✓ Handlebar clamp marking Ⓐ is aligned with center line Ⓐ of the handlebar scale.

– First bolt the handlebar clamp with screws ❶ onto the longer, higher side of the handlebar supports so that both parts touch.

– Tighten screws ❶ evenly.

Guideline

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

7.3 Changing the throttle grip

Preparatory work

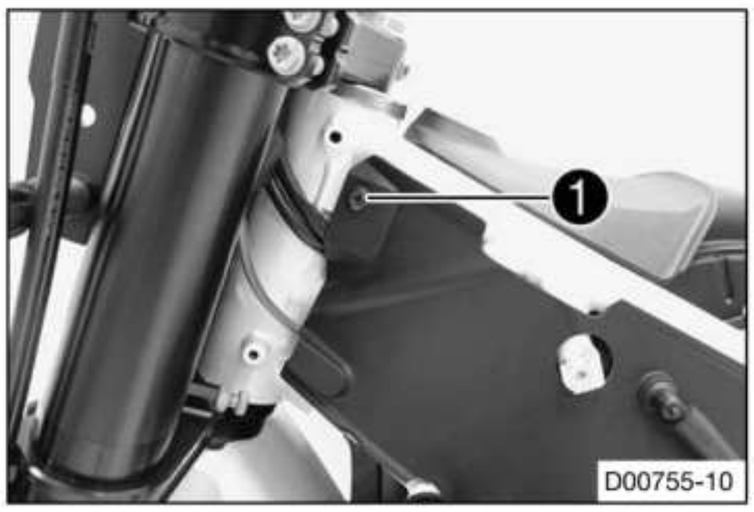
– Remove the headlight mask with the headlight. (📖 p. 170)

– Remove the seat. (📖 p. 93)

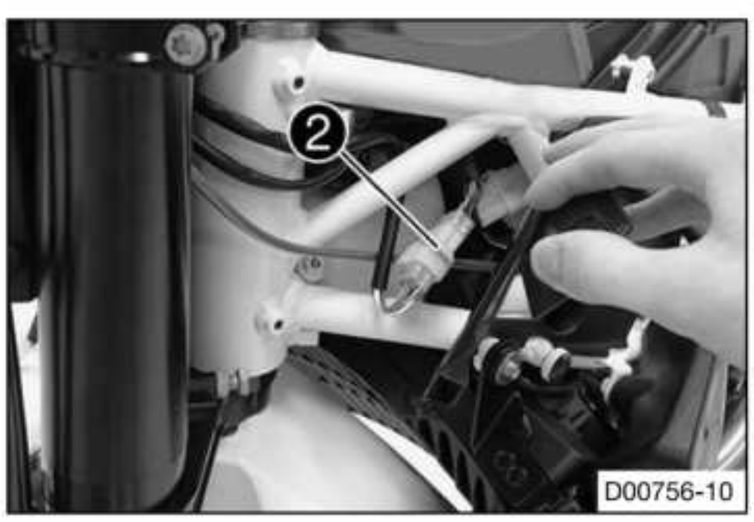
– Take off the side cover. (📖 p. 93)

Main work

– Remove the cable ties.



– Remove screw ❶.

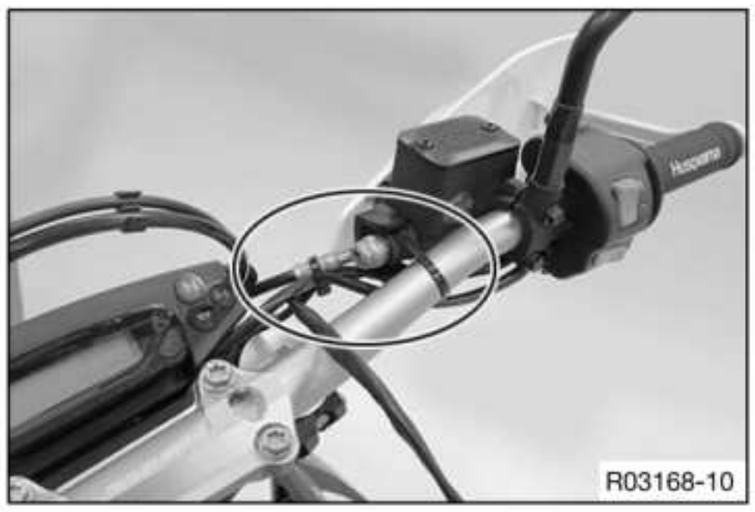


– Push the trim aside.

– Disconnect plug-in connector ❷.

– Expose the cable of the accelerator position sensor.

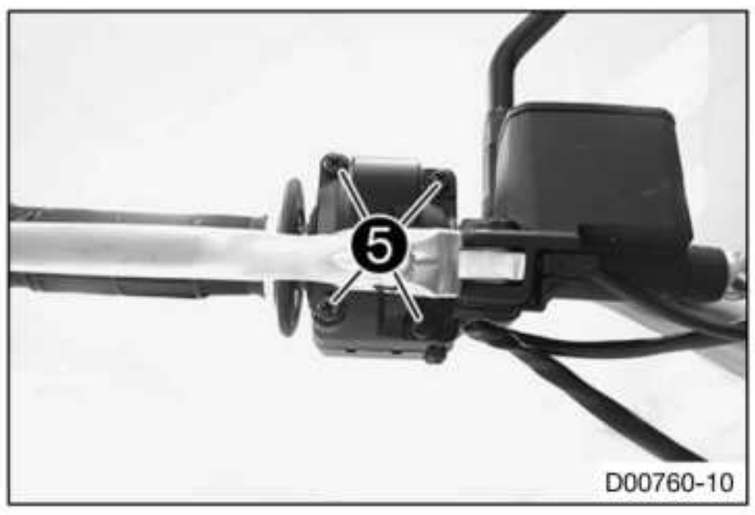
– Slip out the accelerator position sensor cable through the opening in the instrument support.



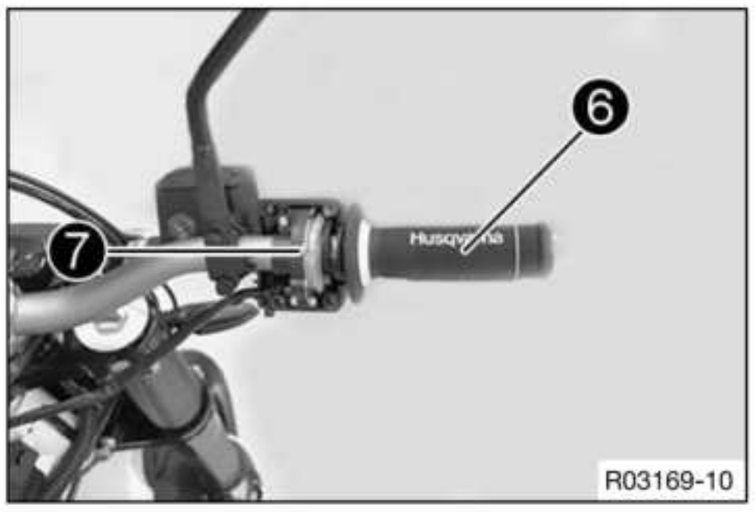
– Remove the cable ties.

– Loosen screw ❸.

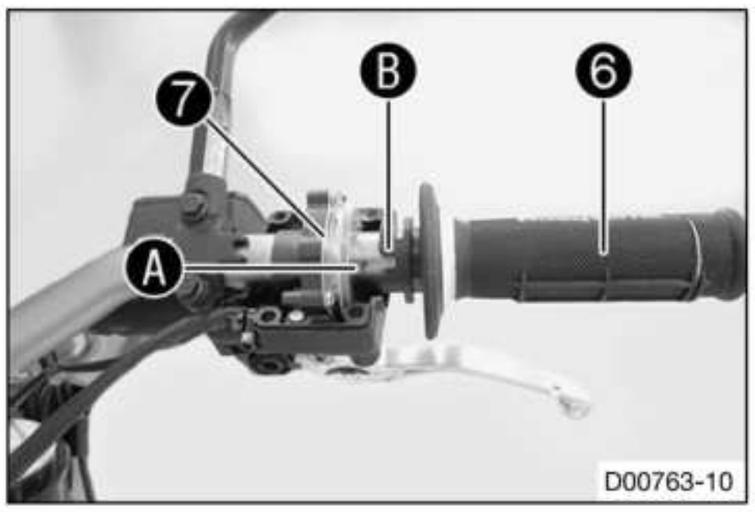
– Remove screw ❹.
– Take off hand guard.



– Remove screws ❺.

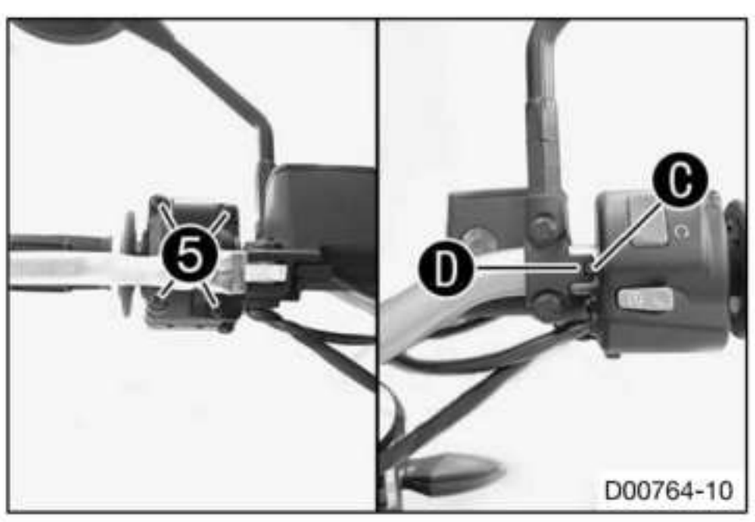


– Pull throttle grip ❻ and accelerator position sensor ❼ from the handlebar.



– Position throttle grip ❻ and accelerator position sensor ❼ on the handlebar.

✓ Holding lug Ⓐ engages in inner clutch hub Ⓑ.



– Mount and tighten screws ❺.

Guideline

Screw, throttle grip	M5	3.5 Nm (2.58 lbf ft)

✓ The holding lug Ⓒ engages in the recess Ⓓ.

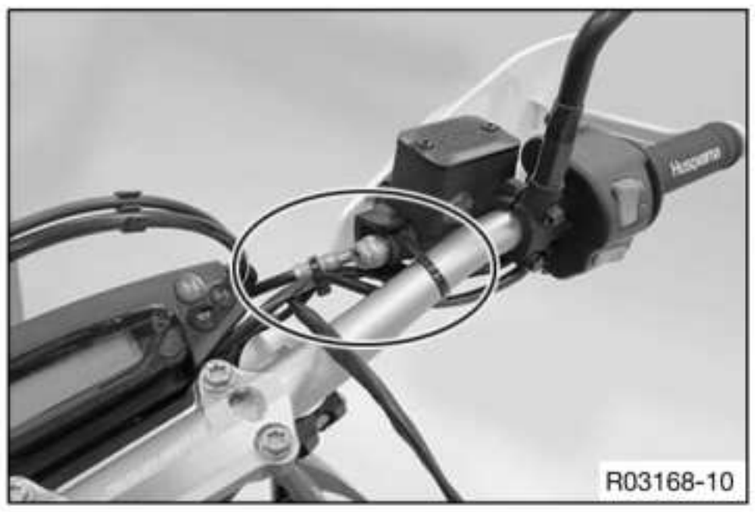
– Position hand guard.

– Mount and tighten screw ❹.

Guideline

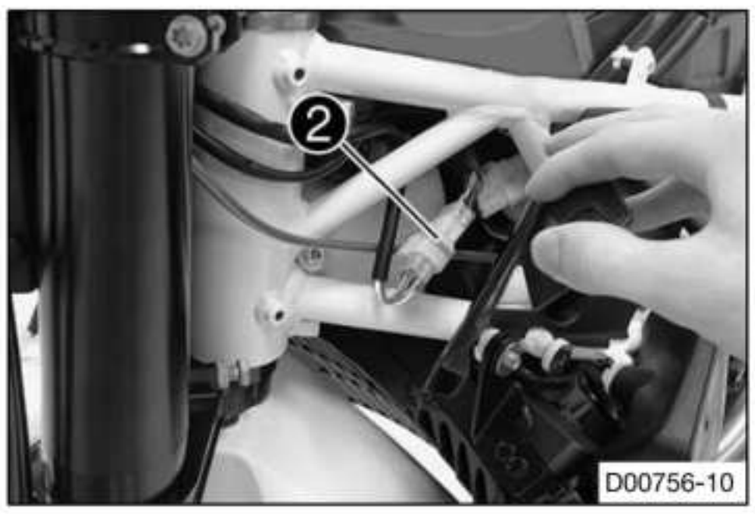
Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)

– Tighten screw ❸.

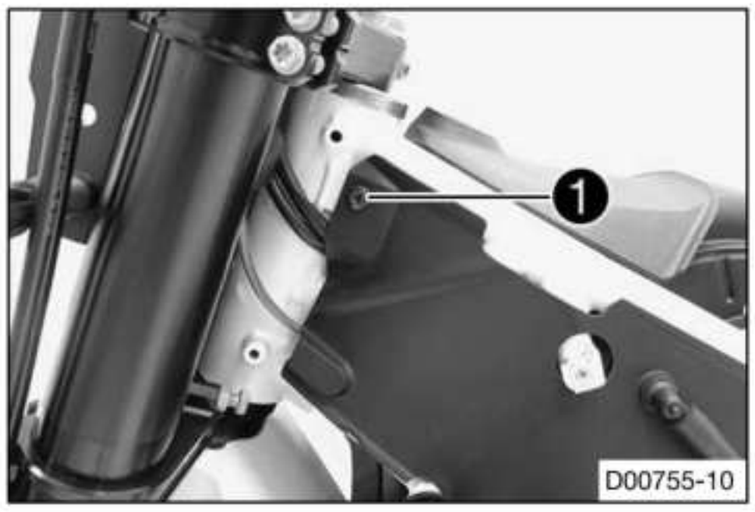


– Route the cable without tension and secure with cable ties.

– Route the accelerator position sensor cable through the opening in the instrument support without tension.



– Push the trim aside.
– Join plug-in connector ❷.
– Route the wiring harness of the accelerator position sensor without tension.



– Mount and tighten screw ❶.
– Route the wiring harness of the accelerator position sensor without tension.

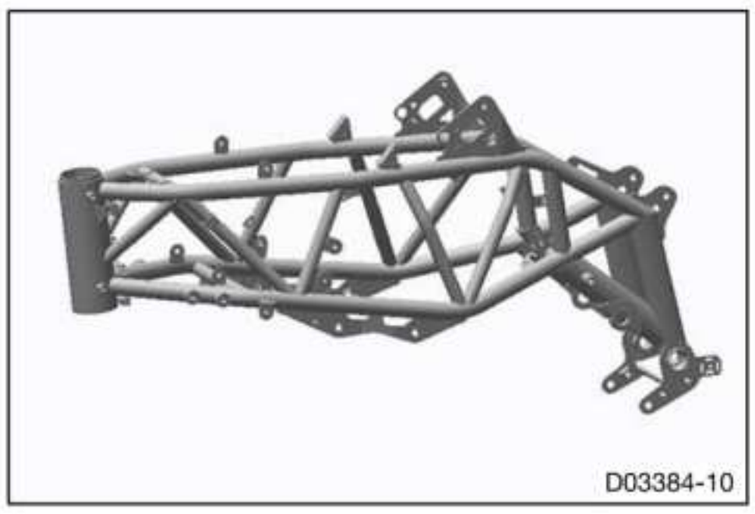
– Secure the cable with the cable ties.

Finishing work

– Install the headlight mask with the headlight. (📖 p. 171)
– Check the headlight setting. (📖 p. 169)
– Reset the engine electronics control unit. (📖 p. 311)

– Program the gear position sensor. (📖 p. 281)
– Mount the side cover. (📖 p. 94)
– Mount the seat. (📖 p. 93)

8.1 Checking the frame



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

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

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

Caution

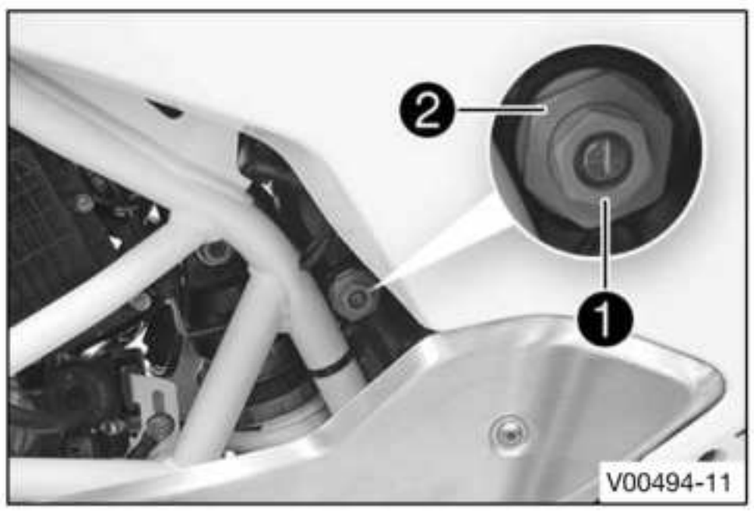
Risk of injury Parts of the shock absorber will move around if the shock absorber is detached incorrectly.

The shock absorber is filled with highly compressed nitrogen.

– Please follow the description provided.

Info

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



(EU)

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

Info

Do not loosen fitting ❷!

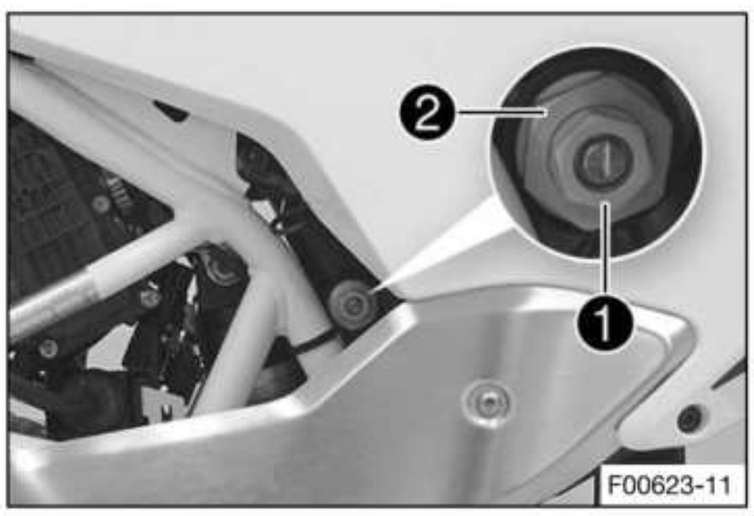
– Turn counterclockwise by the number of turns corresponding to the shock absorber type.

Guideline

High-speed compression damping	
Comfort	2 turns
Standard	1.5 turns
Sport	1 turn
Full payload	1 turn

Info

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



(US)

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

Info

Do not loosen fitting ❷!

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

Guideline

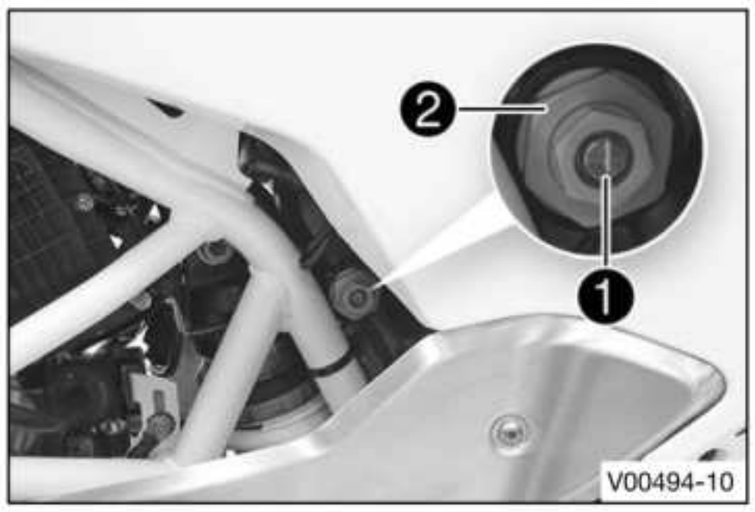
High-speed compression damping	
Comfort	2 turns
Standard	1.5 turns
Sport	1 turn
Full payload	1 turn

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

9.2 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.

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



(EU)

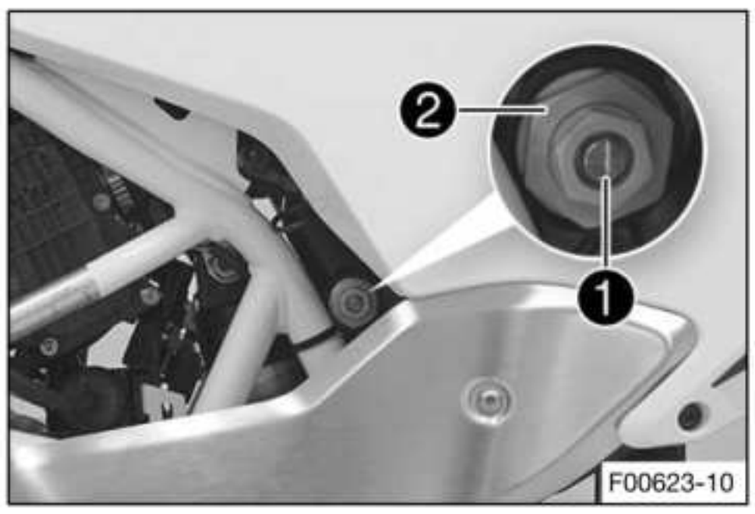
– Turn adjusting screw ❶ clockwise with a screwdriver as far as the last perceptible click.

Info
Do not loosen fitting ❷!

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

Low-speed compression damping	
Comfort	25 clicks
Standard	15 clicks
Sport	10 clicks
Full payload	10 clicks

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



(US)

– Turn adjusting screw ❶ clockwise with a screwdriver as far as the last perceptible click.

Info
Do not loosen fitting ❷!

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

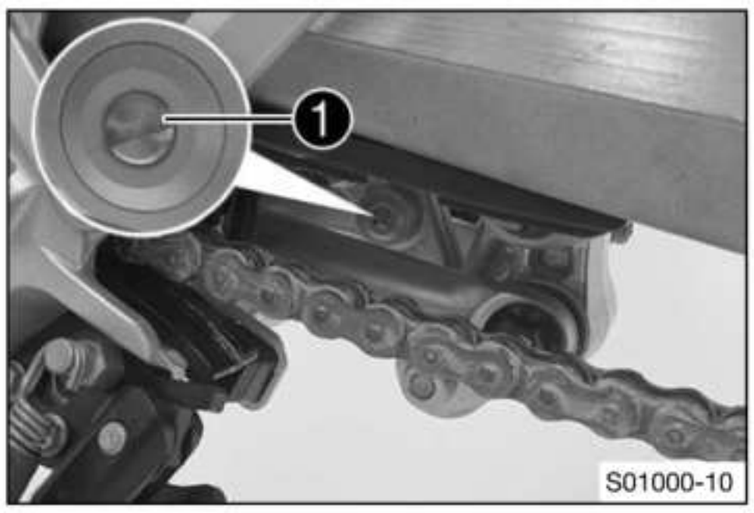
Guideline

Low-speed compression damping	
Comfort	25 clicks
Standard	15 clicks
Sport	10 clicks
Full payload	10 clicks

Info
Turn clockwise to increase damping; turn counter-clockwise to reduce damping.

9.3 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.



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

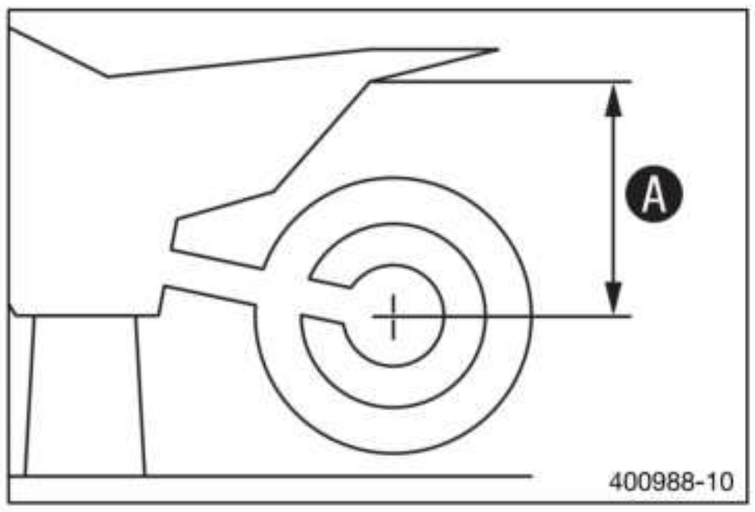
Guideline

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

Info
Turn clockwise to increase damping; turn counter-clockwise to reduce damping.

9.4 Measuring the rear wheel dimension unloaded

Preparatory work
– Raise the motorcycle with the work stand. (📖 p. 14)



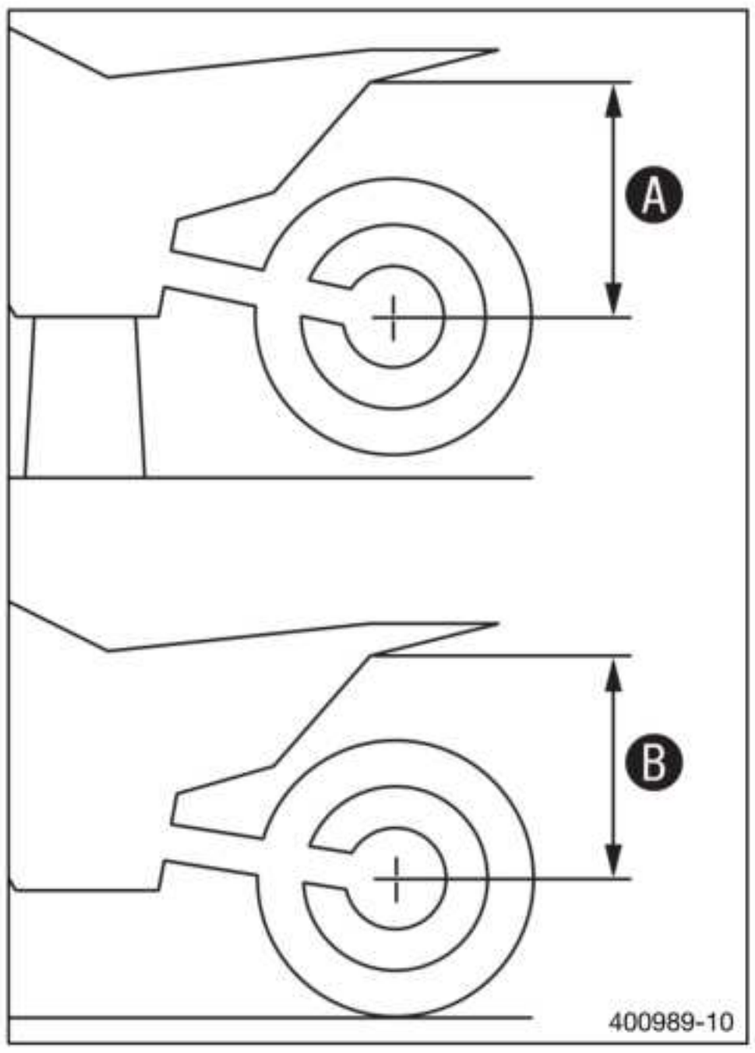
Main work

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

Finishing work

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

9.5 Checking the static sag of the shock absorber



– Measure dimension Ⓐ of rear wheel unloaded. (📖 p. 47)
– Hold the motorcycle upright with the aid of an assistant.
– Measure the distance between the rear axle and the fixed point again.
– Note down the value as dimension Ⓑ.

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

– Check the static sag.

Static sag	25 mm (0.98 in)

» If the static sag is less or more than the specified value:
  – Adjust the spring preload of the shock absorber. (📖 p. 49)