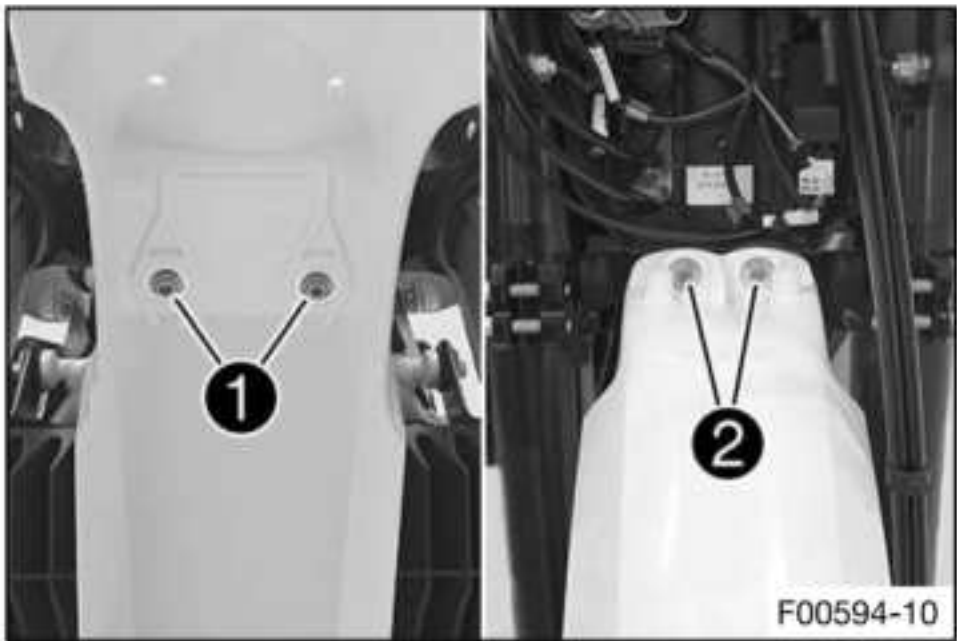


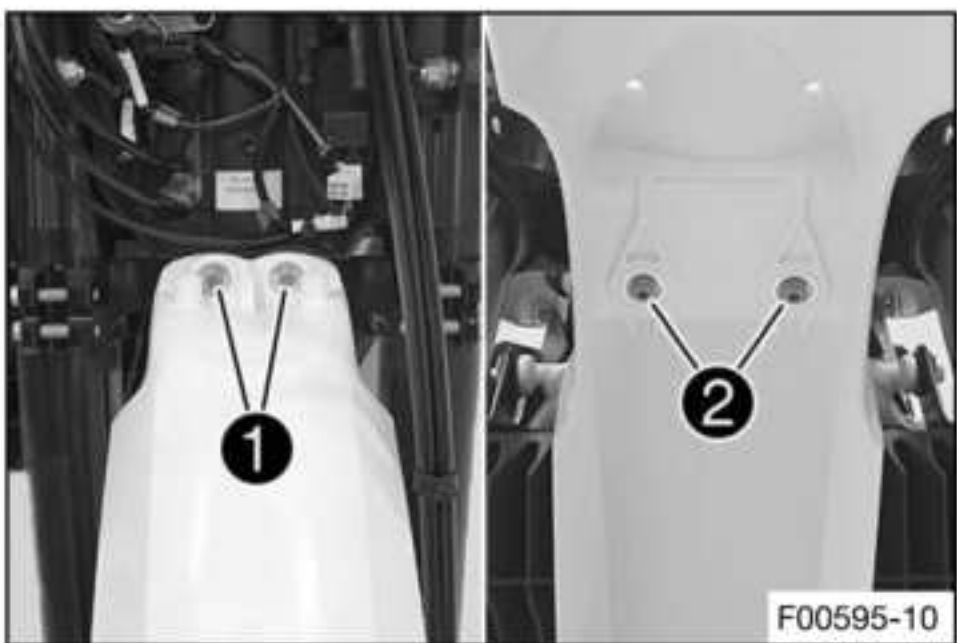
13.1 Removing front fender

- Preparatory work**
- Remove the headlight mask with the headlight. (📖 p. 170)



- Main work**
- Remove screws 1.
 - Remove screws 2 and take off the fender.

13.2 Installing front fender



- Main work**
- Position front fender. Mount and tighten screws 1.

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
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- Mount and tighten screws 2.

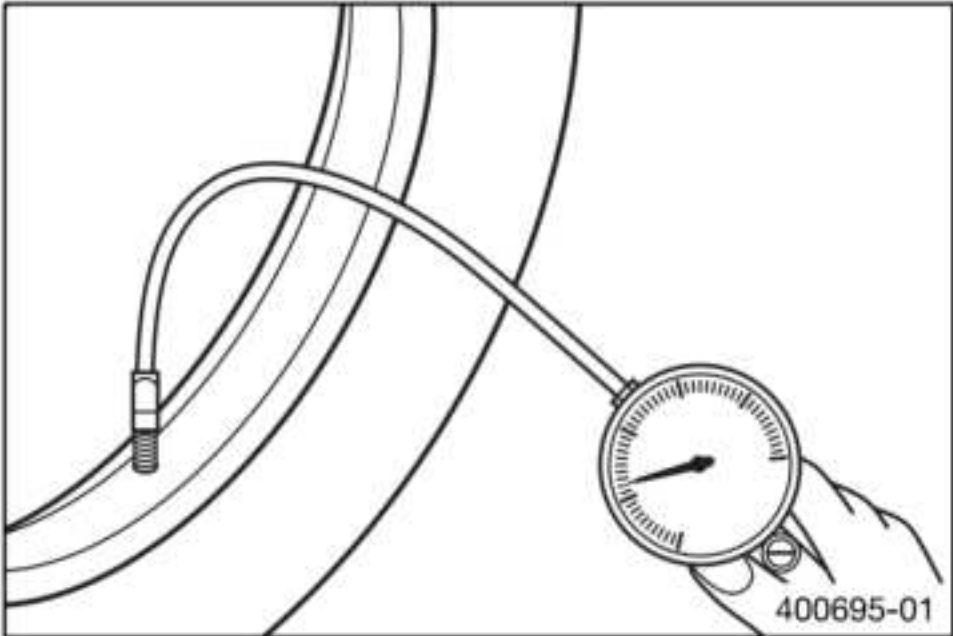
Guideline

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

- Finishing work**
- Install the headlight mask with the headlight. (📖 p. 171)
 - Check the headlight setting. (📖 p. 169)

14.1 Checking tire pressure

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



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

Tire pressure when solo	
front	2.0 bar (29 psi)
rear	2.0 bar (29 psi)

Tire pressure with passenger / full payload	
front	2.0 bar (29 psi)
rear	2.2 bar (32 psi)

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

14.2 Checking the tire condition

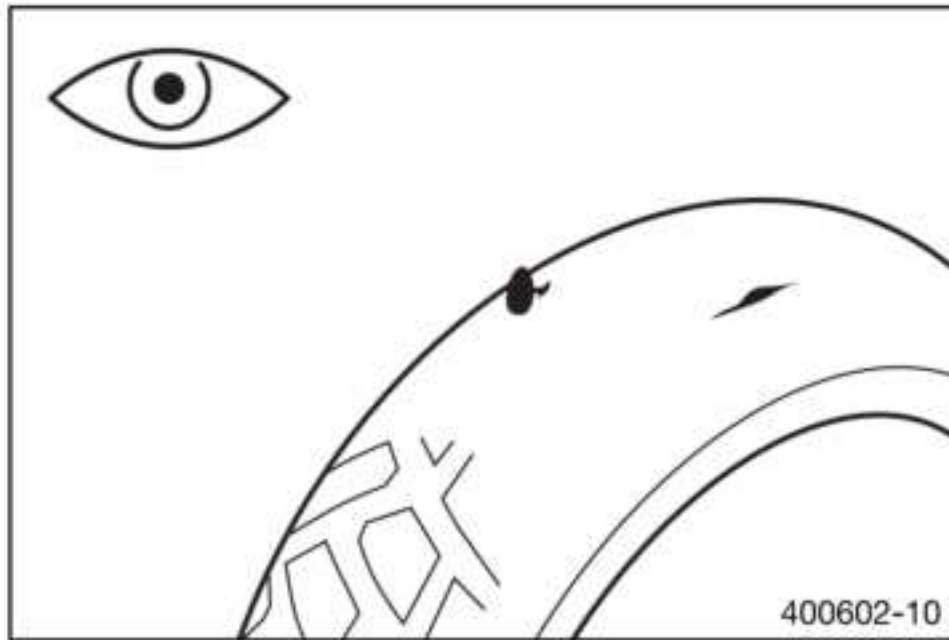
! Warning
Danger of accidents If a tire bursts while riding, the vehicle becomes uncontrollable.
- Ensure that damaged or worn tires are replaced immediately.

! Warning
Danger of crashing Different tire tread patterns on the front and rear wheel impair the handling characteristic.
Different tire tread patterns can make the vehicle significantly more difficult to control.
- Make sure that only tires with a similar tire tread pattern are fitted to the front and rear wheel.

! Warning
Danger of accidents Non-approved or non-recommended tires and wheels impact the handling characteristic.
- Only use tires/wheels approved by Husqvarna Motorcycles with the corresponding speed index.

! Warning
Danger of accidents New tires have reduced road grip.
The contact surface on new tires is not yet roughened.
- Run in new tires with moderate riding at alternating angles.
Running-in phase 200 km (124 mi)

i Info
The type, condition, and pressure of the tires all have a major impact on the handling characteristic of the motorcycle.
Worn tires have a negative effect on handling characteristics, especially on wet surfaces.



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



Info

Adhere to the legally required minimum tread depth.

Minimum tread depth	$\geq 2 \text{ mm } (\geq 0.08 \text{ in})$
---------------------	---

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



Info

The tire date of manufacture is usually contained in the tire label and is indicated by the last four digits of the **DOT** number. The first two digits indicate the week of manufacture and the last two digits the year of manufacture.

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

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



14.3 Checking the wheel bearing for play

Preparatory work

- Raise the motorcycle with the work stand. (📖 p. 14)
- Place a load on rear of the vehicle.
- ✓ The front wheel is not in contact with the ground.

Main work

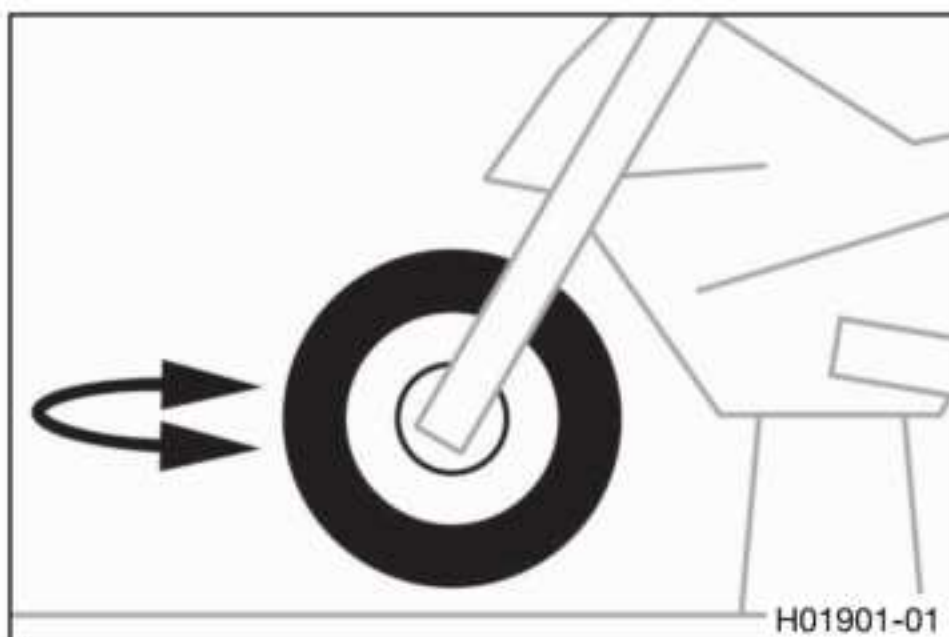
- Move the front wheel from side to side.

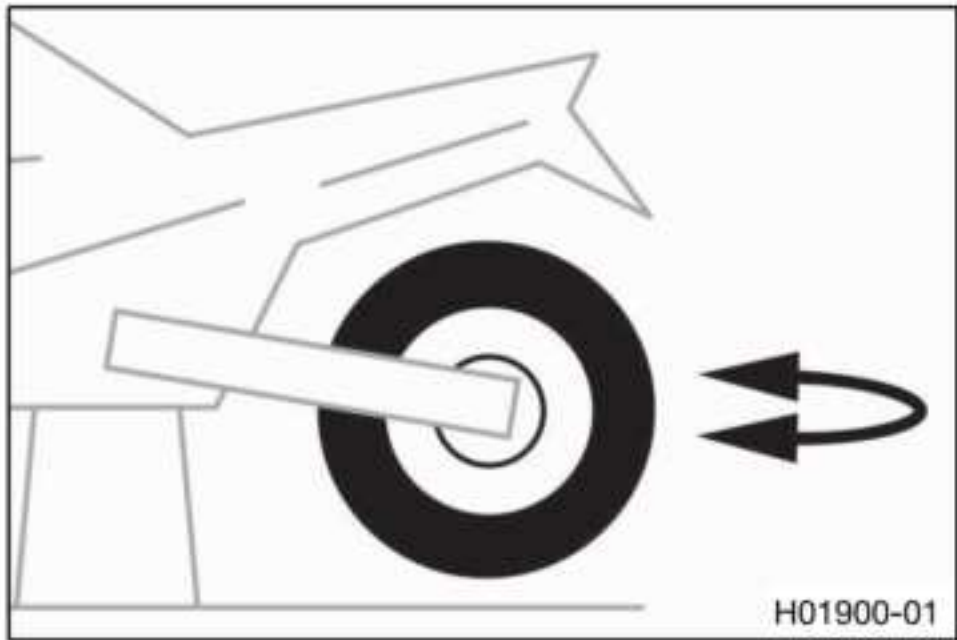


Info

Hold the fork leg to check it.

- » If there is detectable play:
 - Change front wheel bearing. (📖 p. 119)





- Place a load on the front of the vehicle.
 - ✓ The rear wheel is not in contact with the ground.
- Move the rear wheel from side to side.

i Info
Hold the link fork to check it.

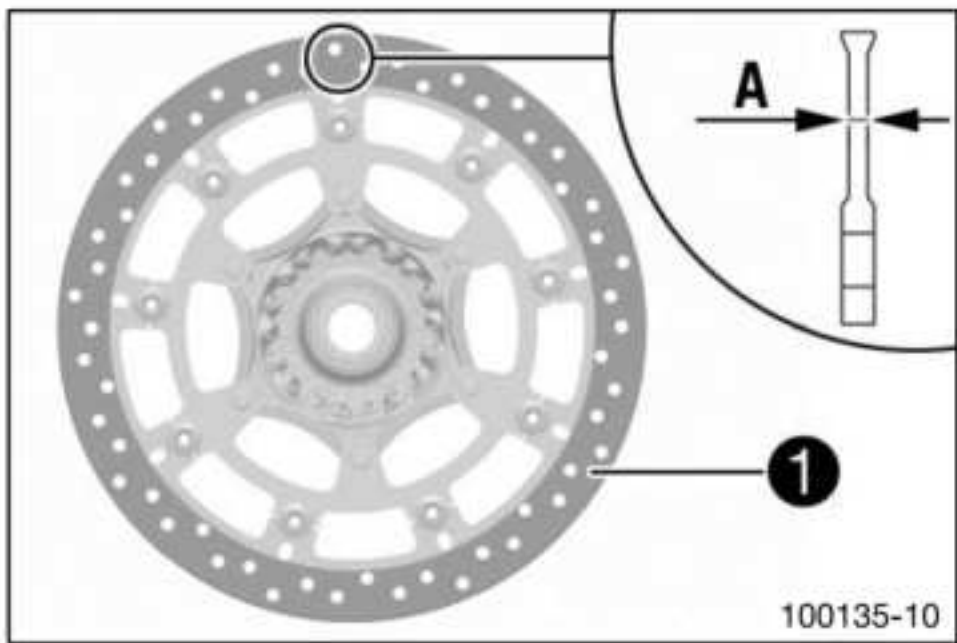
- » If there is detectable play:
 - Change the rear wheel bearing. (📖 p. 126)

Finishing work

- Remove the motorcycle from the work stand. (📖 p. 15)

14.4 Checking the brake discs

! Warning
Danger of accidents Worn-out brake discs reduce the braking effect.
- Make sure that worn-out brake discs are replaced immediately.



- Check the front and rear brake disc thickness at multiple points for the dimension **A**.

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

Brake discs - wear limit	
front	4.0 mm (0.157 in)
rear	4.5 mm (0.177 in)

- » If the brake disc thickness is less than the specified value.
 - Change the front brake disc. (📖 p. 118)
 - Change the rear brake disc. (📖 p. 129)
- Check the front and rear brake discs for damage, cracking, and deformation.
 - » If the brake disc exhibits damage, cracking, or deformation:
 - Change the front brake disc. (📖 p. 118)
 - Change the rear brake disc. (📖 p. 129)

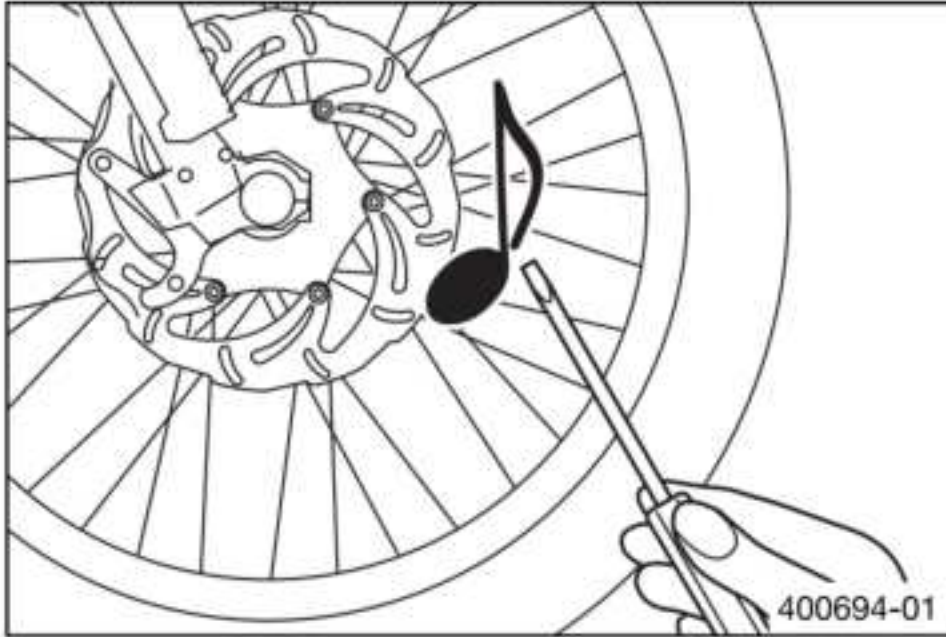
14.5 Checking spoke tension

! Warning
Danger of accidents Incorrectly tensioned spokes impair the handling characteristic and result in secondary damage.
The spokes break due to being overloaded if they are too tightly tensioned. If the tension in the spokes is too low, then lateral and radial run-out will form in the wheel. Other spokes will become looser as a result.
- Check spoke tension regularly, and in particular on a new vehicle.



Info

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



- Strike each spoke briefly using a screwdriver blade.



Info

The frequency of the sound depends on the spoke length and spoke diameter. If you hear different tone frequencies from different spokes of equal length and diameter, this is an indication of different spoke tensions.

You should hear a high note.

- » If the spoke tension differs:
 - Correct the spoke tension.



14.6 Checking the rim run-out



Warning

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

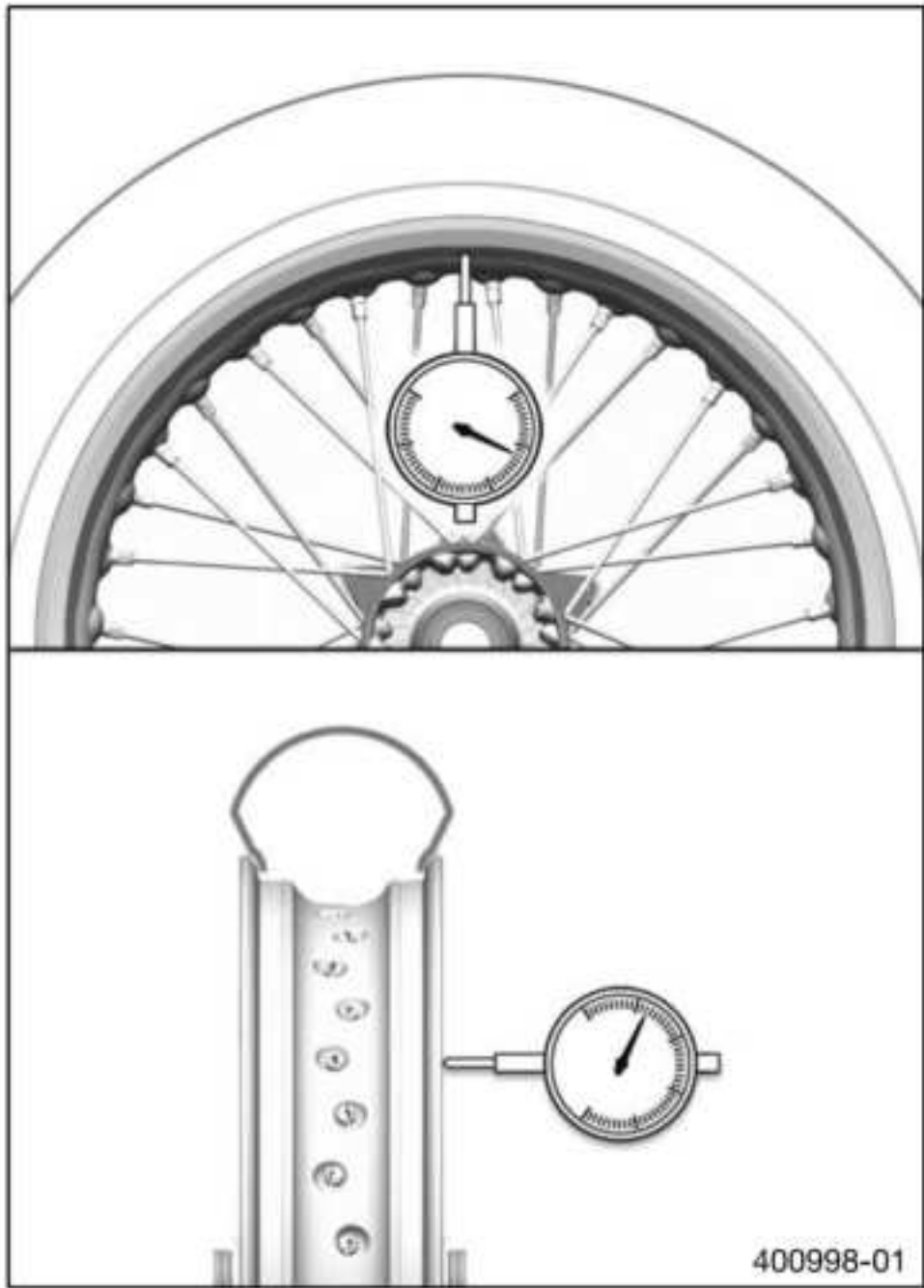
The spokes break due to being overloaded if they are too tightly tensioned. If the tension in the spokes is too low, then lateral and radial run-out will form in the wheel. Other spokes will become looser as a result.

- Check spoke tension regularly, and in particular on a new vehicle.



Info

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




- Check for lateral and radial run-out of the rims.

Axial run-out		
outside of the rim joint	< 1.8 mm (< 0.071 in)	

Radial run-out		
outside of the rim joint	< 1.8 mm (< 0.071 in)	

- » If the measured value is greater than the specified value:
 - Center the rim.

**Info**

Center the rim by pulling the spoke nipple on the other side of the rim run-out. If there is significant deformation, change the rim.

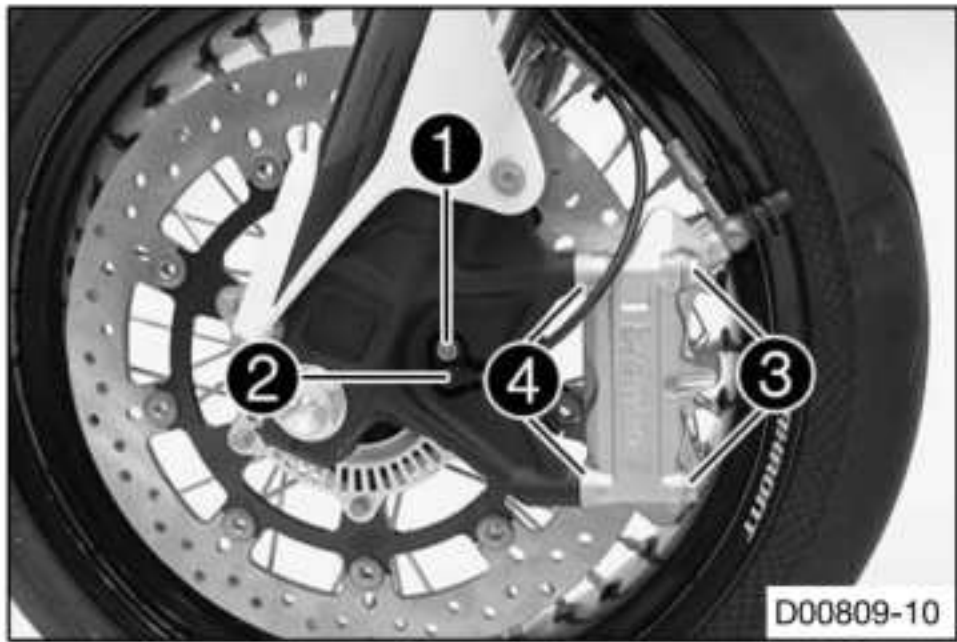
- Correct the spoke tension.

14.7 Front wheel

14.7.1 Removing the front wheel using work stand


Preparatory work

- Raise the motorcycle with the work stand. (📖 p. 14)
- Place a load on rear of the vehicle.
- ✓ The front wheel is not in contact with the ground.

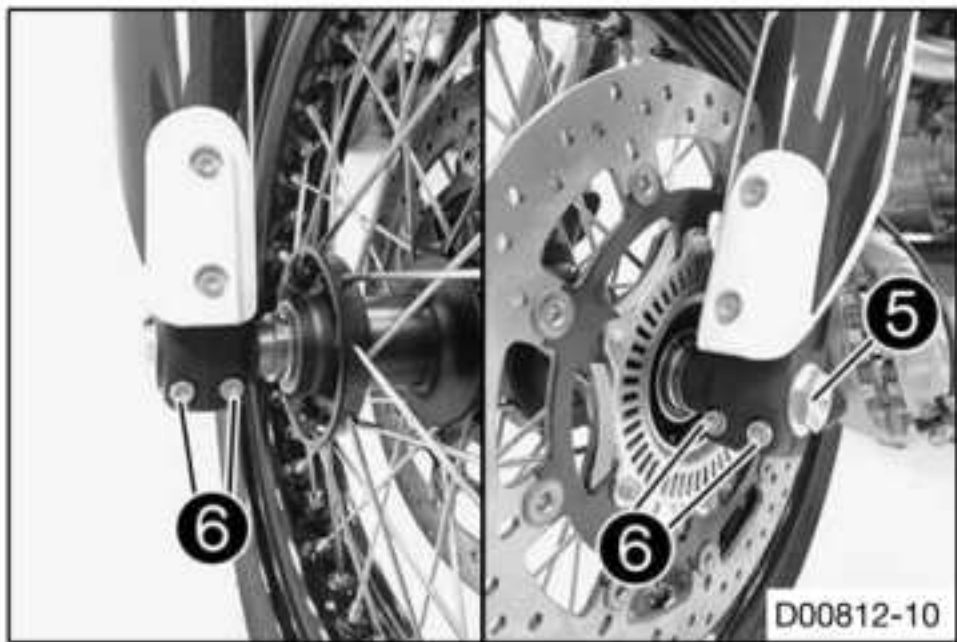


Main work

- Remove screw ① and pull wheel speed sensor ② out of the hole.
- Remove screws ③ and spacers ④.
- Press back the brake linings by slightly tilting the brake caliper laterally on the brake disc.
- Pull the brake caliper carefully back from the brake disc and hang to the side.

**Info**

Do not operate the hand brake lever if the brake caliper has been removed.



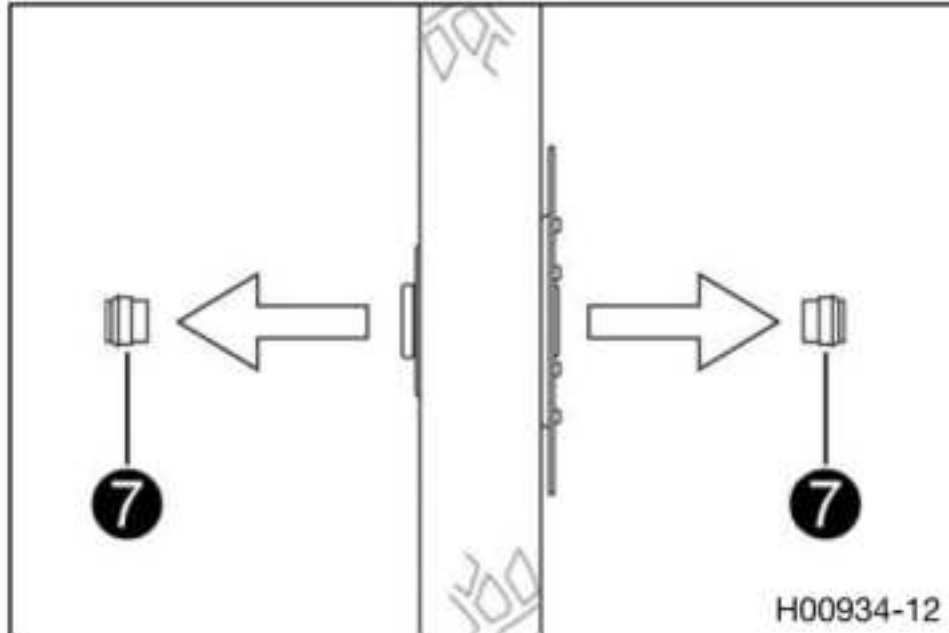
- Loosen screw ⑤ by several rotations.
- Loosen screws ⑥.
- Press on screw ⑤ to push the wheel spindle out of the axle clamp.
- Remove screw ⑤.



Warning

Danger of accidents Damaged brake discs reduce the braking effect.

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

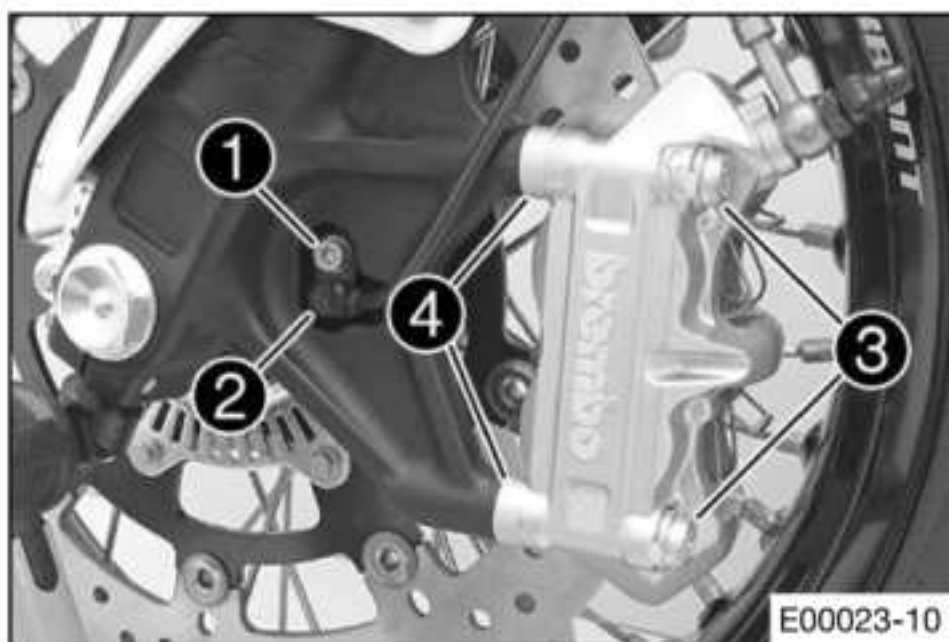


- Hold the front wheel and remove the wheel spindle. Take the front wheel out of the fork.
- Remove spacers **7**.

14.7.2 Removing the front wheel

Preparatory work

- Raise the motorcycle with the rear lifting gear. (p. 13)
- Lift the motorcycle with the front lifting gear. (p. 13)



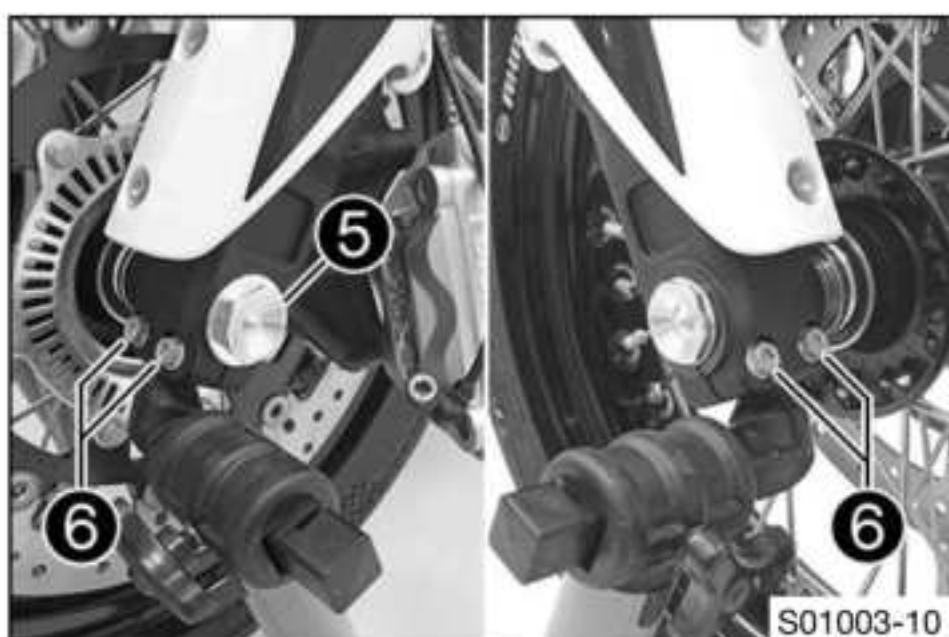
Main work

- Remove screw **1** and pull wheel speed sensor **2** out of the hole.
- Remove screws **3** and spacers **4**.
- Press back the brake linings by slightly tilting the brake caliper laterally on the brake disc.
- Pull the brake caliper carefully back from the brake disc and hang to the side.



Info

Do not operate the hand brake lever if the brake caliper has been removed.



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

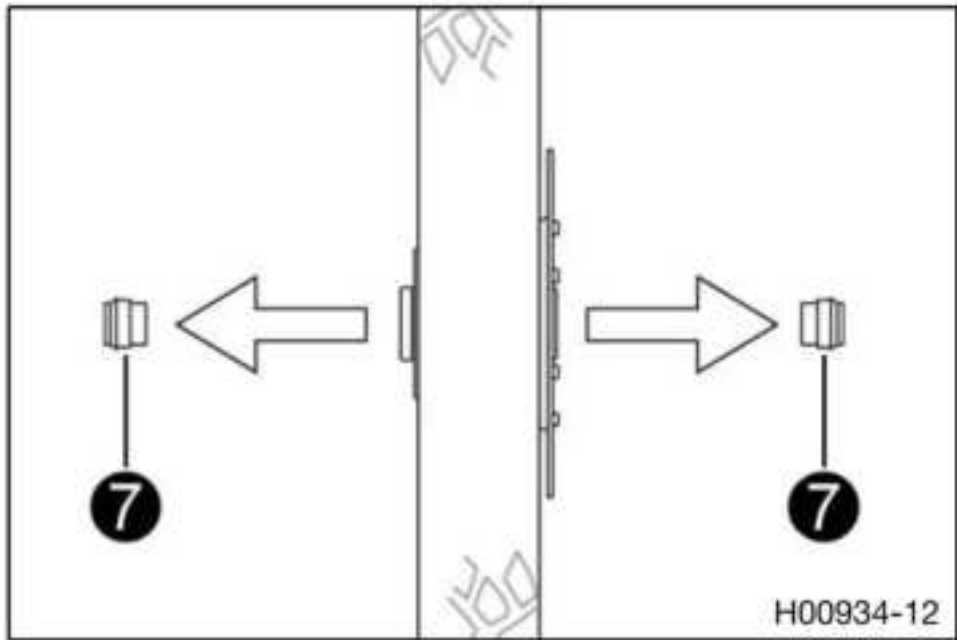


Warning

Danger of accidents Damaged brake discs reduce the braking effect.

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

- Hold the front wheel and remove the wheel spindle. Take the front wheel out of the fork.



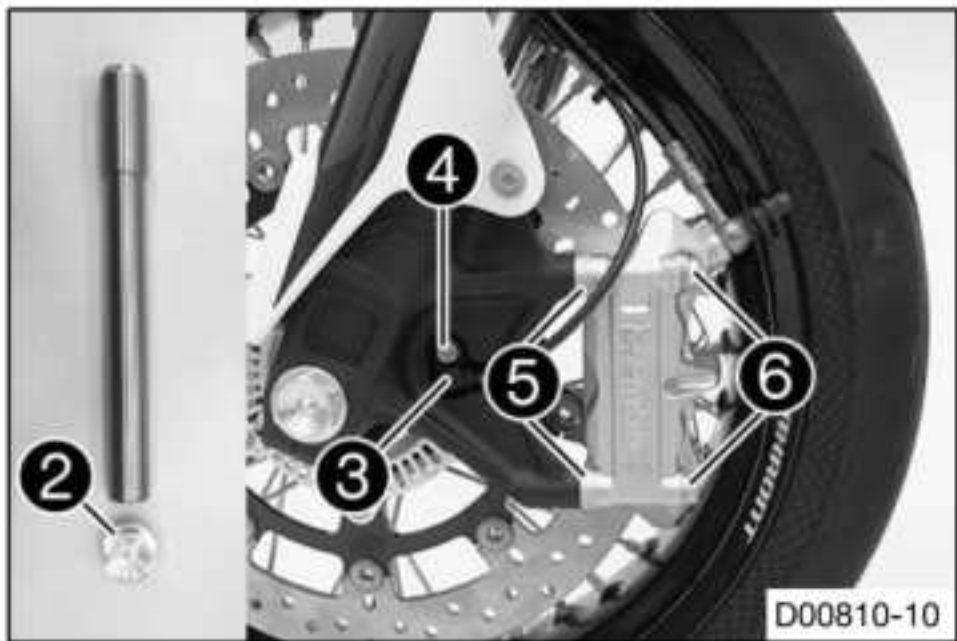
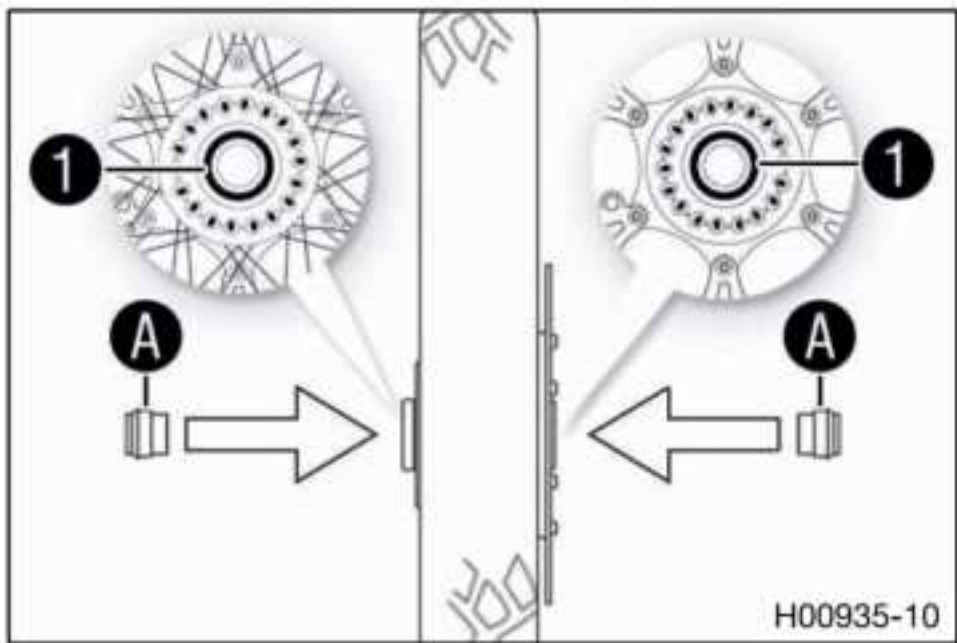
- Remove spacers 7.

14.7.3 Installing the front wheel using a work stand

Warning

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

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



Main work

- Check the wheel bearing for damage and wear.
 - » If the wheel bearing is damaged or worn:
 - Change front wheel bearing. (p. 119)
- Clean and grease shaft seal rings 1 and contact surfaces A of the spacers.

Long-life grease (p. 378)

- Insert the spacers.
- Place a load on rear of the vehicle.
- Jack up the front wheel into the fork, position it, and insert the wheel spindle.
- Mount and tighten screw 2.

Guideline

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

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

Guideline

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

- Position the brake caliper on the brake disc.
 - ✓ The brake linings are correctly positioned.
- Position spacers 5. Mount screws 6 but do not tighten yet.

Guideline

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

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

✓ The brake caliper straightens.

- Tighten screws ⑥.

Guideline

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

- Remove the locking piece of the hand brake lever.
- Remove the load from the rear of the vehicle.
- Operate the front brake and compress the fork a few times firmly.

✓ The fork legs straighten.

- Tighten screws ⑦.

Guideline

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

- Remove the motorcycle from the work stand. (p. 15)

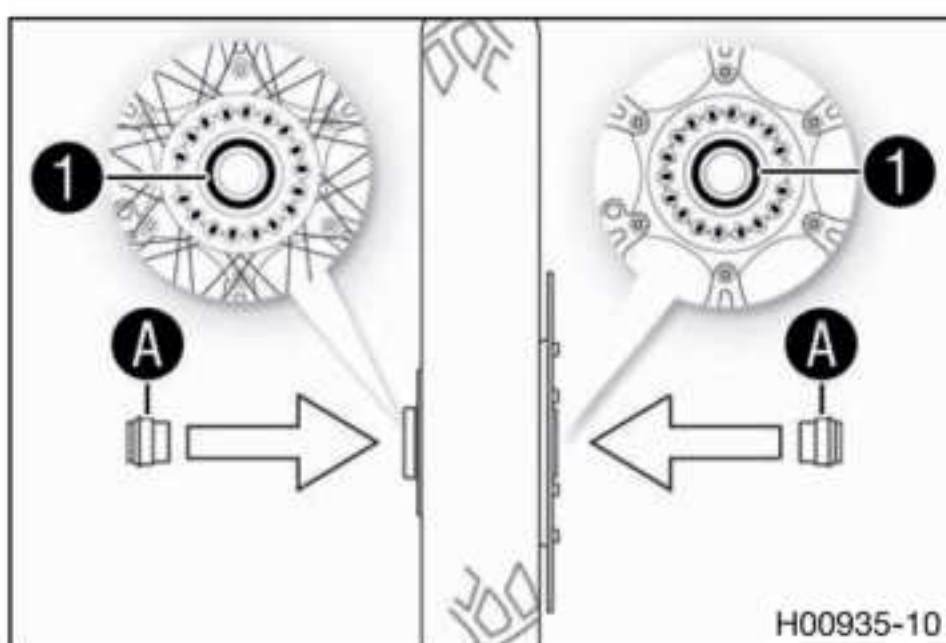
14.7.4 Installing the front wheel



Warning

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

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



Main work

- Check the wheel bearing for damage and wear.
 - » If the wheel bearing is damaged or worn:
 - Change front wheel bearing. (p. 119)
- Clean and grease shaft seal rings ① and contact surfaces A of the spacers.

Long-life grease (p. 378)

- Insert the spacers.

- Clean and grease the wheel spindle.

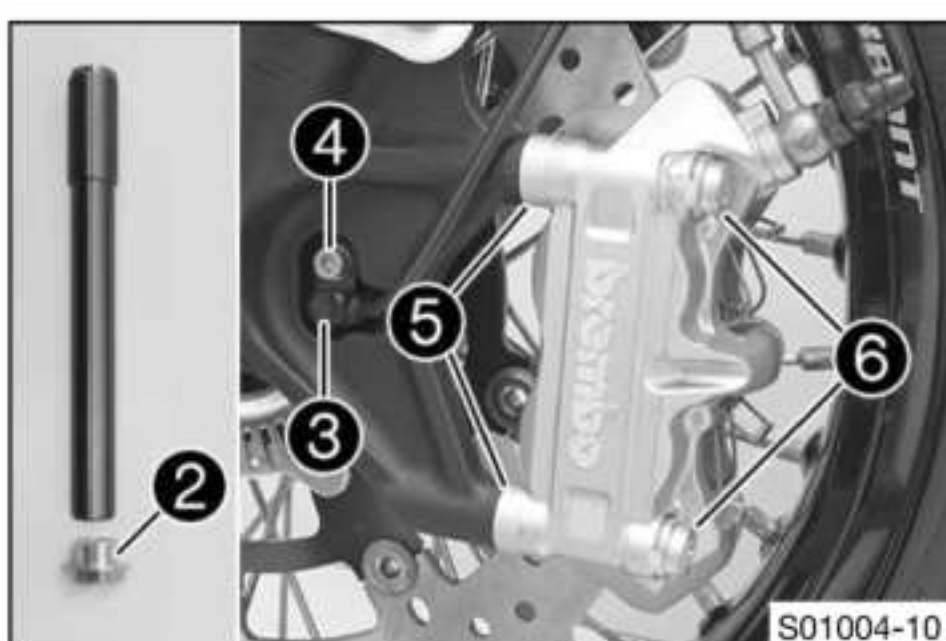
Long-life grease (p. 378)

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

Guideline

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

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



Guideline

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

- Position the brake caliper on the brake disc.
 - ✓ The brake linings are correctly positioned.
- Position spacers 5. Mount screws 6 but do not tighten yet.

Guideline

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

- Operate the hand brake lever repeatedly until the brake linings are in contact with the brake disc and there is a pressure point. Fix the hand brake lever in the activated position.
 - ✓ The brake caliper straightens.
- Tighten screws 6.

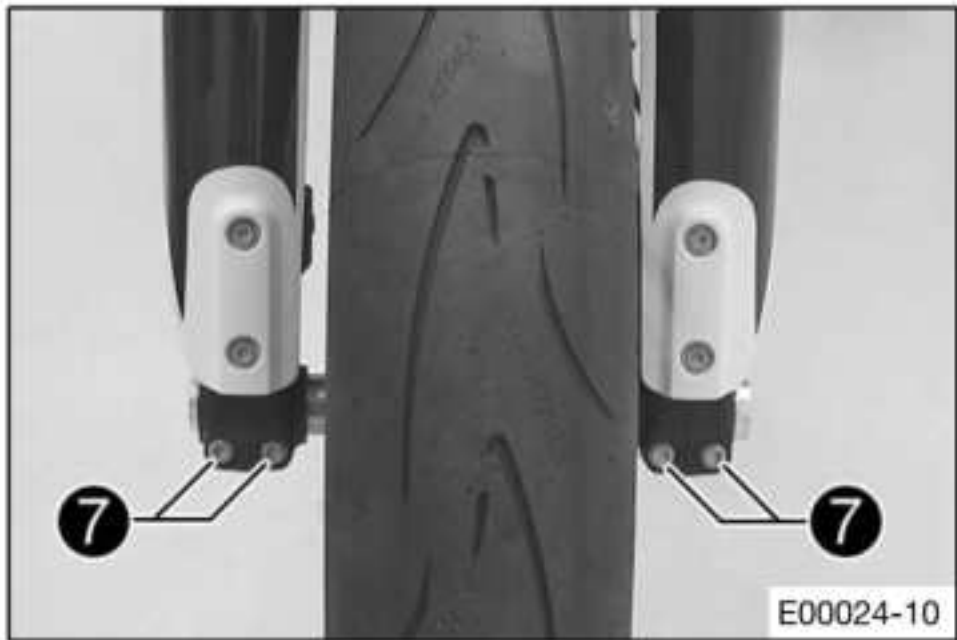
Guideline

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

- Remove the locking piece of the hand brake lever.
- Take the motorcycle off the front lifting gear. (📖 p. 14)
- Operate the front brake and compress the fork a few times firmly.
 - ✓ The fork legs straighten.
- Tighten screws 7.

Guideline

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



Finishing work

- Remove the rear of the motorcycle from the wheel stand. (📖 p. 13)

14.7.5 Changing the front brake disc



Info

If the brake discs are changed, the brake linings must also be changed.

Preparatory work

- Raise the motorcycle with the rear lifting gear. (📖 p. 13)
- Lift the motorcycle with the front lifting gear. (📖 p. 13)
- Remove the front wheel. (📖 p. 115)