



Warning

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

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

- Take your foot off the foot brake lever if you do not want to brake.



Warning

Danger of accidents Higher total weight increases the stopping distance.

- Take the longer stopping distance into account when carrying a passenger or luggage with you.



Warning

Danger of accidents Salt on the roads impairs the brake system.

- Brake carefully several times to remove salt from the brake linings and the brake discs.



Warning

Danger of accidents ABS may increase the stopping distance in certain situations.

- Adjust application of the brakes to the respective riding situation and riding surface conditions.



Warning

Danger of accidents Excessively forceful application of the brakes blocks the wheels.

The ABS effectiveness is only ensured if it is switched on.

- Leave the ABS switched on in order to benefit from the protective effect.



Warning

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

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

- To brake release the throttle and apply the front and rear brakes at the same time.



Info

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



Warning

Danger of accidents Banked or laterally sloping ground reduces the maximum possible delay.

- If possible finish braking before going into a bend.

- Always finish braking before you go into a bend. Change down to a lower gear appropriate to your road speed.
- Use the braking effect of the engine on long downhill stretches. Change down one or two gears, but do not over-rev the engine. You will have to apply the brakes far less frequently as a result and the brake system will not overheat.

9.6 Stopping, parking



Warning

Risk of injury People who act without authorization endanger themselves and others.

- Do not leave the vehicle unattended if the engine is running.
- Protect the vehicle against access by unauthorized persons.
- Lock the steering and remove the ignition key if you leave the vehicle unattended.



Warning

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

- Do not touch any parts such as the exhaust system, radiator, engine, damper, or brake system before the vehicle parts have cooled down.
- Let the vehicle parts cool down before you perform any work on the vehicle.

Note

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

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


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

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

Note

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



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

- Apply the brakes on the motorcycle.
- Shift the transmission to neutral position.
- Switch off the ignition by turning the ignition key to the **OFF**  position.



Info

If the engine is switched off with the emergency OFF switch and the ignition remains switched on at the ignition lock, power continues to flow to most power consumers. This discharges the 12-V battery. You should therefore always switch off the engine with the ignition lock – the emergency OFF switch is intended for emergencies only.

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

9.7 Transport

Note

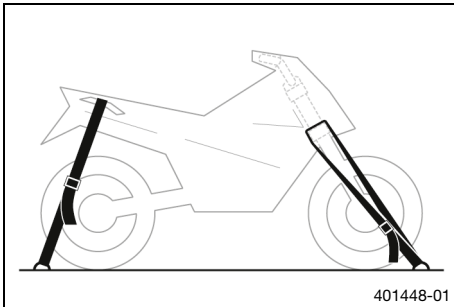
Danger of damage The parked vehicle can roll away or fall over.

- Park the vehicle on a firm and level surface.

Note

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

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



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

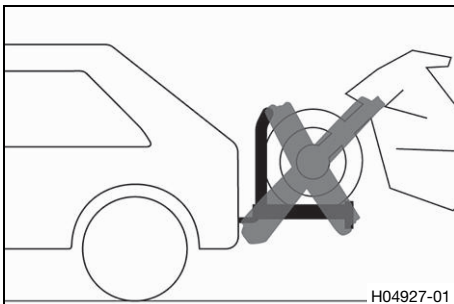
9.8 Towing in the event of a breakdown

Note

Danger of damage Towing away using a towing vehicle is not an appropriate vehicle recovery method.

Damage to the drive train or transmission may occur during towing.

- Do not use towing equipment where the wheels of the broken down vehicle remain on the road and rotate as it is towed.
- Always transport a broken down vehicle on a trailer or on the loading area of a transport vehicle.



- Ensure that the broken down vehicle is properly secured on the trailer or transport vehicle.
- Observe local regulations for the recovery of broken down vehicles.

9.9 Refueling



Danger
Fire hazard Fuel is highly flammable.

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

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



Warning
Danger of poisoning Fuel is harmful to health.

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

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

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

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



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

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



- Switch off the engine.
- Open fuel tank filler cap. (📖 p. 22)
- Fill the fuel tank with fuel up to level **A**.

Guideline

| | | |
|-----------------------------|----------------------|------------------------------------|
| Level A | 20 mm (0.79 in) | |
| Fuel tank capacity, approx. | 12.4 l (3.28 US gal) | Super unleaded (ROZ 95) (📖 p. 133) |

- Close the fuel tank filler cap. (📖 p. 23)




















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10.1 Additional information

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

10.2 Service schedule

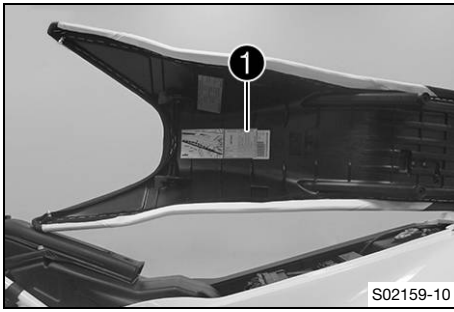
| | every 48 months | | | | | | |
|--|-----------------------------|---|---|---|---|---|---|
| | every 24 months | | | | | | |
| | every 12 months | | | | | | |
| | every 30,000 km (18,600 mi) | | | | | | |
| | every 20,000 km (12,400 mi) | | | | | | |
| | every 10,000 km (6,200 mi) | | | | | | |
| | after 1,000 km (620 mi) | | | | | | |
| Read out the fault memory using the Husqvarna Motorcycles diagnostics tool.  | ○ | ● | ● | ● | ● | ● | ● |
| Program the shift shaft sensor.  | ○ | ● | ● | ● | ● | ● | ● |
| Check that the electrical system is functioning properly.  | ○ | ● | ● | ● | ● | ● | ● |
| Check that the brake linings of the front brake are secured. (📖 p. 70) | ○ | ● | ● | ● | ● | ● | ● |
| Check that the brake linings of the rear brake are secured. (📖 p. 76) | ○ | ● | ● | ● | ● | ● | ● |
| Check the brake discs. (📖 p. 68) | ○ | ● | ● | ● | ● | ● | ● |
| Check the brake lines for damage and leakage.  | ○ | ● | ● | ● | ● | ● | ● |
| Check the front brake fluid level. (📖 p. 69) | ○ | ● | ● | ● | ● | | |
| Change the front brake fluid.  | | | | | | ● | ● |
| Check the rear brake fluid level. (📖 p. 74) | ○ | ● | ● | ● | ● | | |
| Change the rear brake fluid.  | | | | | | ● | ● |
| Check/correct the fluid level of hydraulic clutch. (📖 p. 65) | | ● | ● | ● | ● | | |
| Change the hydraulic clutch fluid.  | | | | | | ● | ● |
| Check the free travel of the foot brake lever. (📖 p. 73) | ○ | ● | ● | ● | ● | ● | ● |
| Change the engine oil and the oil filter, clean the oil screens.  (📖 p. 109) | ○ | ● | ● | ● | ● | ● | ● |
| Check all hoses (e.g. fuel, cooling, bleeder, drainage hoses, etc.) and sleeves for cracking, tightness, and correct routing.  | | ● | ● | ● | ● | ● | ● |
| Empty the drainage hoses.  | ○ | ● | ● | ● | ● | ● | ● |
| Check the cables for damage and routing without sharp bends.  | | ● | ● | ● | ● | ● | ● |
| Check the frame.  | | | | ● | | | |
| Check the swingarm.  | | | | ● | | | |
| Check the fork bearing for play.  | | ● | ● | ● | | | |
| Check the steering head bearing for play. (📖 p. 54) | ○ | ● | ● | ● | | | |
| Check the wheel bearing for play.  | ○ | ● | ● | ● | ● | ● | ● |
| Check the shock absorber and fork for leaks. Perform a fork service and shock absorber service as needed and depending on how the vehicle is used.  | ○ | ● | ● | ● | ● | ● | ● |
| Check the tire condition. (📖 p. 84) | ○ | ● | ● | ● | ● | ● | ● |
| Check tire pressure. (📖 p. 85) | ○ | ● | ● | ● | ● | ● | ● |
| Check the rim run-out.  | ○ | ● | ● | ● | ● | ● | ● |

10 SERVICE SCHEDULE

| | | every 48 months | | | | | |
|---|---|-----------------------------|---|---|---|---|---|
| | | every 24 months | | | | | |
| | | every 12 months | | | | | |
| | | every 30,000 km (18,600 mi) | | | | | |
| | | every 20,000 km (12,400 mi) | | | | | |
| | | every 10,000 km (6,200 mi) | | | | | |
| | | after 1,000 km (620 mi) | | | | | |
| Retighten the spokes. 🛠️ | ○ | | | | | | |
| Check the spoke tension. (📖 p. 85) | | ● | ● | ● | ● | ● | ● |
| Check the chain, rear sprocket, engine sprocket, and chain guide. (📖 p. 61) | | ● | ● | ● | ● | ● | ● |
| Check the chain tension. (📖 p. 60) | ○ | ● | ● | ● | ● | ● | ● |
| Grease all moving parts (e.g. side stand, hand lever, chain, etc.) and check for smooth operation. 🛠️ | ○ | ● | ● | ● | ● | ● | ● |
| Change the spark plugs. 🛠️ | | | ● | | | | |
| Check the valve clearance. 🛠️ | | ● | ● | ● | | | |
| Change the air filter. Clean the air filter box. 🛠️ | | ● | ● | ● | | | |
| Change the fuel screen. 🛠️ (📖 p. 108) | ○ | | | | | | |
| Change the fuel screen, and check the fuel pressure. 🛠️ | | ● | ● | ● | ● | ● | ● |
| Check the headlight setting. (📖 p. 97) | ○ | ● | ● | ● | | | |
| Check the tightness of the safety-relevant screws and nuts which are easily accessible. 🛠️ | ○ | ● | ● | ● | ● | ● | ● |
| Clean the dust boots of the fork legs. (📖 p. 52) | | ● | ● | ● | | | |
| Check that the radiator fan is functioning properly. 🛠️ | ○ | ● | ● | ● | ● | ● | ● |
| Check the antifreeze and coolant level. (📖 p. 100) | ○ | ● | ● | ● | ● | ● | |
| Change the coolant. 🛠️ (📖 p. 104) | | | | | | | ● |
| Final check: Check the vehicle is roadworthy and take a test ride. 🛠️ | ○ | ● | ● | ● | ● | ● | ● |
| Read out the fault memory after the test ride using the Husqvarna Motorcycles diagnostics tool. 🛠️ | ○ | ● | ● | ● | ● | ● | ● |
| Set the service display. (📖 p. 29) | ○ | ● | ● | ● | ● | ● | ● |
| Make a service entry in Husqvarna Motorcycles Dealer.net . 🛠️ | ○ | ● | ● | ● | ● | ● | ● |

- One-time interval
- Periodic interval

11.1 Fork/shock absorber



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

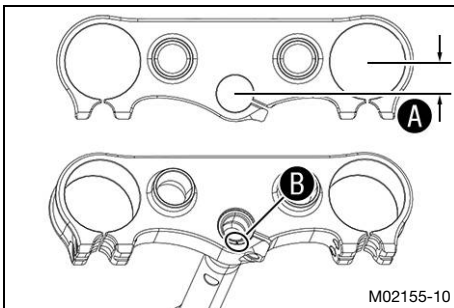


Info

The recommendations for the suspension setting are shown in table 1. The table is located on the underside of the front rider's seat.

These adjustments should be understood as a guideline and should always be the basis for one's own personal suspension setting. Do not change the adjustments at random, as otherwise the riding characteristics could deteriorate, particularly at high speeds.

11.2 Fork offset



On this vehicle, the handling characteristics can be influenced by the fork offset.

The fork offset is the distance A between the center of the fork legs and the steering head bearing.

The set fork offset can be detected at marking B when the steering head screw is removed.



Info

The larger fork offset improves handling when cornering. The smaller fork offset improves riding stability.

To adjust the fork offset, the triple clamps need to be disassembled and the steering stem removed from the lower triple clamp.

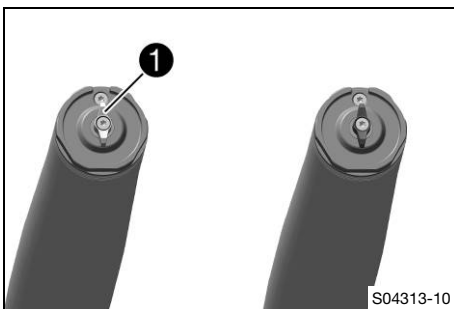
The fork offset cannot be continuously adjusted.

11.3 Adjusting the compression damping of the fork



Info

The hydraulic compression damping determines the fork suspension behavior.



- Turn white adjusting screw 1 clockwise as far as it will go.



Info


Adjusting screw 1 is located at the upper end of the left fork leg.

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

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


Guideline

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

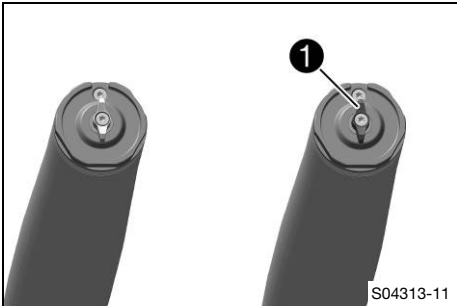
**Info**


Turn clockwise to increase damping; turn counter-clockwise to reduce damping during compression.

11.4 Adjusting the rebound damping of the fork

**Info**

The hydraulic rebound damping determines the fork suspension behavior.




- Turn red adjusting screw 1 clockwise as far as it will go.
- **Info**

Adjusting screw 1 is located at the upper end of the right fork leg.
The rebound damping is located in right fork leg **REB** (red adjusting screw). The compression damping is located in left fork leg **COMP** (white adjusting screw).
- Turn counterclockwise by the number of clicks corresponding to the fork type.

Guideline

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

**Info**

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

11.5 Compression damping of the shock absorber

The compression damping of the shock absorber is divided into two ranges: high-speed and low-speed. High-speed and low-speed refer to the compression speed of the rear wheel suspension and not to the vehicle speed.

The high-speed compression adjuster, for example, has an effect when riding over an asphalt edge: the rear wheel suspension compresses quickly.

The low-speed compression adjuster has an effect, for example, when riding over long ground swells: the rear wheel suspension compresses slowly.

These two ranges can be adjusted separately, although the transition between high-speed and low-speed is gradual. Thus, modifications in the high-speed range affect the compression damping in the low-speed range and vice versa.

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



Caution

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

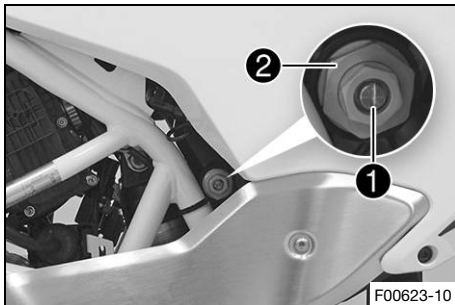
The shock absorber is filled with highly compressed nitrogen.

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



Info

The low-speed compression adjuster takes effect during slow to normal compression of the shock absorber.



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



Info

Do not loosen fitting **2**!

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

Guideline

| Low-speed compression damping | |
|-------------------------------|-----------|
| Comfort | 25 clicks |
| Standard | 20 clicks |
| Sport | 10 clicks |
| Full payload | 10 clicks |



Info

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



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



Caution

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

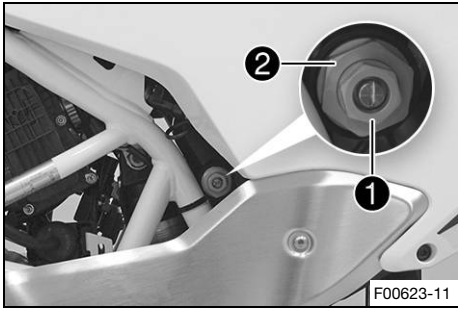
The shock absorber is filled with highly compressed nitrogen.

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



Info

The high-speed compression adjuster takes effect during fast compression of the shock absorber.



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

i Info
Do not loosen fitting ❷!

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

Guideline

| High-speed compression damping | |
|--------------------------------|-----------|
| Comfort | 2.5 turns |
| Standard | 2 turns |
| Sport | 1 turn |
| Full payload | 1 turn |

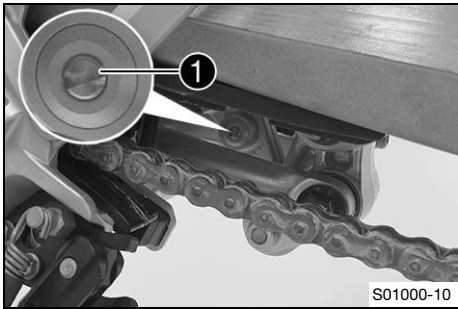
i Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.

11.8 Adjusting the rebound damping of the shock absorber

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

The shock absorber is filled with highly compressed nitrogen.

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



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

Guideline

| Rebound damping | |
|-----------------|-----------|
| Comfort | 23 clicks |
| Standard | 20 clicks |
| Sport | 10 clicks |
| Full payload | 10 clicks |

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