

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

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

Guideline

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

i 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)

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

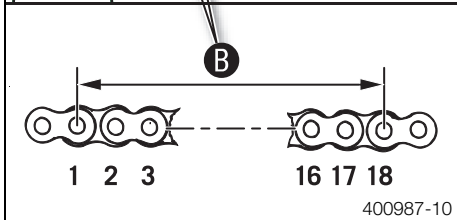
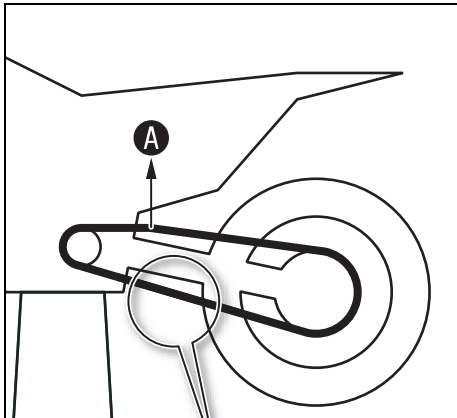
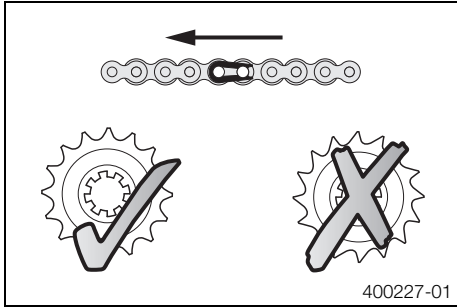
Preparatory work

- 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. 🛠️

i 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 **A**.

Guideline

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

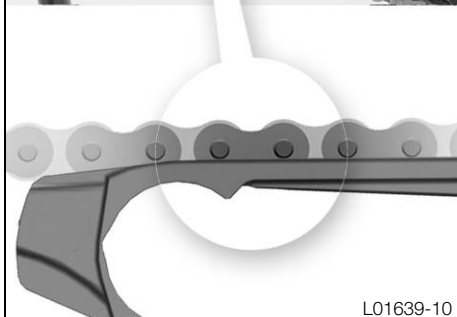
- Measure distance **B** of 18 chain links in the lower chain section.

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

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

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

i 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™
----------------------------	----	-------------------	----------------------

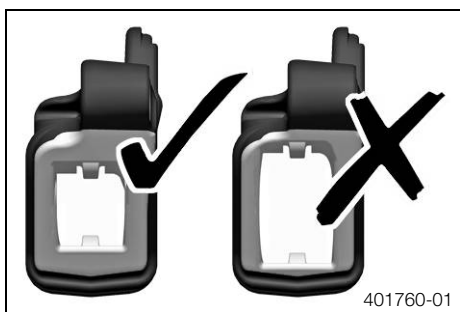


L01640-10

- 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

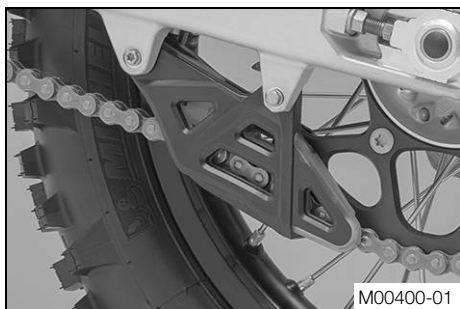
- Check the chain guide for wear.



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. 🛠️



M00400-01

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

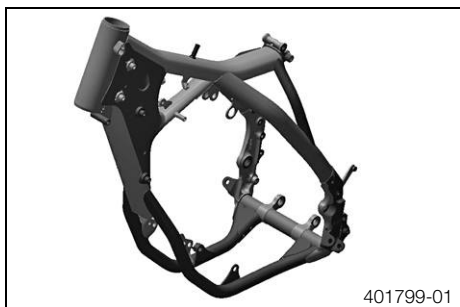
Guideline

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)

12.40 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. 🛠️



Info

A frame that has been damaged due to a mechanical impact must always be changed. Repair of the frame is not authorized by Husqvarna.

12.41 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

A damaged swingarm must always be changed. Repair of the swingarm is not authorized by Husqvarna.

12.42 Checking the throttle cable routing

Preparatory work

- Remove the seat. (↘ p. 52)
- Remove the fuel tank. ↘ (↘ p. 56)

Main work (All TE 125)

- Check the throttle cable routing.

The throttle cable must be routed to the carburetor on the left side of the upper frame tube behind the handlebars.

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



(All TE 250/300)

- Check the throttle cable routing.

The throttle cable must be routed to the carburetor on the left side of the upper frame tube behind the handlebars.

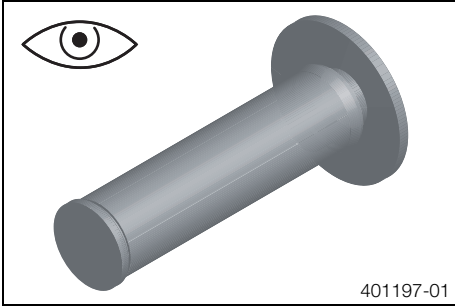
- » If the throttle cable is not routed as specified:
 - Correct the throttle cable routing.



Finishing work

- Install the fuel tank. ↘ (↘ p. 57)
- Mount the seat. (↘ p. 52)

12.43 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.

Rubber grip adhesive (00062030051) (☛ p. 123)

12.44 Additionally securing the rubber grip



Preparatory work

- Check the rubber grip. (☛ p. 63)

Main work

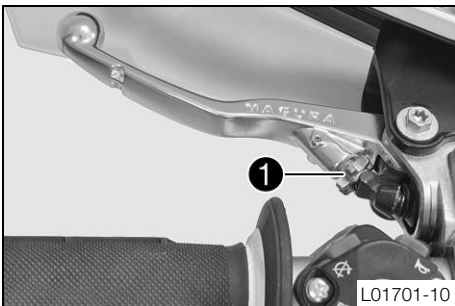
- Secure the rubber grip at two points using the securing wire.

Securing wire (54812016000)

Wire twister forceps (U6907854)

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

12.45 Adjusting the basic position of the clutch lever

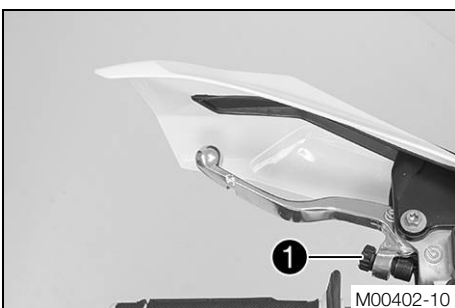


(All TE 125)

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

i 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.

i Info

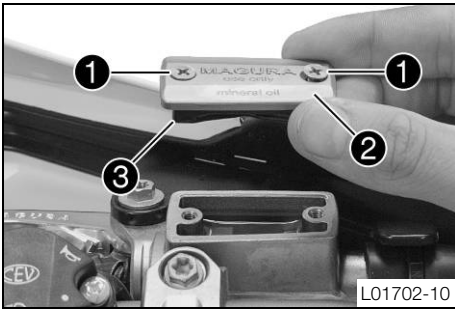
Turn the adjusting screw counterclockwise to decrease the distance between the clutch lever and the handlebar.
 Turn the adjusting screw clockwise to increase the distance between the clutch lever and the handlebar.
 The range of adjustment is limited.
 Turn the adjusting screw by hand only, and do not apply any force.
 Do not make any adjustments while riding!

12.46 Checking/rectifying the fluid level of the hydraulic clutch



Info

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



(All TE 125)

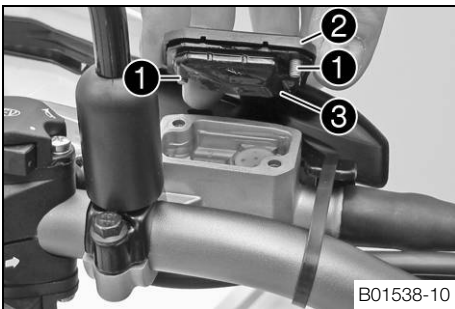
- Move the clutch fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws **1**.
- Remove cover **2** with membrane **3**.
- Check the fluid level.

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.

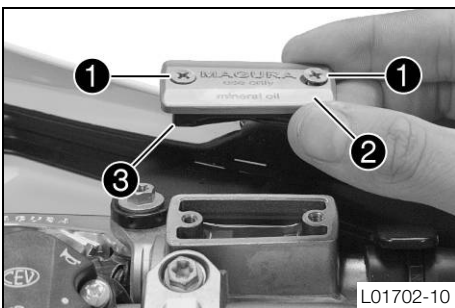
12.47 Changing the hydraulic clutch fluid ☞



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.



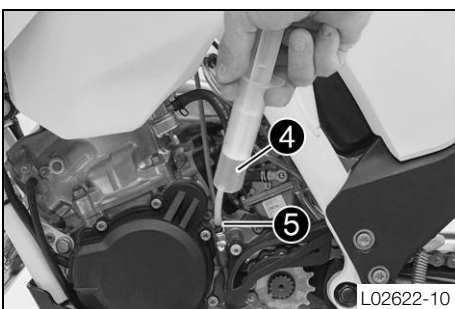
(All TE 125)

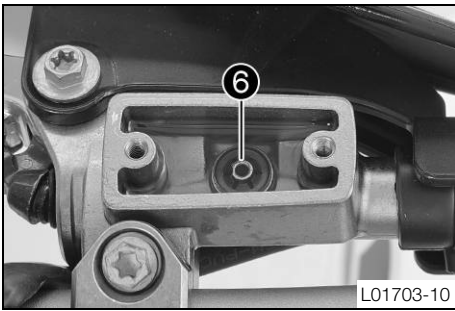
- Move the clutch fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws **1**.
- Remove cover **2** with membrane **3**.

Bleed syringe (50329050000)
Hydraulic oil (15) (☛ p. 122)

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

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



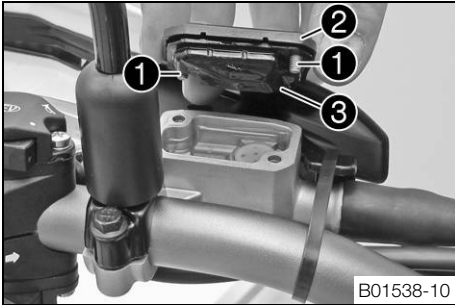


- Inject the liquid into the system until it escapes from hole **6** of the master cylinder without bubbles.
- To prevent overflow, drain fluid occasionally from the master cylinder reservoir.
- Remove the bleeding syringe. Mount and tighten the bleeder screw.
- Correct the fluid level of the hydraulic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

Guideline

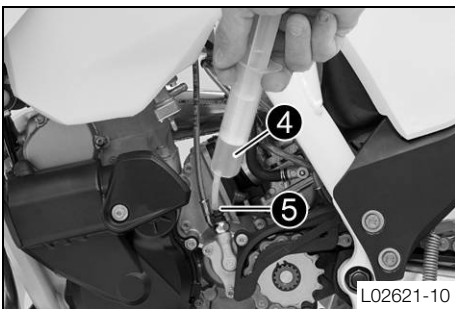
Fluid level below container rim	4 mm (0.16 in)
---------------------------------	----------------

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



(All TE 250/300)

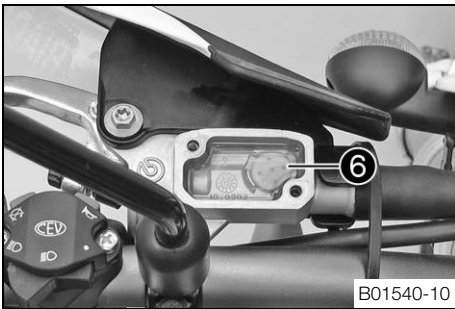
- Move the clutch fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws **1**.
- Remove cover **2** with membrane **3**.



- 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**.



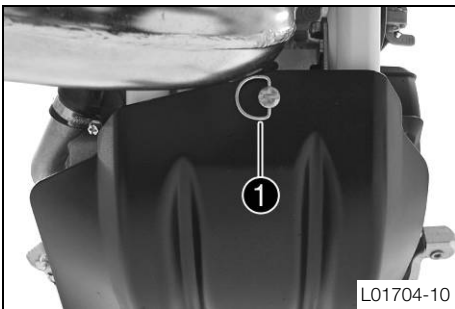
- Inject the liquid into the system until it escapes from hole **6** of the master cylinder without bubbles.
- To prevent overflow, drain fluid occasionally from the master cylinder reservoir.
- Remove the bleeding syringe. Mount and tighten the bleeder screw.
- Correct the fluid level of the hydraulic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

Guideline

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

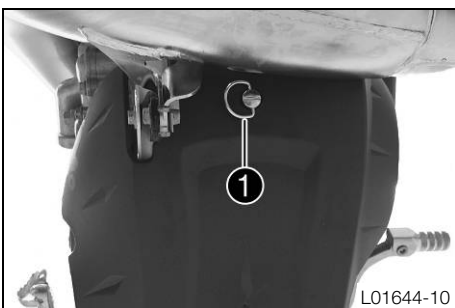
- Position the cover with the membrane. Mount and tighten the screws.

12.48 Removing the engine guard



(All TE 125)

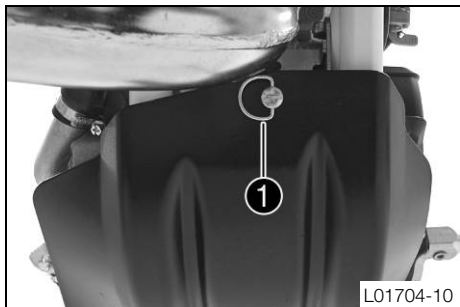
- Turn quick release **1** counterclockwise until it disengages. Remove the engine guard.



(All TE 250/300)

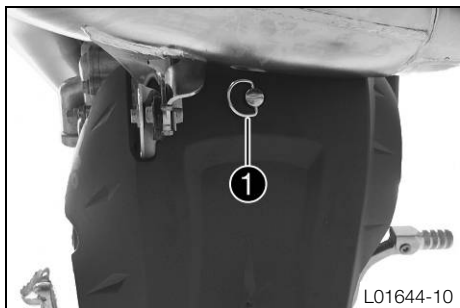
- Turn quick release **1** counterclockwise until it disengages. Remove the engine guard.

12.49 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)

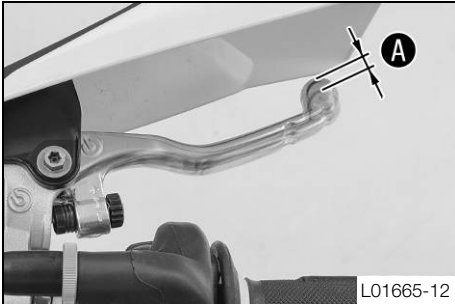
- Turn quick release **1** clockwise all the way.
- Attach the engine guard on the frame at the rear and swing up at the front.

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.

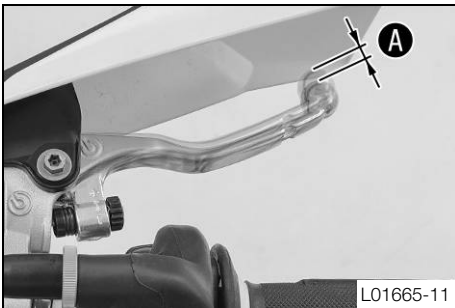


(TE EU/AU)

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

Free travel of hand brake lever	$\geq 3 \text{ mm } (\geq 0.12 \text{ in})$
---------------------------------	---

- » If the free travel does not meet specifications:
 - Adjust the free travel of the hand brake lever. (☛ p. 67)



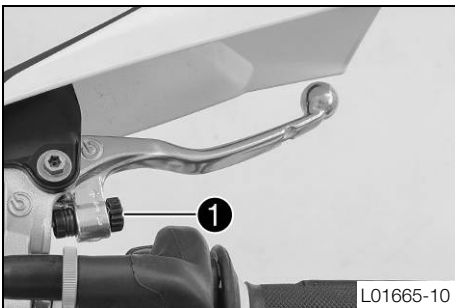
(TE US)

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

Free travel of hand brake lever	$\geq 3 \text{ mm } (\geq 0.12 \text{ in})$
---------------------------------	---

- » If the free travel does not meet specifications:
 - Adjust the basic position of the hand brake lever. (☛ p. 67)

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

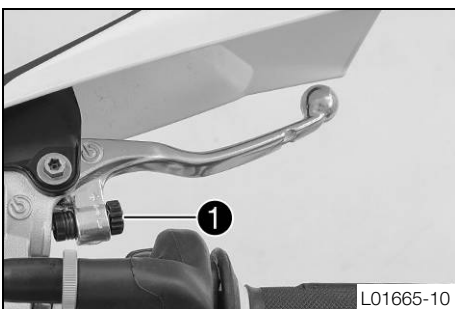


- Check the free travel of the hand brake lever. (☛ p. 67)
- Adjust the free travel of the hand brake lever with adjusting screw **1**.

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. 67)
- Adjust the basic setting of the hand brake lever to your hand size by turning adjusting screw **1**.

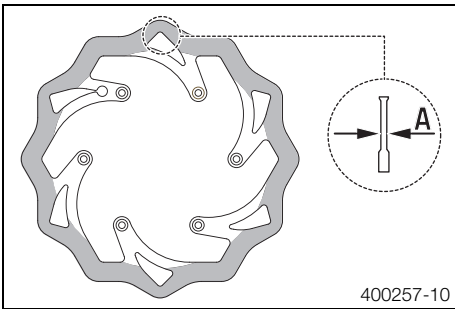
i Info

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 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.

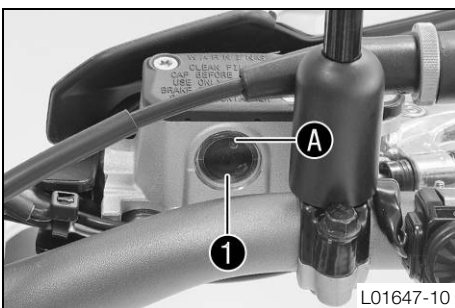
13.5 Checking the front brake fluid level

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 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 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. 68)

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 workshop will be glad to help.)

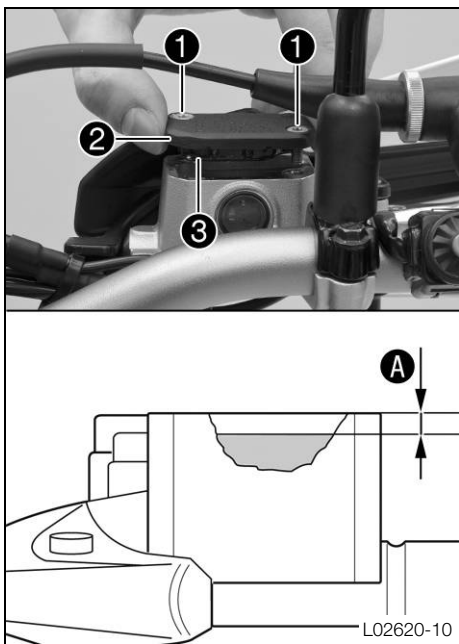
Warning
Skin irritation Brake fluid can cause skin irritation on contact.

- 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 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. 69)

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

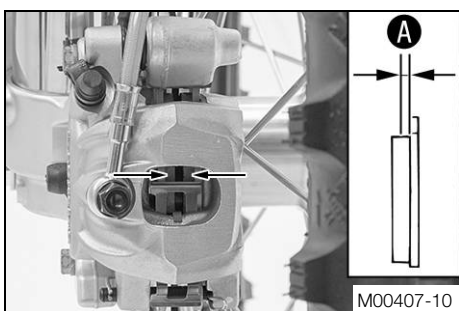
Brake fluid DOT 4 (☛ p. 121)

- 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 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. 70)
- Check the brake linings for damage and cracking:
 - » If damage or cracking is visible:
 - Change the front brake linings. ☛ (☛ p. 70)

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 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 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.

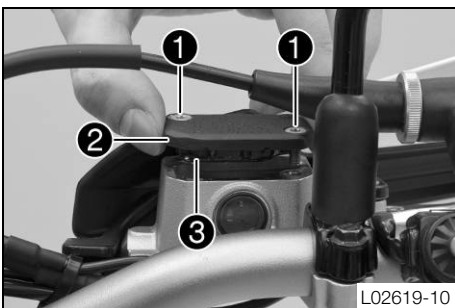
Warning
Danger of accidents Reduced braking efficiency due to the use of non-approved brake linings.

- Brake linings available in accessories stores often have not been tested and approved for use in Husqvarna vehicles. The structure and friction coefficient of the brake linings and thus their brake power may vary greatly from that of original Husqvarna 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.

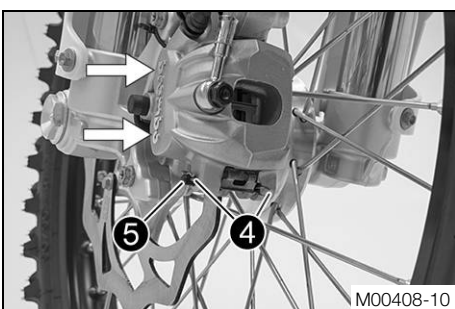
Warning
Environmental hazard Hazardous substances cause environmental damage.

- 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.



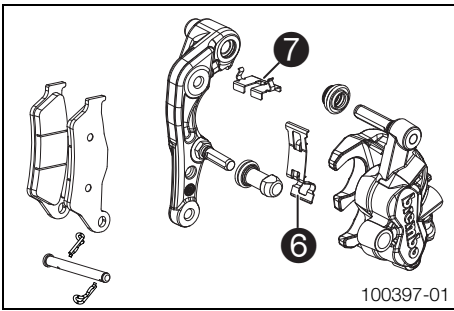
- Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws ①.
- Remove cover ② with membrane ③.



- Press the brake caliper onto the brake disc by hand in order to push back the brake pistons. Ensure that brake fluid does not overflow from the brake fluid reservoir, using suction to remove it if it does.

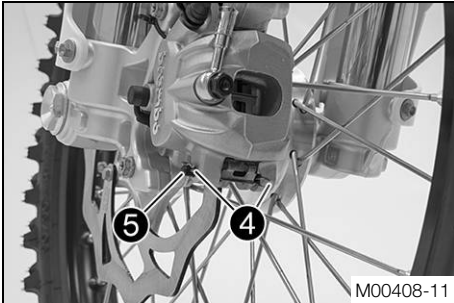
i Info
 Make sure when pushing back the brake pistons that you do not press the brake caliper against the spokes.

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



100397-01

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



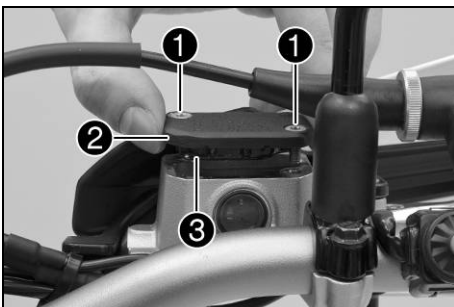
M00408-11

- 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 disc and there is a pressure point.



- Correct the brake fluid to level **A**.

Guideline

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

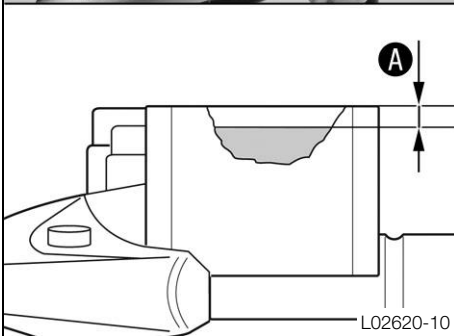
Brake fluid DOT 4 (☞ p. 121)

- Mount and tighten screws **1**.

i Info

Clean up overflowed or spilt brake fluid immediately with water.

- Position cover **2** with membrane **3**.



L02620-10

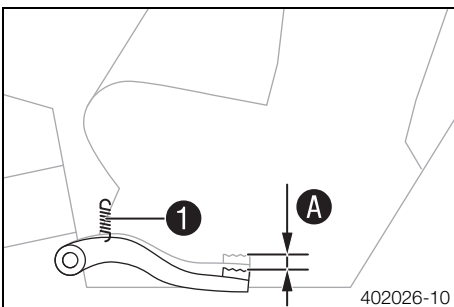
13.9 Checking the free travel of the foot brake lever



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.



402026-10

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

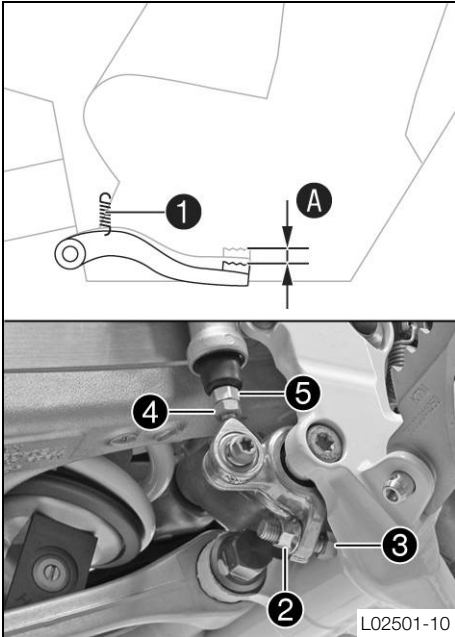
- » If the free travel does not meet specifications:
 - Adjust the basic position of the foot brake lever. ☞ (☞ p. 72)

- 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.

i 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.

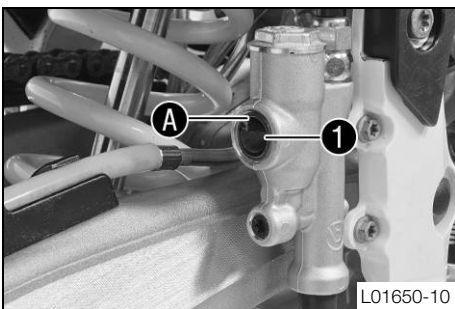
13.11 Checking the rear brake fluid level

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 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 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. 73)

13.12 Adding rear brake fluid

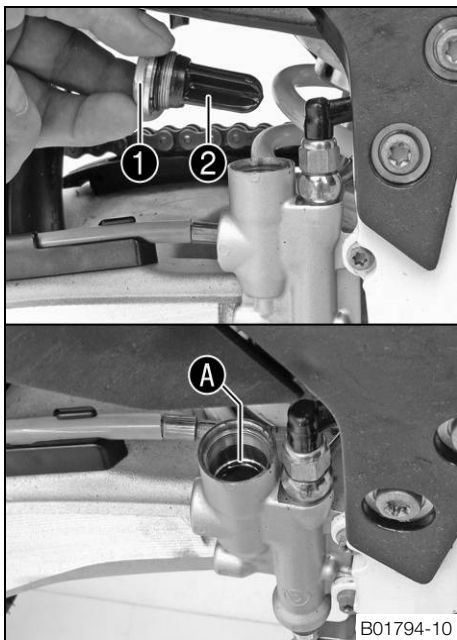
- Warning**
Danger of accidents Brake system failure.
- If the brake fluid level drops below the specified marking or the specified value, this is an indication that the brake system is leaking or that the brake linings are completely worn down. Check the brake system and do not continue riding. (Your authorized Husqvarna 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 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. 74)

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.

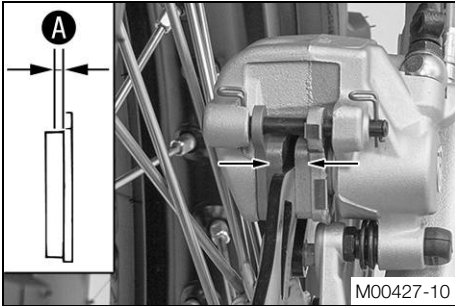
B01794-10

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 workshop will be glad to help.)



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

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

- » If the minimum thickness is less than specified:
 - Change the rear brake linings. ↘ (p. 74)
- Check the brake linings for damage and cracking.
 - » If damage or cracking is visible:
 - Change the rear brake linings. ↘ (p. 74)

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 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 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 accidents 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 vehicles. The structure and friction coefficient of the brake linings and thus their brake power may vary greatly from that of original Husqvarna 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.

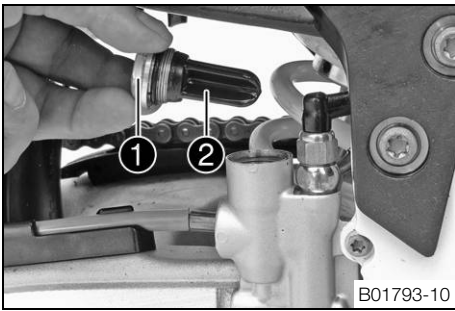
- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

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.

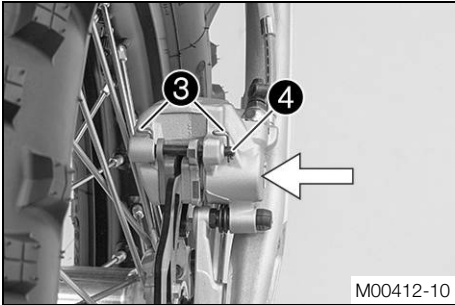
Avoid contact between brake fluid and painted parts. Brake fluid attacks paint!

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.

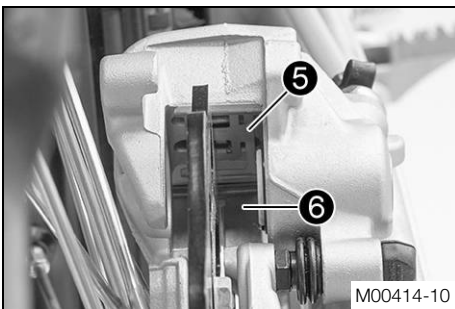


M00412-10

- Press the brake caliper onto the brake disc by hand in order to push back the brake piston and ensure that brake fluid does not flow out of the brake fluid reservoir, extracting it by suction if it does.

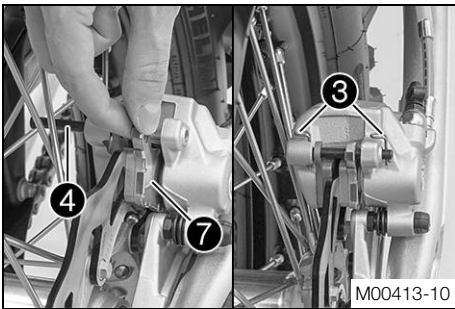
i Info

Ensure that the brake caliper is not pressed against the spokes when pushing back the brake piston.



M00414-10

- Remove cotter pin 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 properly.
- ✓ The arrow on the leaf spring points in the rotation direction of the brake disc.



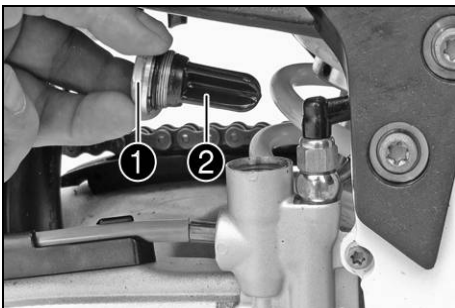
M00413-10

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

i Info

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



B01794-10

- Add brake fluid to level A.

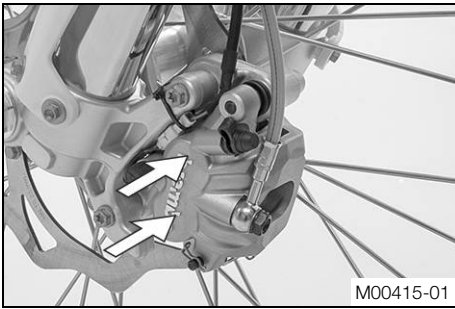
Brake fluid DOT 4 (☞ p. 121)

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

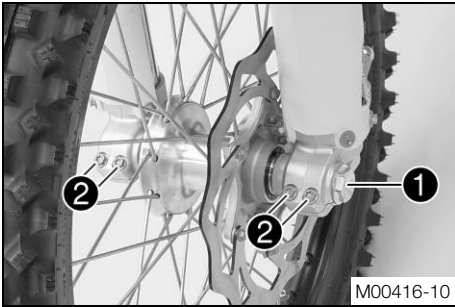
i Info

Clean up overflowed or spilt brake fluid immediately with water.

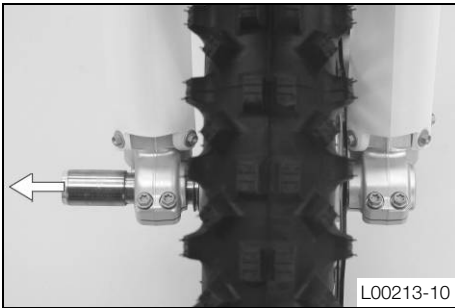
14.1 Removing the front wheel



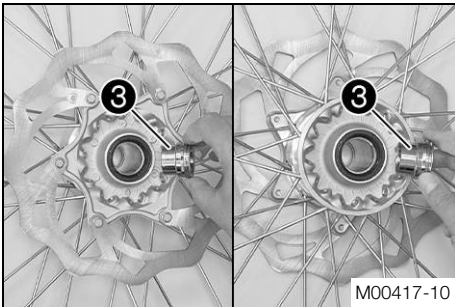
M00415-01



M00416-10



L00213-10



M00417-10

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.

- 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**.

- 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.

- Remove spacers **3**.

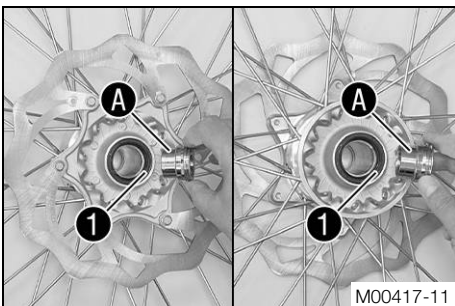
14.2 Installing the front wheel



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.

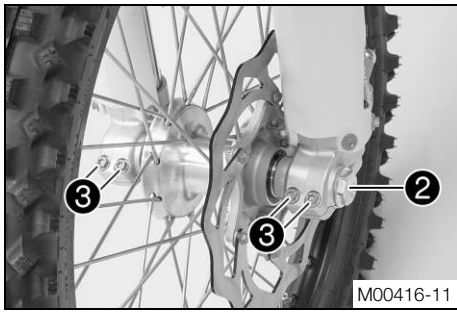


M00417-11

- Check the wheel bearing for damage and wear.
 - » If the wheel bearing is damaged or worn:
 - Change the 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)
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14.3 Removing the rear wheel 🛠️

Preparatory work

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

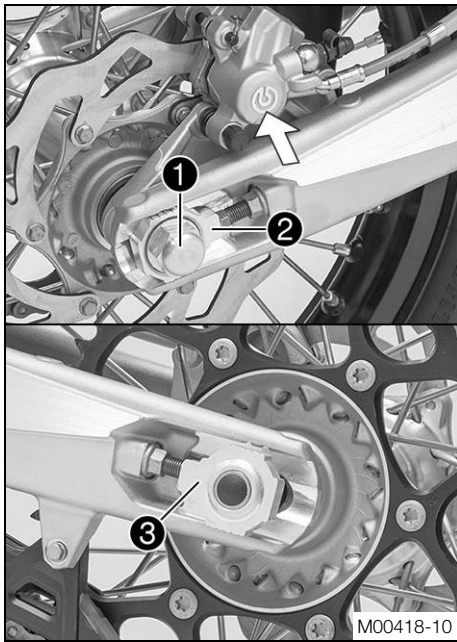
Main work

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



Info

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



- 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.



Info

Cover the components to protect them against damage.

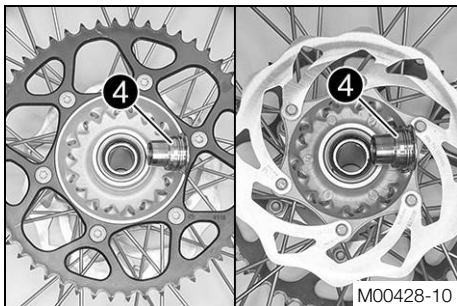
- Holding the rear wheel, withdraw the wheel spindle. Take the rear wheel out of the swingarm.



Info

Do not operate the foot brake 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.

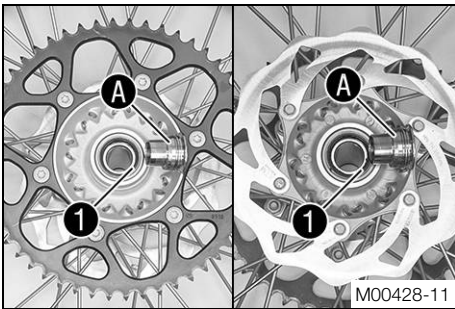


14.4 Installing the rear wheel ↩

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.

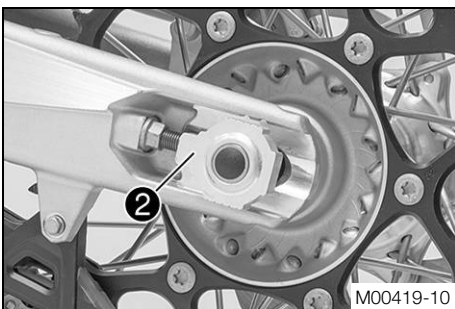


Main work

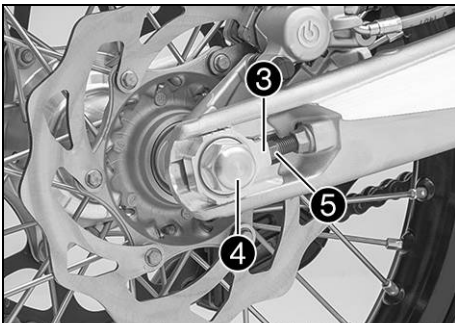
- Check the wheel bearing for damage and wear.
 - » If the wheel bearing is damaged or worn:
 - Change the wheel bearing. ↩
- Clean and grease shaft seal rings **1** and bearing surface **A** of the spacers.

Long-life grease (↩ p. 123)

- Insert the spacers.



- Lift the rear wheel into the swingarm, position it, and insert wheel spindle **2**.
- Put the chain on.
 - ✓ The brake linings are 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. 59)
- Tighten nut **4**.

Guideline

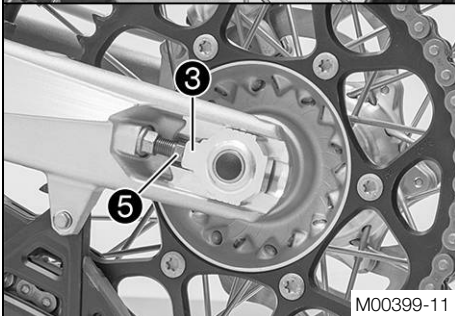
Nut, rear wheel spindle	M20x1.5	80 Nm (59 lbf ft)
-------------------------	---------	-------------------



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.



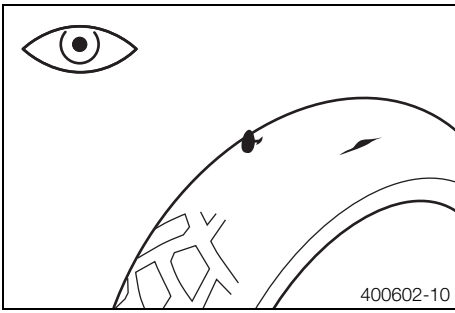
Finishing work

- 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. Other tires could have a negative effect on handling characteristics. The type, condition, and air pressure of the tires all have an important impact on the handling characteristics 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 tire exhibits cuts, run-in objects, or other damage:
 - Change the tire.
- Check the depth of the tread.



Info

Note local national regulations concerning the minimum tread depth.

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

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



Info

The tire's date of manufacture is usually part of the tire markings and is indicated by the last four digits of the **DOT** marking. The first two digits indicate the week of manufacture and the last two digits the year of manufacture. Husqvarna recommends that the tires be changed after 5 years at the latest, regardless of the actual state of wear.

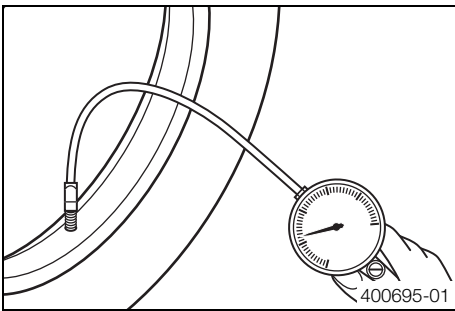
- » If the tire is older than five years:
 - Change the tire.

14.6 Checking the tire air pressure



Info

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



- Remove the 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

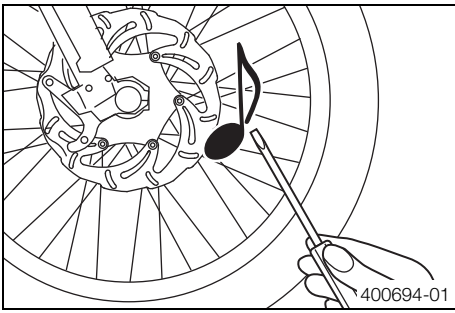
Danger of accidents Instable handling due to incorrect spoke tension.

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



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.

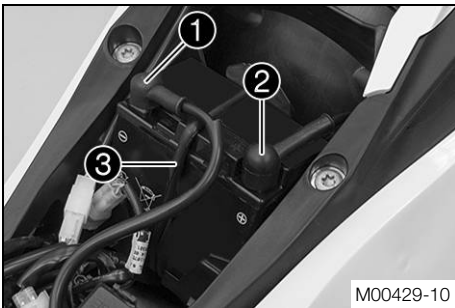
- Keep batteries out of the reach of children.
- Wear suitable protective clothing and goggles.
- Avoid contact with battery acid and battery gases.
- Keep sparks and open flames away from the battery. Only charge in well-ventilated rooms.
- In the event of skin contact, rinse with large amounts of water.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

Preparatory work

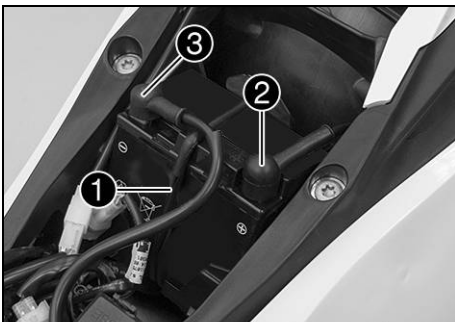
- Switch off all power consumers and switch off the engine.
- Remove the seat. (↖ p. 52)

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)



Main work

- Insert the battery with the terminals facing forward into the battery compartment.
- | |
|--------------------|
| Battery (YTX5L-BS) |
|--------------------|
- 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

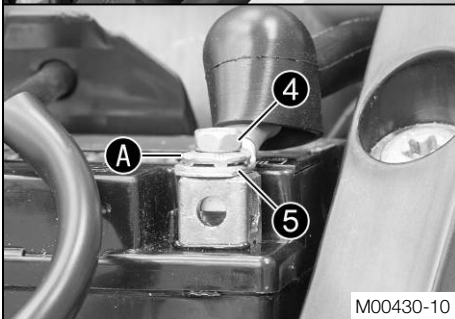
Screw, battery terminal	M5	2.5 Nm (1.84 lbf ft)
-------------------------	----	----------------------

- 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. 52)

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 Battery components and acid are harmful to the environment.
- Do not dispose of batteries with the household waste. Dispose of a defective battery in an environmentally friendly manner. Give it to your Husqvarna dealer or to a disposal center 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.

i Info
 Even if there is no load on the battery, it loses power every day.
 The charging level and type of charge are very important to the battery service life.
 Rapid recharging with a high charging current shortens the battery's service life.
 If the charging current, charging voltage, and charging time are exceeded, electrolyte escapes through the safety valves. This reduces the battery capacity.
 If the battery is depleted from starting the vehicle repeatedly, 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 sulfate, destroying the battery.
 The battery is maintenance-free, i.e., 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. 52)
- Disconnect the negative cable of the battery to avoid damage to the motorcycle's 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 check the off load voltage, the starting ability of the battery and the alternator. With this device, you cannot overcharge the battery.

- i Info**
 Never remove lid ①.
 Charge the battery with a maximum of 10% of the capacity specified on battery housing ②.

- Switch off the charger after charging. Disconnect the battery.

Guideline

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

Charge the battery regularly when the motorcycle is not in use	3 months
--	----------

Finishing work

- Mount the seat. (↖ p. 52)



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 by-pass 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 lid.

Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the air filter box lid. (☛ p. 52)

Main work

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

Info

A defective fuse can be identified by the burned-out fuse wire **A**.
A reserve fuse ③ is located in the starter relay.

- Install a new main fuse.

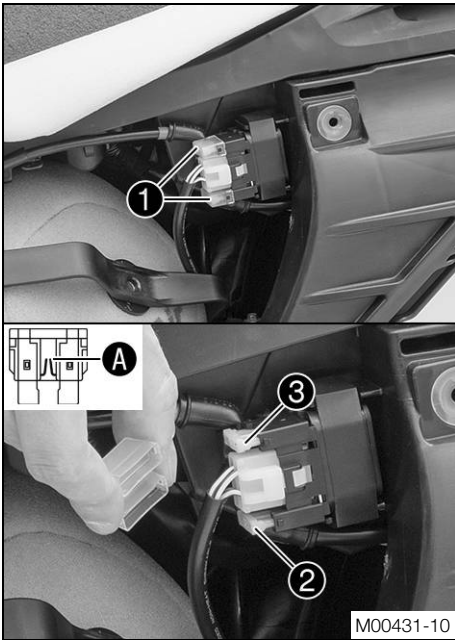
Fuse (58011109110)

- Check that the electrical equipment is functioning properly.

Tip

Insert the 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 lid. (☛ p. 52)

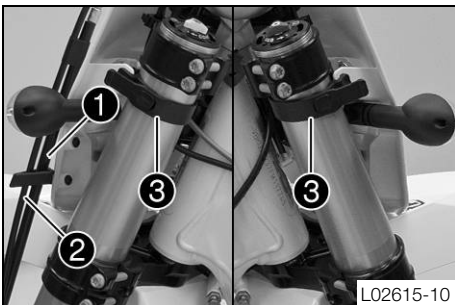
15.5 Removing the headlight mask with the headlight

Preparatory work

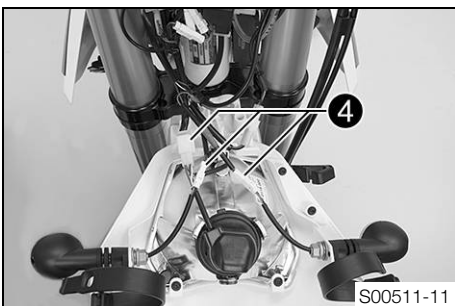
- Switch off all power consumers and switch off the engine.

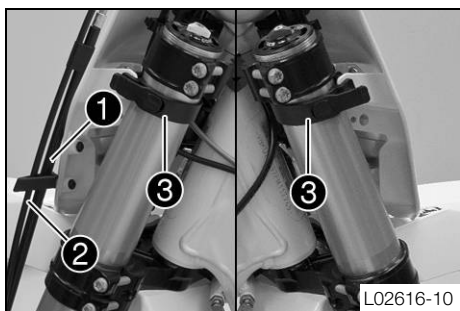
Main work (TE EU/AU)

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



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

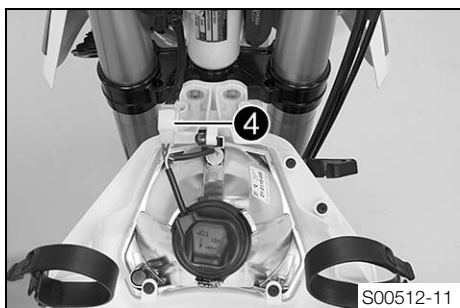




L02616-10

(TE US)

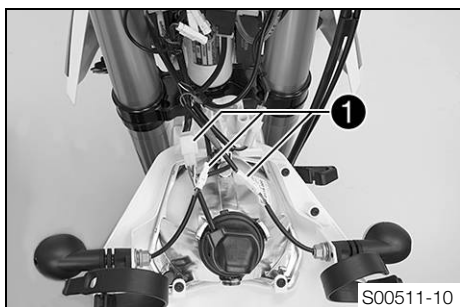
- Detach brake line ① and wiring harness ②.
- Release rubber straps ③. Slide the headlight mask up and swing it forward.



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

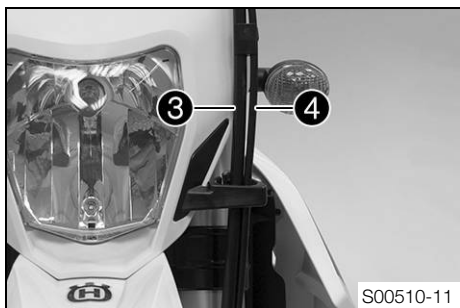
Main work
(TE EU/AU)

- Connect plug-in connectors ①.



L02618-10

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



S00510-11

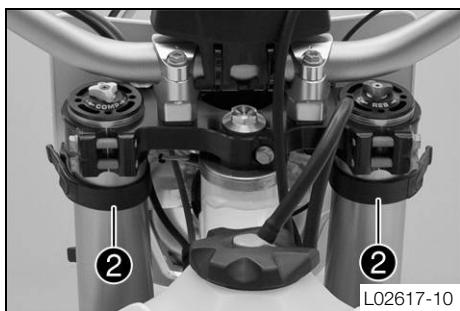
- Position brake line ③ and wiring harness ④ in the brake line guide.



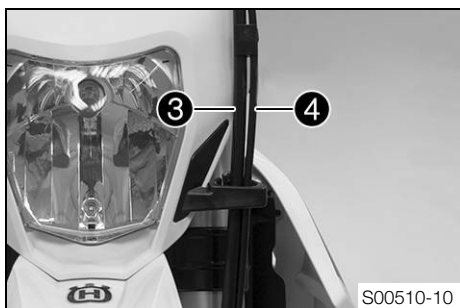
S00512-10

(TE US)

- Connect plug-in connector ①.



- Position the headlight mask and secure it with rubber straps 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. 86)

15.7 Changing the headlight bulb

Note

Damage to reflector Reduced brightness.

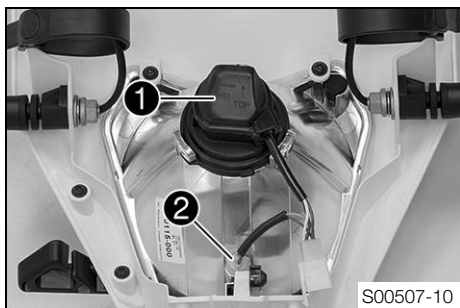
- Grease on the lamp will evaporate due to the heat and be deposited on the reflector. Clean the lamp and keep it free of grease before mounting.

Preparatory work

- Switch off all power consumers and switch off the engine.
- Remove the headlight mask with the headlight. (☛ p. 83)

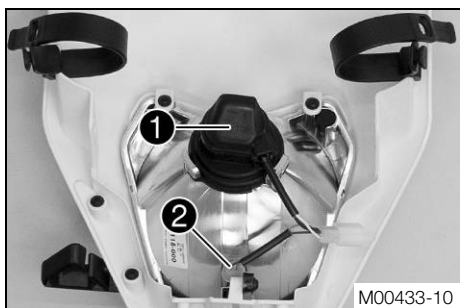
Main work (TE EU/AU)

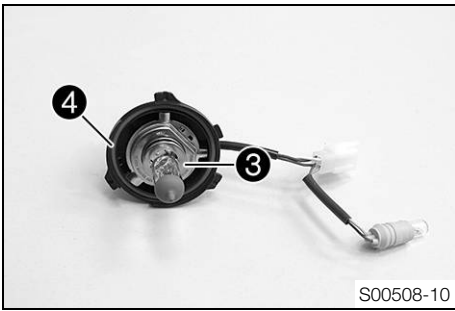
- Turn protection cap ① together with the underlying bulb socket counterclockwise all the way and remove it.
- Pull bulb socket ② of the parking light out of the reflector.



(TE US)

- Turn protection cap ① together with the underlying bulb socket counterclockwise 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.

Headlight (HS1 / Socket BX43t) (☛ p. 117)

- Insert the protection cap with the bulb socket into the reflector and turn it all the way clockwise.
- Ensure that O-ring ④ is seated properly.
- Insert the bulb socket of the parking light into the reflector.

Finishing work

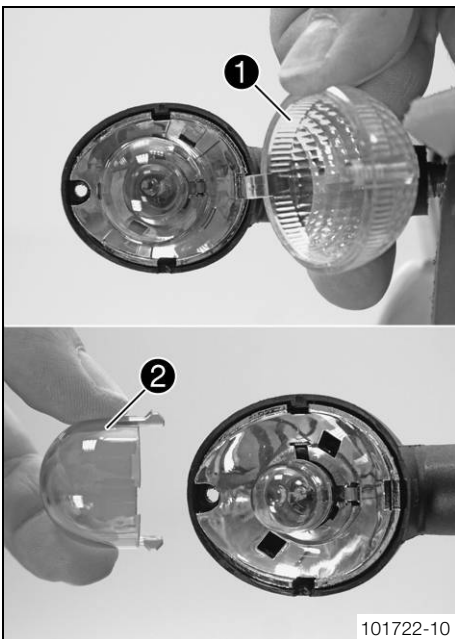
- Install the headlight mask with the headlight. (☛ p. 84)
- Check the headlight setting. (☛ p. 86)

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.

i 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.

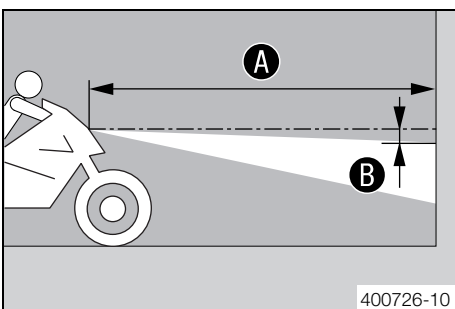
Turn signal (R10W/socket BA15s) (☛ p. 117)

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

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

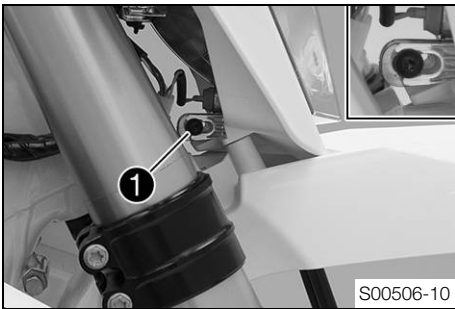
Distance ①	5 m (16 ft)
------------	-------------

- 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. 87)

15.10 Adjusting the headlight range



S00506-10

Preparatory work

- Check the headlight setting. (☛ p. 86)

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 a rider (instructions on how to apply the mark: Checking the headlight setting).

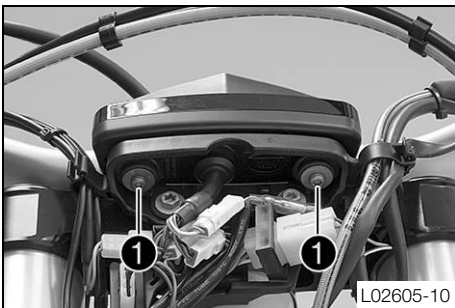


Info

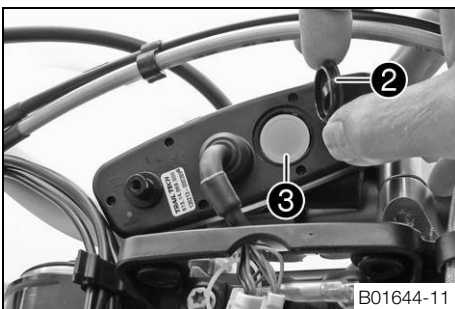
A change in weight on the vehicle may require a correction of the headlight range.

- 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. 83)

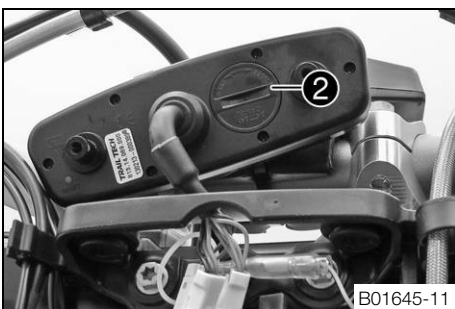
Main work

- 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)

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



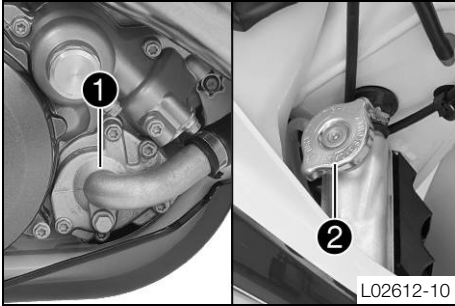
B01645-11

- 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. 84)
- Check the headlight setting. (☛ p. 86)
- Set the speedometer. (☛ p. 21)

16.1 Cooling system



(All TE 125)

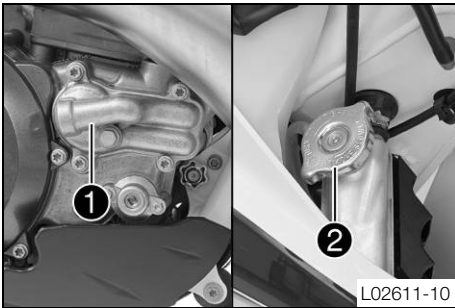
Water pump **1** in the engine circulates the coolant.

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 coolant 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 A above the radiator fins.	10 mm (0.39 in)
---	-----------------

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

- Correct the coolant level.

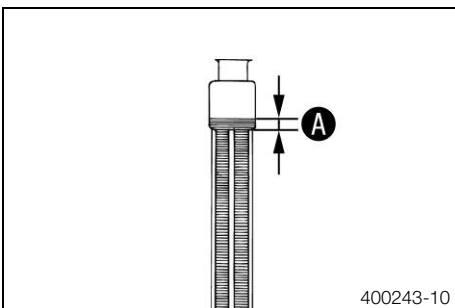
Alternative 1

Coolant (☛ p. 121)

Alternative 2

Coolant (mixed ready to use) (☛ p. 121)

- Mount the radiator cap.



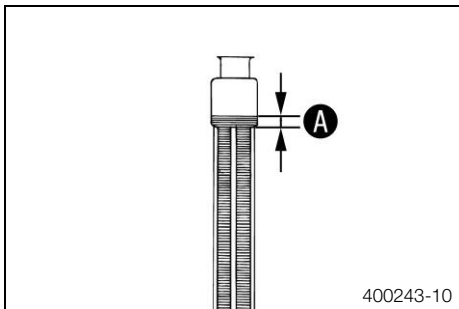
16.3 Checking the coolant level

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 coolant 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 A above the radiator fins.	10 mm (0.39 in)
---	-----------------

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

Alternative 1

Coolant (☛ p. 121)

Alternative 2

Coolant (mixed ready to use) (☛ 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 coolant 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.

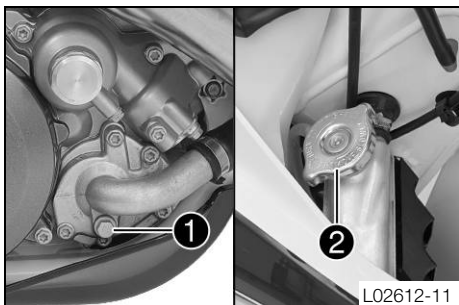
- Position the motorcycle upright.
- Place a suitable container under the water pump cover.

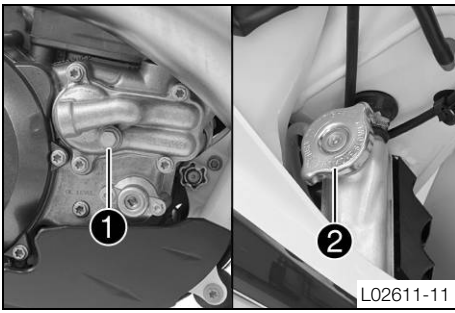
(All TE 125)

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

Guideline

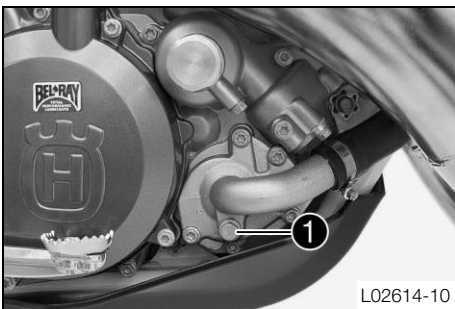
Drain plug, water pump cover	M10x1	15 Nm (11.1 lbf ft)
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16.5 Refilling with coolant

Warning

Danger of poisoning Coolant is poisonous and a health hazard.

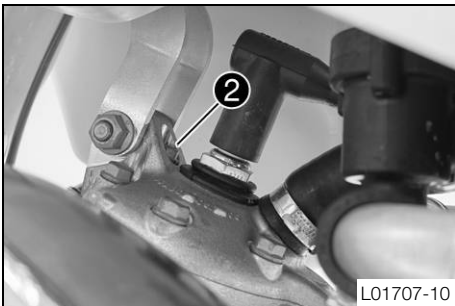
- Coolant must not come into contact with the skin, eyes, or clothing. If contact occurs with the eyes, rinse with water immediately and contact a physician. Immediately clean contaminated areas on the skin with soap and water. If coolant is swallowed, contact a physician immediately. Change clothing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



(All TE 125)

- Make sure that screw 1 is tightened.
- Position the motorcycle upright.
- Fill the radiator completely with coolant.

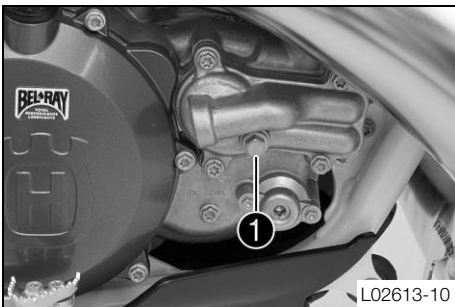
Coolant	1.2 l (1.3 qt.)	Coolant (mixed ready to use) (☛ p. 121)
		Coolant (☛ p. 121)



- Loosen screw 2 until coolant that does not contain any bubbles escapes. Replace and retighten screw 2.

Guideline

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



(All TE 250/300)

- Make sure that screw 1 is tightened.
- Position the motorcycle upright.
- Fill the radiator completely with coolant.

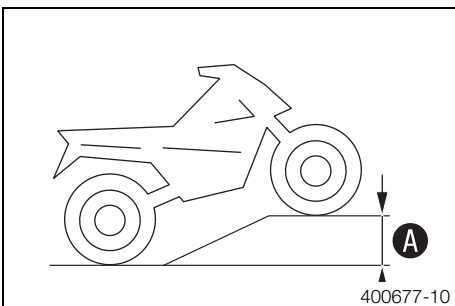
Coolant	1.2 l (1.3 qt.)	Coolant (mixed ready to use) (☛ p. 121)
		Coolant (☛ p. 121)

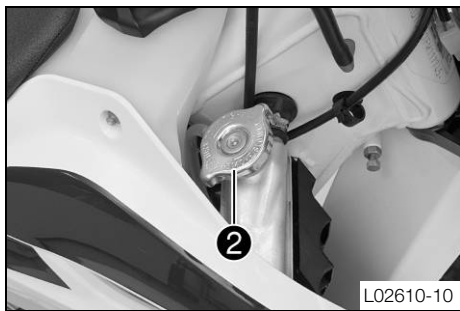
- Position the vehicle as shown and secure it against rolling away. A height difference of A must be reached.

Guideline

Height difference A	75 cm (29.5 in)
---------------------	-----------------

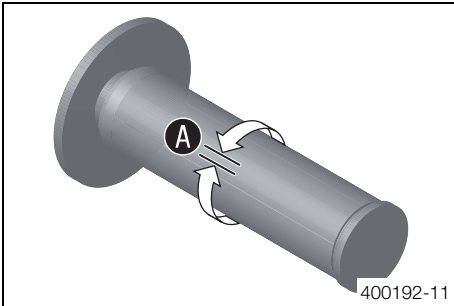
i Info
To ensure that all of the air can escape from the cooling system, the front of the vehicle must be jacked up. A poorly bled cooling system is less effective at cooling and may result in overheating of the engine.





- Place the vehicle back on a level surface.
- Fill the radiator completely with coolant.
- Mount radiator cap ②.
- Run the engine until it is warm.
- Check the coolant level. (➔ p. 89)

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. 92)



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. 92)

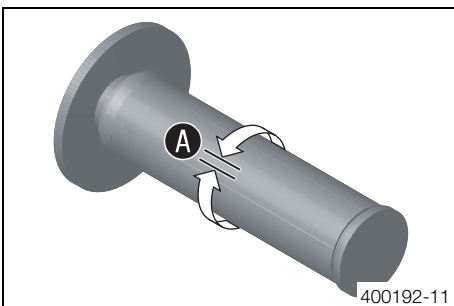
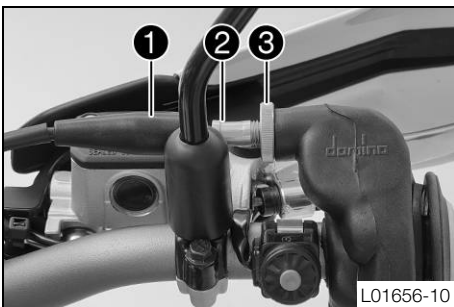
17.2 Adjusting the play in the throttle cable ↘

Preparatory work

- Remove the seat. (☞ p. 52)
- Remove the fuel tank. ↘ (☞ p. 56)
- Check the throttle cable routing. (☞ p. 62)

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

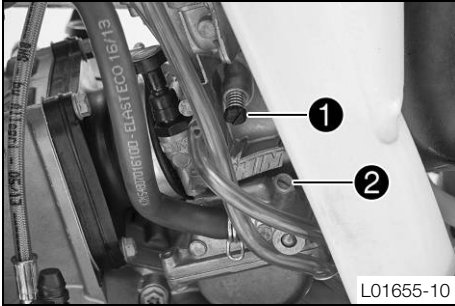
Play in throttle cable	2... 3 mm (0.08... 0.12 in)
------------------------	-----------------------------

- Tighten nut **3**.
- Slide on sleeve **1**.

Finishing work

- Check the throttle grip for smooth operation.
- Install the fuel tank. ↘ (☞ p. 57)
- Mount the seat. (☞ p. 52)
- Check the play in the throttle cable. (☞ p. 92)

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.

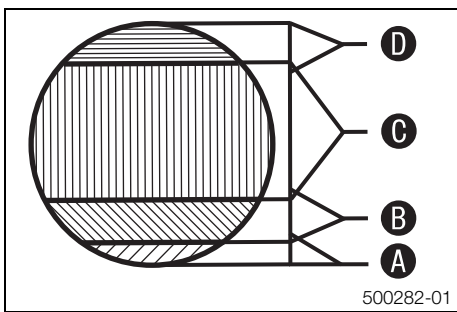
The factory setting for the carburetor is set for the following values.

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.

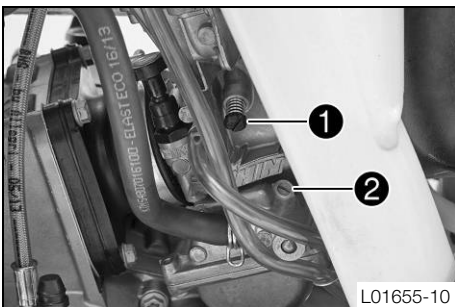
If, when accelerating with the throttle slide partially opened, the engine only stutters while running, the jet needle needs to be lowered by one level. If the engine knocks, especially when it reaches the full performance engine speed while accelerating, the jet needle needs to be raised. If the behavior 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 **2** 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 (All 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 ❶.

Guideline

Choke function deactivated – The choke knob is pushed in all the way. (☛ p. 18)	
Idle speed	1,400... 1,500 rpm

- Turn idle air adjusting screw ❷ 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 again.
- Adjust to the point between these two positions with the highest idle speed.



Info

If there is a large 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, you need to install a smaller idling jet.

After changing the idling jet, repeat the adjusting steps from the beginning.

Following extreme air temperature or altitude changes, adjust the idle speed again.

17.5 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 is 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

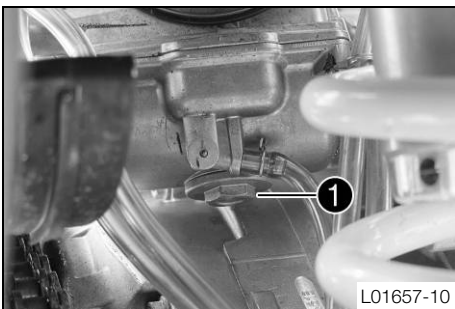
Carry out this work with a cold engine.
Water in the float chamber results in malfunctioning.

Preparatory work

- Turn tap handle ❶ on the fuel tap to position **OFF**. (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.



17.6 Plug-in connection, ignition timing map



Plug-in connector ❶ 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.

17.7 Changing the ignition timing map

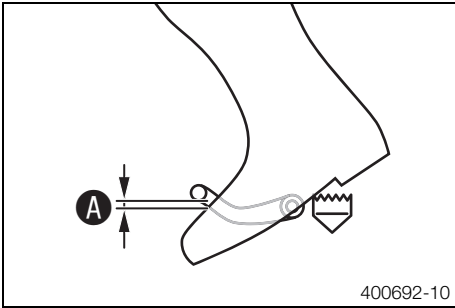
Switch the ignition timing map from Performance to Soft.

- Disconnect plug-in connection ❶. (Figure L02609-10 p. 95)
- ✓ Soft – Better rideability

Switch the ignition timing map from Soft to Performance.

- Connect plug-in connection ❶. (Figure L02609-10 p. 95)
- ✓ Performance – Higher performance

17.8 Checking the basic position of the shift lever

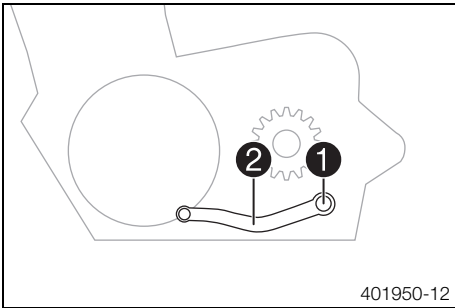


- Sit on the vehicle in the riding position and determine distance **A** between the upper edge of your boot and the shift lever.

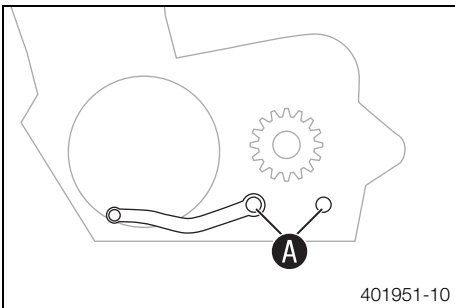
Distance between shift lever and upper edge of boot	10... 20 mm (0.39... 0.79 in)
---	-------------------------------

- » If the distance does not meet specifications:
 - Adjust the basic position of the shift lever. (p. 96)

17.9 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.

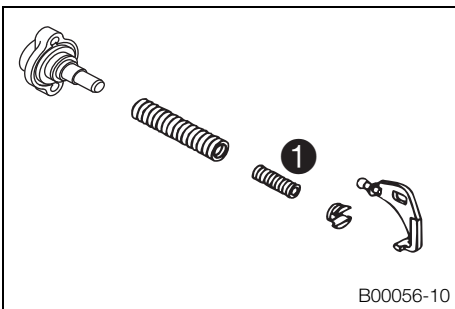
The shift lever must not come into contact with any other vehicle components during the shift procedure.

- 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™

17.10 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 at the factory with medium tuning (standard) for good rideability.
- Auxiliary spring with green marking – Auxiliary spring contained in the separate enclosure for softer performance.
- Auxiliary spring with red marking – Auxiliary spring contained in the separate enclosure for more aggressive performance.

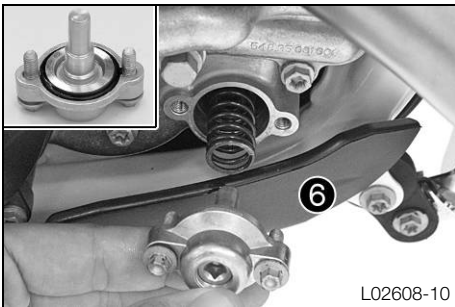
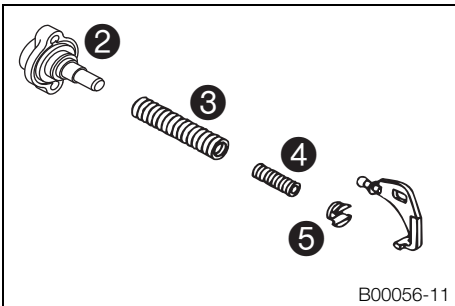
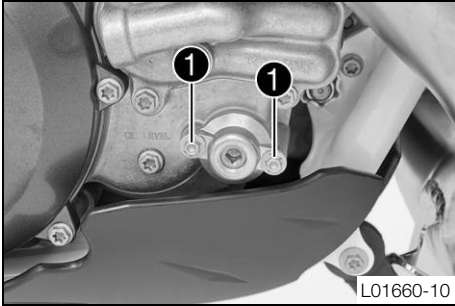
The engine characteristic can be influenced by different spring strengths of auxiliary spring **1**.

17.11 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 it to prevent it from falling.

Main work

- Remove screws 1.
- Take cap 2, adjusting spring 3, auxiliary spring 4, and spring insert 5 out of the clutch cover.
- Pull both springs off of the spring insert.
- Mount the required auxiliary spring 4 and adjusting spring 3 and slide them into the clutch cover together.

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.

i 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 the screws.

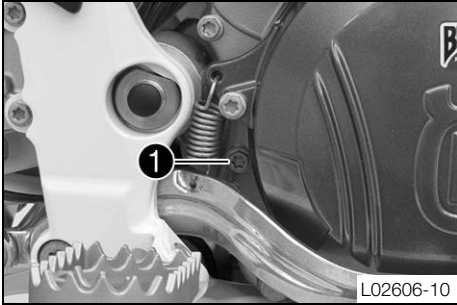
Guideline

Screw, exhaust control cover	M5	6 Nm (4.4 lbf ft)
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18.1 Checking the gear oil level

i Info

The gear oil level must be checked while the engine is cold.



Preparatory work

- Stand the motorcycle upright on a horizontal surface.

**Main work
(All TE 125)**

- Remove screw ① from the opening used to check the gear oil level.
- Check the gear oil level.

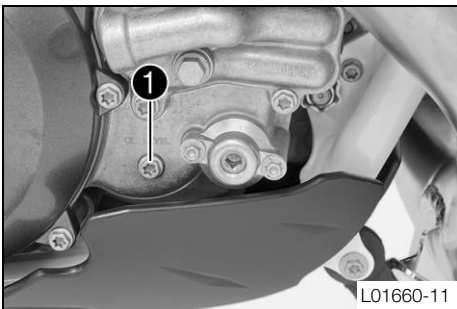
A small quantity of gear oil should flow out of the opening.

- » If gear oil does not flow out:
 - Add gear oil. 🛠️ (📖 p. 100)

- Mount and tighten the screw in the opening used to check the gear oil level.

Guideline

Screw, gear oil level check	M6	10 Nm (7.4 lbf ft)
-----------------------------	----	--------------------



(All TE 250/300)

- Remove screw ① from the opening used to check the gear oil level.
- Check the gear oil level.

A small quantity of gear oil should flow out of the opening.

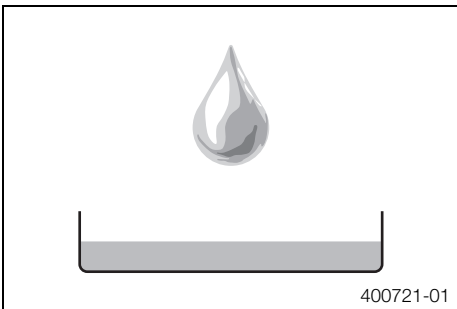
- » If gear oil does not flow out:
 - Add gear oil. 🛠️ (📖 p. 100)

- Mount and tighten the screw in the opening used to check the gear oil level.

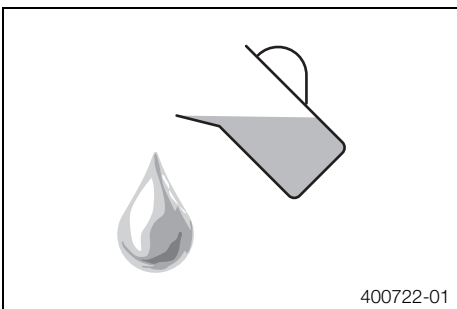
Guideline

Screw, gear oil level check	M6	10 Nm (7.4 lbf ft)
-----------------------------	----	--------------------

18.2 Changing the gear oil 🛠️



- Drain the gear oil. 🛠️ (📖 p. 99)



- Refill with gear oil. 🛠️ (📖 p. 99)

18.3 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.

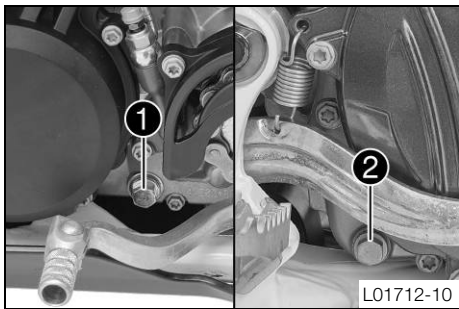
Warning

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

Only drain the gear oil while the engine is warm.



Preparatory work

- Park the motorcycle on a level surface.
- Remove the engine guard. (☛ p. 65)
- Place a suitable container under the engine.

Main work
(All TE 125)

- Remove the gear oil drain plug with magnet ①.
- Remove gear oil drain plug ②.
- Completely drain the gear oil.
- Clean the gear oil drain plug thoroughly.
- Clean the sealing area on the engine.
- Mount the gear oil drain plug with magnet ① and the seal ring and tighten.

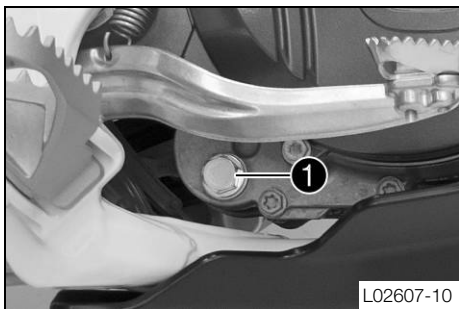
Guideline

Gear oil drain plug with magnet	M12x1.5	20 Nm (14.8 lbf ft)
---------------------------------	---------	------------------------

- Mount gear oil drain plug ② with the seal ring and tighten.

Guideline

Gear oil drain plug	M10x1	15 Nm (11.1 lbf ft)
---------------------	-------	------------------------



(All TE 250/300)

- Remove the gear oil drain plug with magnet ①.
- Completely drain the gear oil.
- Clean the gear oil drain plug with the magnet thoroughly.
- Clean the sealing area on the engine.
- Mount the gear oil drain plug with magnet ① and the seal ring and tighten.

Guideline

Gear oil drain plug with magnet	M12x1.5	20 Nm (14.8 lbf ft)
---------------------------------	---------	------------------------

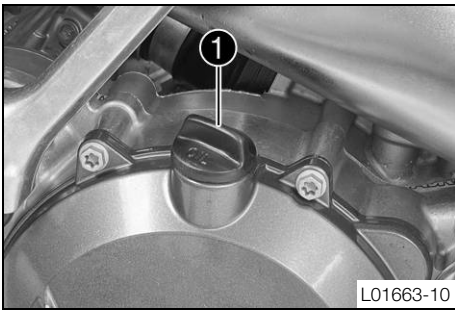
Finishing work

- Install the engine guard. (☛ p. 66)

18.4 Refilling with gear oil ↴

Info

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



L01663-10

Main work

- Remove screw cap ❶ and fill up 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 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.

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

Finishing work

- Check the gear oil level. (☛ p. 98)

18.5 Adding gear oil ☛

i Info

Too little gear oil or poor-quality gear oil results in premature wear to the transmission. The gear oil level should only be added when the engine is cold.

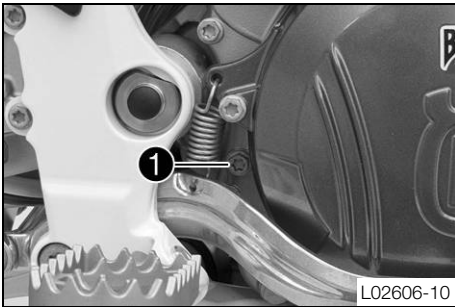
Preparatory work

- Park the motorcycle on a level surface.

Main work

(All TE 125)

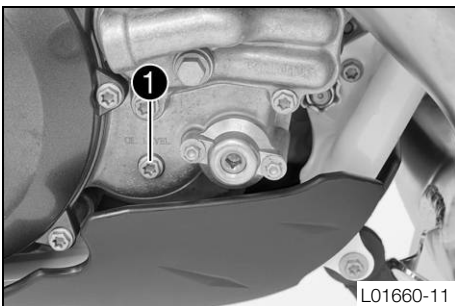
- Remove the gear oil monitoring screw ❶.



L02606-10

(All TE 250/300)

- Remove the gear oil monitoring screw ❶.



L01660-11

- Remove fitting ❷.

- Fill in gear oil until it emerges from the drilled hole of the gear oil monitoring screw.

Engine oil (SAE 10W/40) (☛ p. 121)

- Mount and tighten the gear oil monitoring screw.

Guideline

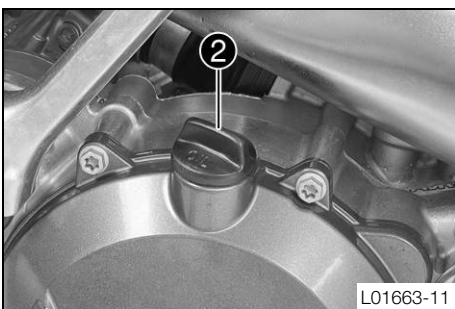
(All TE 125)

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)
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- Mount and tighten fitting ❷.



L01663-11



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.

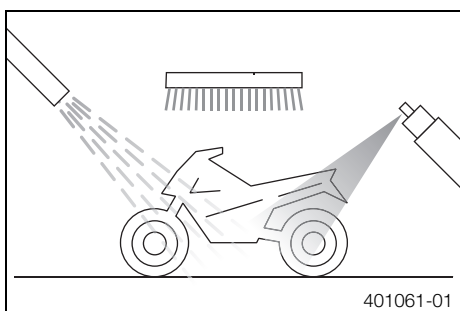
Warning

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 paint-brush.

Info

Use warm water containing normal motorcycle cleaner and a soft sponge. Never apply motorcycle cleaner to a dry vehicle; always rinse the vehicle with water first.

- 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. 94)

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. 58)
- 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)

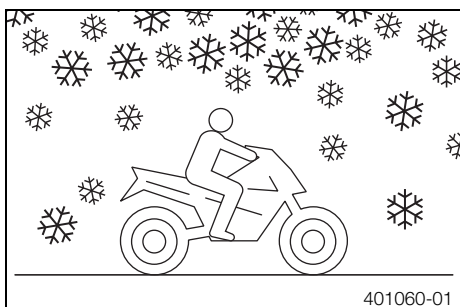
- Lubricate the steering lock.

19.2 Checks and maintenance steps for winter operation

i Info

If the motorcycle is used in the winter, salt can be expected on the roads. Precautions need to be taken against road salt corrosion.

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



- Clean the motorcycle. (☛ p. 102)
- Clean the brakes.

i Info

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

After riding on salted roads, thoroughly wash the motorcycle with cold water and dry it well.

- Treat the engine, swingarm, and all other bright and zinc-plated parts (except for the 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.

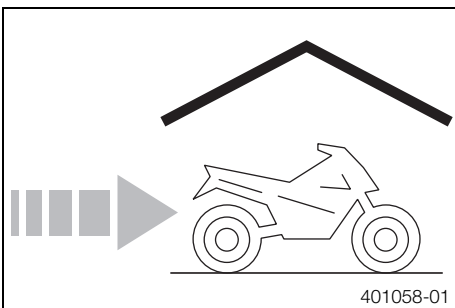
- Clean the chain. (☛ p. 58)

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 is contaminated with fuel. Store fuel properly in a suitable canister and keep away from children.

Info
 If you want to garage the motorcycle for a longer period, take the following steps. 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. 102)
- Change the gear oil. ↘ (☞ p. 98)
- Check the antifreeze and coolant level. (☞ p. 88)
- 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. 94)
- Check the tire air pressure. (☞ p. 79)

(All TE 250/300)

- Remove the battery. ↘ (☞ p. 81)
- Recharge the battery. ↘ (☞ p. 82)

Guideline

Storage temperature of battery without direct sunlight	0... 35 °C (32... 95 °F)
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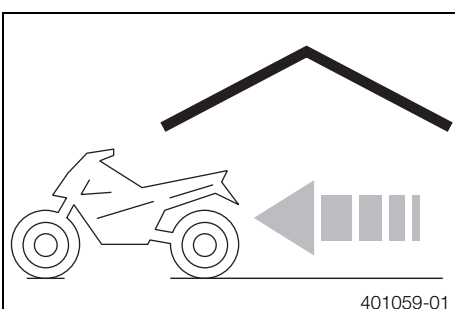
- Store the vehicle in a dry location that is not subject to large fluctuations in temperature.

Info
 Husqvarna recommends raising the motorcycle.

- Raise the motorcycle with the lift stand. (☞ p. 43)
- Cover the vehicle with an air-permeable cover or blanket.










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. 81)
 - 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)	Operating error	<ul style="list-style-type: none"> Go through the steps of starting the engine. (☞ p. 30)
	Battery discharged	(All TE 250/300) <ul style="list-style-type: none"> Recharge the battery. 🛠️ (☞ p. 82) Check the charging voltage. 🛠️ Check the closed current. 🛠️
	Main fuse is blown	(All TE 250/300) <ul style="list-style-type: none"> Remove the main fuse. (All TE 250/300) <ul style="list-style-type: none"> Install the main fuse.
	Starter relay faulty	<ul style="list-style-type: none"> Check the starter relay. 🛠️
	Starter motor faulty	<ul style="list-style-type: none"> Check the starter motor. 🛠️
Engine turns but does not start	Operating error	<ul style="list-style-type: none"> Go through the steps of starting the engine. (☞ p. 30)
	Motorcycle was out of use for a long time and there is old fuel in the float chamber	<ul style="list-style-type: none"> Empty the carburetor float chamber. 🛠️ (☞ p. 94)
	Fuel feed interrupted	<ul style="list-style-type: none"> Check the fuel tank breather. Clean the fuel tap. Check/set the carburetor components.
	Spark plug oily or wet	<ul style="list-style-type: none"> Clean and dry the spark plug, or change it if necessary.
	Electrode distance (plug gap) of spark plug too wide	<ul style="list-style-type: none"> Adjust the plug gap. <p>Guideline</p> (All TE 125) Spark plug electrode gap 0.60 mm (0.0236 in)
	Fault in ignition system	<ul style="list-style-type: none"> Check the ignition system. 🛠️
	Short circuit cable in wiring harness frayed, kill switch faulty	<ul style="list-style-type: none"> Check the kill switch. 🛠️
	The connector or ignition coil is loose or oxydized	<ul style="list-style-type: none"> Clean the connector and treat with contact spray.
Engine has no idle	Water in carburetor or jets blocked	<ul style="list-style-type: none"> Check/set the carburetor components.
	Idling jet blocked	<ul style="list-style-type: none"> Check/set the carburetor components.
	Adjusting screws on carburetor distorted	<ul style="list-style-type: none"> Carburetor - adjust the idle speed. 🛠️ (☞ p. 93)
	Spark plug defective	<ul style="list-style-type: none"> Change the spark plug.
Engine does not speed up	Ignition system defective	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Check/set the carburetor components.
	Loose carburetor jets	<ul style="list-style-type: none"> Check/set the carburetor components.
Engine has too little power	Fault in ignition system	<ul style="list-style-type: none"> Check the ignition system. 🛠️
	Fuel feed interrupted	<ul style="list-style-type: none"> Check the fuel tank breather. Clean the fuel tap. Check/set the carburetor components.
	Air filter very dirty	<ul style="list-style-type: none"> Clean the air filter and air filter box. 🛠️ (☞ p. 53)
	Exhaust system leaky, deformed or too little glass fiber yarn filling in main silencer	<ul style="list-style-type: none"> Check exhaust system for damage. Change the glass fiber yarn filling of the main silencer. 🛠️ (☞ p. 55)
	Fault in ignition system	<ul style="list-style-type: none"> Check the ignition system. 🛠️

Faults	Possible cause	Action
Engine has too little power	Diaphragm or reed valve housing damaged	– Check the diaphragm and reed valve housing.
Engine stalls or is popping into the carburetor	Lack of fuel	– Turn tap handle 1 on the fuel tap to position ON . (Figure L01603-10  p. 18) – Refuel. ( p. 33)
	Engine takes in bad air	– Check the intake flange and carburetor for tightness.
	The connector or ignition coil is loose or oxydized	– Clean the connector and treat with contact spray.
Engine overheats	Too little coolant in cooling system	– Check the cooling system for leakage. – Check the coolant level. ( p. 89)
	Too little air stream	– Switch off engine when stationary.
	Radiator fins very dirty	– Clean the radiator fins.
	Foam formation in cooling system	– Drain the coolant.  ( p. 89) – Refill with coolant.  ( p. 90)
	Damaged cylinder head or cylinder head gasket	– Check the cylinder head or cylinder head gasket.
	Bent radiator hose	– Change the radiator hose. 
White smoke emission (steam in exhaust gas)	Damaged cylinder head or cylinder head gasket	– Check the cylinder head or cylinder head gasket.
Gear oil exits at the vent hose	Too much gear oil added	– Check the gear oil level. ( p. 98)
Water in the gear oil	Damaged shaft seal ring or water pump	– Check the shaft seal ring and water pump.

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 ³ (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	
1st gear	12:33
2nd gear	15:31
3rd gear	17:28
4th gear	19:26
5th gear	21:25
6th 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 ³ (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 BR 7 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 cm ³ (17.88 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 BR 7 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	EJOT DELTA PT® 35x25	1 Nm (0.7 lbf ft)	–
Screw, membrane support plate	EJOT DELTA PT® 30x12	1 Nm (0.7 lbf ft)	–
Screw, outer membrane sheets	EJOT DELTA PT® 30x6	1 Nm (0.7 lbf ft)	–
Locking screw for bearing	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Screw, alternator cover	M5	5 Nm (3.7 lbf ft)	–
Screw, centrifugal timer	M5	8 Nm (5.9 lbf ft)	Loctite® 243™
Screw, crankshaft position sensor	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
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)	Loctite® 222™
Screw, lock washer, axle for control flap	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Screw, locking lever	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Screw, water pump wheel	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Adjustment cable, exhaust control	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Bleeder screw, cylinder head	M6	10 Nm (7.4 lbf ft)	–
Screw, alternator cover	M6	8 Nm (5.9 lbf ft)	–
Screw, clutch cover	M6	10 Nm (7.4 lbf ft)	–
Screw, clutch slave cylinder	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
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)	Loctite® 243™
Screw, shift lever	M6	14 Nm (10.3 lbf ft)	Loctite® 243™
Screw, shifting gate	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, water pump cover	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
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	30 Nm (22.1 lbf ft)	–
Screw, kick starter	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
Screw, shift drum locating	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
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)	Loctite® 243™
Nut, inner clutch hub	M18x1.5	130 Nm (95.9 lbf ft)	Loctite® 243™
Cap nut, exhaust control	M26x1	35 Nm (25.8 lbf ft)	–

22.2.2 All TE 250/300

Screw, membrane holder	EJOT DELTA PT® 35x25	1 Nm (0.7 lbf ft)	–
Screw, membrane support plate	EJOT DELTA PT® 30x12	1 Nm (0.7 lbf ft)	–

Screw, outer clamping plate	EJOT DELTA PT[®] 30x6	1 Nm (0.7 lbf ft)	–
Screw, angle lever, exhaust control	M5	6 Nm (4.4 lbf ft)	Loctite[®] 243[™]
Screw, clutch spring retainer	M5	6 Nm (4.4 lbf ft)	–
Screw, crankshaft position sensor	M5	6 Nm (4.4 lbf ft)	Loctite[®] 243[™]
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)	Loctite[®] 243[™]
Screw, retaining bracket of exhaust control	M5	7 Nm (5.2 lbf ft)	Loctite[®] 243[™]
Screw, water pump wheel	M5	6 Nm (4.4 lbf ft)	Loctite[®] 243[™]
Screw, alternator cover	M6	8 Nm (5.9 lbf ft)	–
Screw, bearing retainer	M6	10 Nm (7.4 lbf ft)	Loctite[®] 243[™]
Screw, clutch cover	M6	10 Nm (7.4 lbf ft)	–
Screw, control flap, exhaust control	M6	10 Nm (7.4 lbf ft)	Loctite[®] 243[™]
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)	Loctite[®] 648[™]
Screw, kick starter spring	M6	10 Nm (7.4 lbf ft)	Loctite[®] 243[™]
Screw, kick starter stop plate	M6	10 Nm (7.4 lbf ft)	Loctite[®] 243[™]
Screw, shift drum locating	M6	10 Nm (7.4 lbf ft)	Loctite[®] 243[™]
Screw, shift lever	M6	14 Nm (10.3 lbf ft)	Loctite[®] 243[™]
Screw, 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)	Loctite[®] 243[™]
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)	Loctite[®] 243[™]
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)	Loctite[®] 648[™]
Nut, primary gear	M18LHx1.5	150 Nm (110.6 lbf ft)	Loctite[®] 648[™]

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 All TE 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 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	1,5 42 N1E G 3 175	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	2 38 N2Z W 3 175	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.

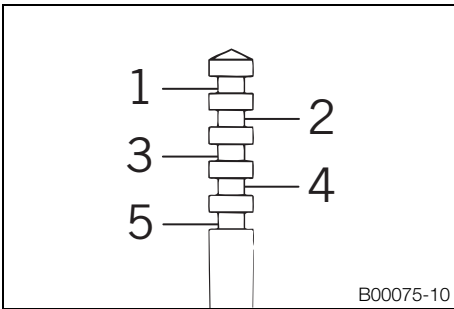
KEIHIN PWK 36S AG							
M/FT ASL ↓	TEMP →	-20°C ... -7°C	-6°C ... 5°C	6°C ... 15°C	16°C ... 24°C	25°C ... 36°C	37°C ... 49°C
		-2°F ... 20°F	19°F ... 41°F	42°F ... 60°F	61°F ... 78°F	79°F ... 98°F	99°F ... 120°F
3.000 m 10,000 ft ↑ 2.301 m 7,501 ft	ASO IJ NDL POS MJ	2 35 N8R G 3 172	2 35 N8R H 3 172	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	2 35 N8R G 3 172	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
--------	----------------------------

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 (mixed ready to use) (☛ p. 121)
		Coolant (☛ p. 121)

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	WP Suspension Up Side Down 4860 4CS	
Suspension travel		
Front	300 mm (11.81 in)	
Rear	330 mm (12.99 in)	
Fork offset (All TE 125)	22 mm (0.87 in)	
Fork offset (All TE 250/300)	20 mm (0.79 in)	
Shock absorber	WP Suspension 5018 BAVP 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)	98 kg (216 lb.)
Homologated weight without fuel, approx. (TE 250 EU, TE 250 AU)	106.4 kg (234.6 lb.)
Homologated weight without fuel, approx. (TE 300 EU, TE 300 AU)	106.6 kg (235 lb.)
Weight without fuel, approx. (TE 125 US)	96 kg (212 lb.)
Weight without fuel, approx. (TE 250 US)	104.4 kg (230.2 lb.)
Weight without fuel, approx. (TE 300 US)	104.6 kg (230.6 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 (All TE 250/300)	YTX5L-BS	Battery voltage: 12 V Nominal capacity: 4 Ah Maintenance-free
Speedometer battery	CR 2430	Battery voltage: 3 V
Headlight	HS1 / Socket BX43t	12 V 35/35 W
Parking light	W5W/socket W2.1x9.5d	12 V 5 W
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
Brake/tail light	LED	
License plate lamp (TE EU/AU)	W5W/socket W2.1x9.5d	12 V 5 W

22.8 Tires

Validity	Front tires	Rear tires
(TE 125 EU)	90/90 - 21 M/C 54R TT Michelin ENDURO COMPETITION IV	120/90 - 18 M/C 65R TT Michelin ENDURO COMPETITION IIIe
(TE 250/300 EU/AU)	90/90 - 21 M/C 54R TT Michelin ENDURO COMPETITION IV	140/80 - 18 M/C 70R TT Michelin ENDURO COMPETITION IIIe
(TE US)	90/90 - 21 M/C 51M TT Dunlop GEOMAX AT81F	110/100 - 18 M/C 64M TT Dunlop GEOMAX AT81

Additional information is available in the Service section under:
www.husqvarna-motorcycles.com

22.9 Fork

22.9.1 All TE 125

Fork part number	24.18.7N.61	
Fork	WP Suspension Up Side Down 4860 4CS	
Compression damping		
Comfort	15 clicks	
Standard	13 clicks	
Sport	11 clicks	
Rebound damping		
Comfort	15 clicks	
Standard	13 clicks	
Sport	11 clicks	
Spring length with preload spacer(s)	470 mm (18.5 in)	
Spring rate		
Weight of rider: 65... 75 kg (143... 165 lb.)	3.6 N/mm (20.6 lb/in)	
Weight of rider: 75... 85 kg (165... 187 lb.)	3.8 N/mm (21.7 lb/in)	
Weight of rider: 85... 95 kg (187... 209 lb.)	4.0 N/mm (22.8 lb/in)	
Fork length	932 mm (36.69 in)	
Air chamber length	100 mm (3.94 in)	
Oil capacity per fork leg	635 ml (21.47 fl. oz.)	Fork oil (SAE 4) (48601166S1) (☛ p. 121)

22.9.2 All TE 250/300

Fork part number	24.18.7N.67	
Fork	WP Suspension Up Side Down 4860 4CS	
Compression damping		
Comfort	15 clicks	
Standard	13 clicks	
Sport	11 clicks	
Rebound damping		
Comfort	15 clicks	
Standard	13 clicks	
Sport	11 clicks	
Spring length with preload spacer(s)	472 mm (18.58 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	635 ml (21.47 fl. oz.)	Fork oil (SAE 4) (48601166S1) (☛ p. 121)

22.10 Shock absorber

22.10.1 All TE 125

Shock absorber part number	18.15.7N.61
Shock absorber	WP Suspension 5018 BAVP 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	17 clicks
Standard	15 clicks
Sport	13 clicks
Spring preload	13 mm (0.51 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 part number	18.15.7N.63
Shock absorber	WP Suspension 5018 BAVP 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	10 mm (0.39 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)	–
Nut, starter motor	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)	Loctite® 243™
Screw, chain sliding guard	M6	6 Nm (4.4 lbf ft)	Loctite® 243™
Screw, front brake disc	M6	14 Nm (10.3 lbf ft)	Loctite® 243™
Screw, rear brake disc	M6	14 Nm (10.3 lbf ft)	Loctite® 243™
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)	Loctite® 2701™
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)	Loctite® 2701™
Screw, fork stub	M8	15 Nm (11.1 lbf ft)	–
Screw, front brake caliper	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)	–
Screw, side stand attachment	M8	45 Nm (33.2 lbf ft)	Loctite® 2701™
Screw, subframe	M8x20	30 Nm (22.1 lbf ft)	Loctite® 2701™
Screw, subframe	M8x30	30 Nm (22.1 lbf ft)	Loctite® 2701™
Screw, top steering stem	M8	17 Nm (12.5 lbf ft)	Loctite® 243™
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)	Loctite® 2701™
Screw, handlebar support	M10	40 Nm (29.5 lbf ft)	Loctite® 243™
Screw, top shock absorber	M10	60 Nm (44.3 lbf ft)	Loctite® 2701™
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)	Loctite® 243™

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

- Use only suitable coolant (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)	50 % anti-corrosion/antifreeze 50 % distilled water
--	--

Coolant (mixed ready to use)

Antifreeze protection	-35 °C (-31 °F)
-----------------------	-----------------

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 possess 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 possess 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

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

Rubber grip adhesive (00062030051)

Recommended supplier

KTM-Sportmotorcycle AG

- GRIP GLUE

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.

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