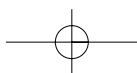
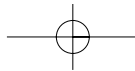


ENGLISH





PRESENTATION

Welcome to the Husqvarna motorcycling Family!

Your new Husqvarna motorcycle is designed and manufactured to be the finest in its field.

The instructions in this book have been prepared to provide a simple and understandable guide for your motorcycle's operation and care.

Follow the instructions carefully to obtain maximum performance and your personal motorcycling pleasure. Your owner's manual contains instructions for owner care and maintenance. Information covering repair of major units such as engine, transmission, etc. is provided in the Husqvarna Service Manual. The information concerning details or main work of repair or maintenance are described in the Husqvarna Service Manual. This manual is available upon request by stating the code number set on pages 95, 96, 97, 98. Work of this kind requires the attention of a skilled mechanic and the use of special tools and equipment.

Your Husqvarna dealer has the facilities, experience and original parts necessary to properly render this valuable service.

This "Owner's Manual" and the "Purchase Registration Booklet" are parts and parcels of the motorcycle, hence, they have to remain with the motorcycle even when sold to another user. This "Owner's Manual" and the "Purchase Registration Booklet" are parts and parcels of the motorcycle, hence, they have to remain with the motorcycle even when sold to another user.

This motorcycle uses components designed thanks to systems and state of the art technologies which are thereafter tested in competition.

In competition motorcycles, every detail is verified after each race in order to always guarantee better performance. For correct functioning of the vehicle, it is necessary to follow the maintenance and control table found on Appendix A.

IMPORTANT NOTICES

1) The **TC** and **TXC** models are guaranteed **COMPETITION** motorcycles exempt from functional defects, the suggested maintenance table for competition use is shown on Appendix A.

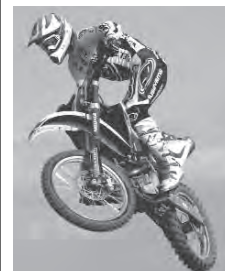
2) **TE** and **SMR** are **STREET LEGAL** motorcycles (with **LIMITED POWER ENGINE**); they are guaranteed exempt from functional defects and covered with legal guarantee, if the **STANDARD CONFIGURATION** is maintained and the suggested maintenance table, shown on Appendix A (page A8) is observed.

If **TE** and **SMR** are transformed in **COMPETITION MOTORCYCLES** (with **FULL POWER ENGINE**), the suggested maintenance table for competition use is shown on Appendix A.

TC-TXC



MOTOCROSS



TE



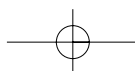
ENDURO

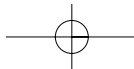


SMR



SUPERMOTARD





IMPORTANT

The reference for recognition of the guarantee will be the MOTORCYCLE CONFIGURATION, as shown below:

- A) STANDARD MOTORCYCLE, STREET LEGAL: with LIMITED POWER ENGINE
- B) COMPETITION MOTORCYCLE, RACING USE: with FULL POWER ENGINE

This motorcycles was not designed for long trips with the engine always at maximum rpm as can occur whilst travelling on roads or highways. Long trips at full throttle can cause severe damage to the engine. This motorcycles is setup for competition use and therefore guarantees maximum performance with the rider alone. It is thereby not recommended to use the vehicle on circuits or off-road with a passenger.

ALWAYS keep in mind that these motorcycles have been designed strictly for competition use, that is, for conditions of usage very different from those presented on the road.

ALWAYS keep in mind that these motorcycles have been designed strictly for competition use, that is, for conditions of usage very different from those presented on the road.

In order to maintain the vehicle's "Guarantee of Functionality", the client must follow the maintenance program indicated in the user's manual by carrying out maintenance checks at authorized HUSQVARNA dealers. The cost for substitut-

ing parts and for the labour necessary in order to respect the maintenance plan, is charged to the client.

NOTE: the guarantee is EXTINGUISHED in the case where the motorcycle is rented.

Important Notice

Read this manual carefully and pay special attention to statements preceded by the following words:

Warning*: Indicates a possibility of severe personal injury or loss of life if instructions are not followed.

Caution*: Indicates a possibility of personal injury or equipment damage if instructions are not followed.

Note*: Gives helpful information.

Parts Replacement

When parts replacement is required, use only Husqvarna ORIGINAL parts.

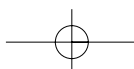
Warning*: After an upset, inspect the motorcycle carefully. Make sure that the throttle, brake, clutch and all other systems are undamaged. Riding with a damaged motorcycle can lead to a serious crash.

Warning*: Never attempt to start or operate your motorcycle unless you are wearing appropriate protective clothing. Always wear a motorcycle helmet, motorcycle boots, gloves, goggles and other appropriate protective clothing.

Warning*: This motorcycle is a state of the art competition bike. Do not attempt to start or ride this motorcycle until you have received expert instruction and are in excellent physical condition.

PRECAUTIONS FOR CHILDREN WARNING

- Park the vehicle where it is unlikely to be bumped into or damaged. Even slight or involuntary bumps can cause the vehicle to topple over, with subsequent risk of serious harm to people or children.
- To prevent the vehicle from tipping over, never park it on soft or uneven ground, nor on asphalt strongly heated by the sun.
- Engine and exhaust pipes become very hot during riding. Always park your motorcycle where people or children can not easily reach these parts, in order to avoid serious burns.



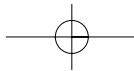


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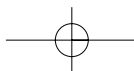
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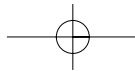
Note

- References to the "left" or "right" of the motorcycle are in the sense of a person facing forwards.

● Z:	number of teeth
● A:	Austria
AUS:	Australia
B:	Belgium
BR:	Brazil
CDN:	Canada
CH:	Switzerland
D:	Germany
E:	Spain
F:	France
FIN:	Finland
GB:	Great Britain
I:	Italy
J:	Japan
USA:	United States of America

- Where not specified, all the data and the instructions are referred to any and all Countries.





IDENTIFICATION DATA

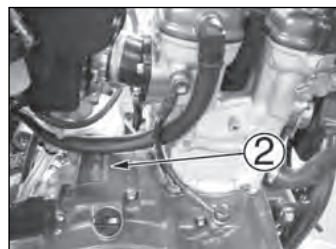
The engine number is printed on the upper side of the engine case, whereas the frame number is printed on the steering tube.

Always state the number stamped on the frame (and write it on this booklet), when placing orders for spare parts, or when asking for information on your motorcycle.

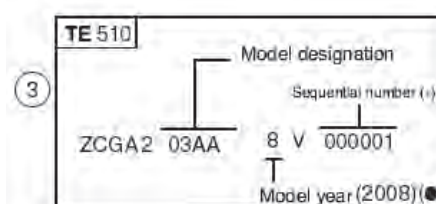
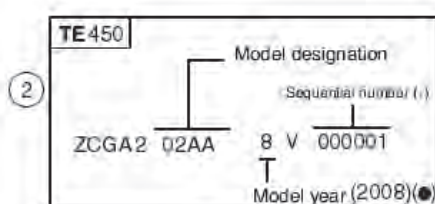
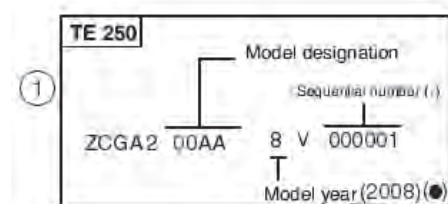
FRAME NUMBER

VEHICLE IDENTIFICATION NUMBER (V.I.N.)

The full 17 digit serial, or Vehicle Identification Number, is stamped on the steering head tube (R.H. side).

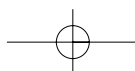


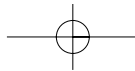
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2. Engine serial number



(*): Progressiv nr.

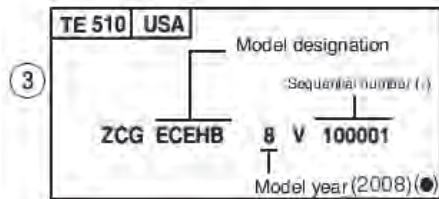
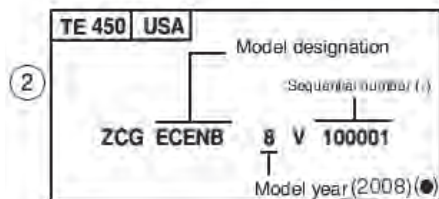
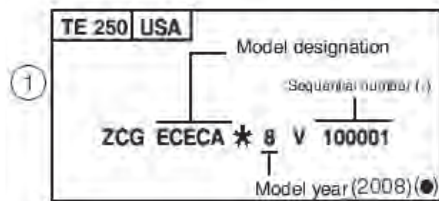
(I): Year of the model



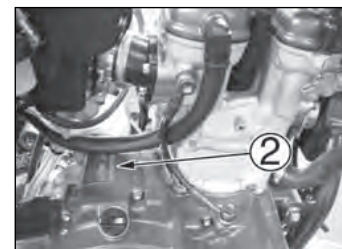
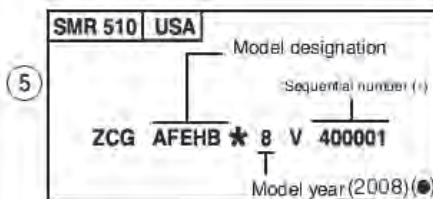
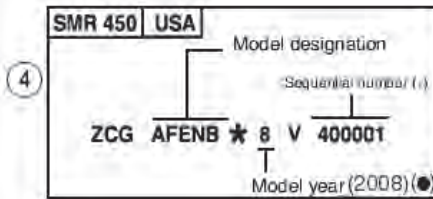


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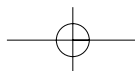
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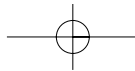


1. Progressive III.
(1): Year of the model



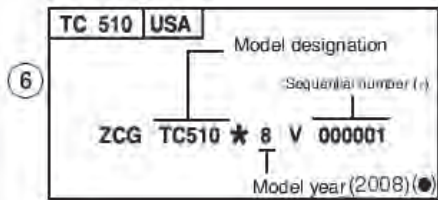
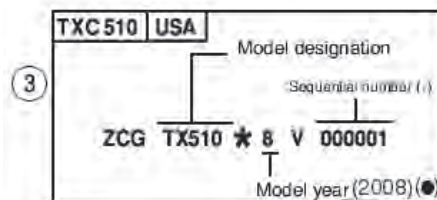
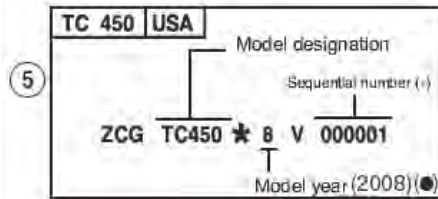
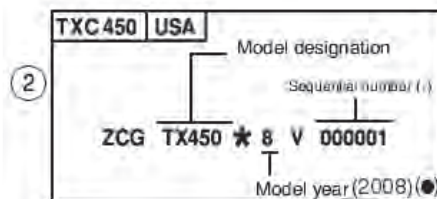
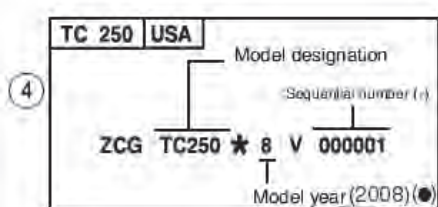
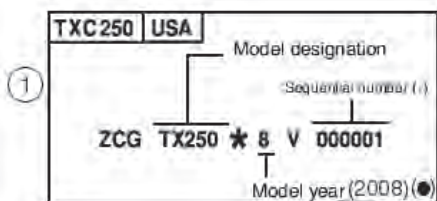
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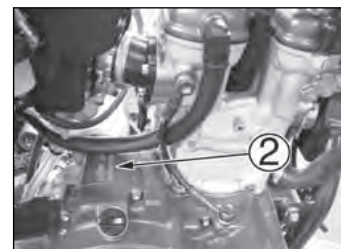


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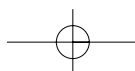
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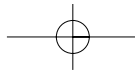


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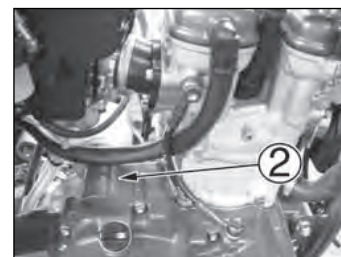


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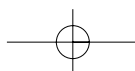
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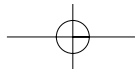
(*) : Progressiv nr.
(!) : Year of the model

	8 SMR 450 Model designation Sequential number (+) ZCGA2 02AB 8 V 000001 Model year (2008)(●)
4 TC 250 Model designation Sequential number (+) ZCGA2 00AA 8 V 050001 Model year (2008)(●)	9 SMR 510 Model designation Sequential number (+) ZCGA2 03AB 8 V 000001 Model year (2008)(●)
5 TC 450 Model designation Sequential number (+) ZCGA2 02AA 8 V 050001 Model year (2008)(●)	6 TC 510 Model designation Sequential number (+) ZCGA2 03AA 8 V 050001 Model year (2008)(●)



1. Frame serial number
2. Engine serial number

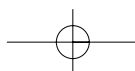
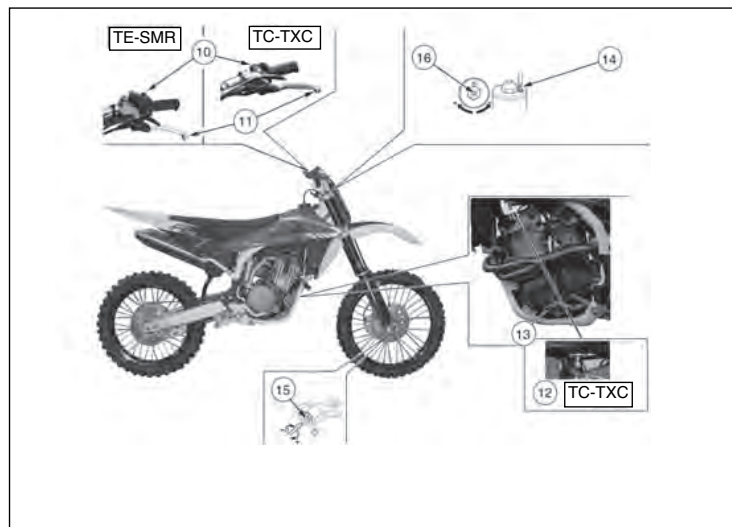
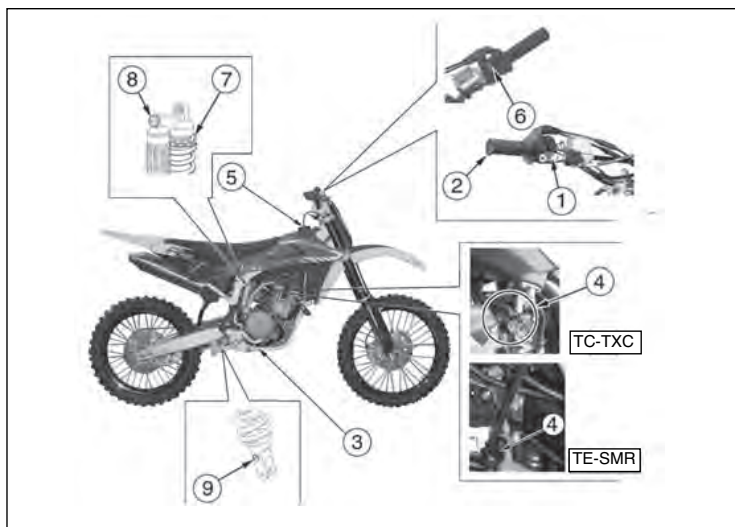


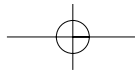


Control location

1. Front brake lever
2. Throttle grip
3. Rear brake control pedal
4. Choke (L.H. side)
5. Fuel tank filler cap
6. R.H. commutator (engine electric start)
7. Rear shock absorber spring preload adjustment
8. Rear shock absorber compression damper adjustment (low and high damping speeds)
9. Rear shock absorber extension damper adjustment

10. L.H. commutator (TE, SMR)
10. Engine stop button (TC-TXC)
11. Clutch control lever
12. Fuel cock (TC-TXC)
13. Gearbox control pedal
14. Air bleeding screw on front fork leg
15. Compression damper adjustment (front fork leg bottom side)
16. Extension damper adjustment (front fork leg top side)





TECHNICAL DATA

ENGINE

Type	single cylinder, 4 stroke
Cooling	liquid with electric fan on TE-SMR models
Bore (250)	2.99 in.
Bore (450-510)	3.81 in.
Stroke (250)	2.17 in.
Stroke (450)	2.39 in.
Stroke (510)	2.67 in.
Displacement (250)	15.22 cu. in.
Displacement (450)	27.39 cu. in.
Displacement (510)	30.56 cu. in.
Compression ratio	12.9:1
Starting (TC)	kick start (with automatic decompressor)
Starting (SMR)	electric (with automatic decompressor)
Starting (TE-TXC)	electric and kick start (with automatic decompressor)

TIMING SYSTEM

Type	double overhead camshaft; 4 valve
Valve clearance (with engine cold)	
Intake	0.004 ± 0,006 in.
Exhaust	0.006 ± 0,008 in.

LUBRICATION

Type	Dry sump with two oil pump rotor and cartridge filter
------------	---

IGNITION

Type	C.D.I. electronic, with variable advance (digital control)
Spark plug type	NGK CR8EB
Spark plug gap	0.027 in.

FUEL SYSTEM

Type (TE-SMR)	Electronic injection feed
Type (TC-TXC 250) "Keihin" FCR-MX 37 with acceleration pump and throttle position sensor	
Tipo (TC-TXC 450-510) Keihin" FCR-MX 41 with acceleration pump and throttle position sensor	
Venturi diameter (TC-TXC 250)	1.46 in.
Venturi diameter (TC-TXC 250-450)	1.61 in.
High speed jet (TC-TXC 250)	175
High speed jet (TC-TXC 450-510)	180
Low speed jet (TC-TXC 250)	42
Low speed jet (TC-TXC 450-510)	45
Starting jet (TC-TXC 250)	72
Starting jet (TC-TXC 450-510)	85
Starting air jet	0.16 in.
Main air jet	200
Low air jet	100
Floater	g 11.2
Throttle piston	15 M
Metering pin	OBDVR
Metering pin slot (TC-TXC 250)	4th
Metering pin slot (TC-TXC 450-510)	5th
Idle mixture adjusting screw (TC-TXC 250)	rounds 1+1/2
Idle mixture adjusting screw (TC-TXC 450-510)	rounds 2

PRIMARY DRIVE

Drive pinion gear- Clutch ring gear (TC 250)	Z 20- Z 67
Drive pinion gear- Clutch ring gear (TE-TXC 250)	Z 24- Z 88
Drive pinion gear- Clutch ring gear (450-510)	Z 23- Z 63
Transmission ratio (TC 250)	3,350
Transmission ratio (TE-TXC 250)	3,666
Transmission ratio (450-510)	2,739

CLUTCH

Type	oil bath multiple disc clutch, hydraulic control
------------	--

TRANSMISSION

Type	constant mesh gear type
Transmission ratio (TE-SMR-TXC)	
1st gear	2,000 (z 28/14)
2nd gear	1,611 (z 29/18)
3rd gear	1,333 (z 24/18)
4th gear	1,086 (z 25/23)
5th gear	0,920 (z 23/25)
6th gear	0,814 (z 22/27)

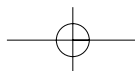
Transmission ratio (TC)

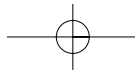
1st gear	1,866 (z 28/15)
2nd gear (250)	1,529 (z 26/17)
2nd gear (450-510)	1,444 (z 26/18)
3rd gear	1,263 (z 24/19)
4th gear	1,086 (z 25/23)
5th gear	0,954 (z 21/22)

SECONDARY DRIVE

Transmission sprocket- Rear wheel sprocket (TE-TXC 250)	Z 13- Z 50
Transmission sprocket- Rear wheel sprocket (TE-TXC 450-510)	Z 13- Z 47
Transmission sprocket- Rear wheel sprocket (TC 450)	Z 14- Z 50
Transmission sprocket- Rear wheel sprocket (TC 250)	Z 12- Z 50
Transmission sprocket- Rear wheel sprocket (TC 510)	Z 14- Z 47
Transmission sprocket- Rear wheel sprocket (SMR 450-510)	Z 14- Z 42
Transmission ratio (TE-TXC 250)	3,846
Transmission ratio (TC 250)	4,166
Transmission ratio (TC 450)	3,571
Transmission ratio (TC 510)	3,357
Transmission ratio (SMR 450-510)	3,000
Transmission ratio (TE-TXC 450-510)	3,615

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FINAL RATIOS

1st gear (TE-TXC 250)	28,205
1st gear (TE-TXC 450-510)	19,806
1st gear (TC 250)	26,055
1st gear (TC 450)	18,261
1st gear (TC 510)	17,159
1st gear (SMR 450-510)	16,435
2nd gear (TE-TXC 250)	22,721
2nd gear (TE-TXC 450-510)	15,955
2nd gear (TC 250)	21,348
2nd gear (TC 450)	14,130
2nd gear (TC 510)	13,283
2nd gear (SMR 450-510)	13,239
3rd gear (TE-TXC 250)	18,803
3rd gear (TE-TXC 450-510)	13,204
3rd gear (TC 250)	17,631
3rd gear (TC 450)	12,357
3rd gear (TC 510)	11,616
3rd gear (SMR 450-510)	10,956
4th gear (TE-TXC 250)	15,329
4th gear (TE-TXC 450-510)	10,764
4th gear (TC 250)	15,172
4th gear (TC 450)	10,633
4th gear (TC 510)	9,995
4th gear (SMR 450-510)	9,932
5th gear (TE-TXC 250)	12,974
5th gear (TE-TXC 450-510)	9,111
5th gear (TC 250)	13,324
5th gear (TC 450)	9,338
5th gear (TC 510)	8,778
5th gear (SMR 450-510)	7,560
6th gear (TE-TXC 250)	11,491
6th gear (TE-TXC 450-510)	8,069
6th gear (SMR 450-510)	6,696

FRAME

Type Steel single tube cradle (round, rectangular, ellipsoidal tubes); light alloy rear frame

FRONT SUSPENSION

Type"Upside-Down" telescopic hydraulic front fork with advanced axle (adjustable in compression and rebound stroke); stanchions tubes 1.97 in.
Legs axis stroke.....(TE, TC, TXC) 11.8 in.; (SMR) 9.84 in.

REAR SUSPENSION

Type progressive with hydraulic single shock absorber
Wheel stroke (TC-TXC-TE) 11.6 in.
Wheel stroke (SMR) 11.4 in.

FRONT BRAKE

Type.....fixed disc 10.24 in. dia (TE, TC, TXC)
floating disc 12.6 in. dia (SMR)
with hydraulic control; floating caliper (TE, TC, TXC)
or fixed radial caliper (SMR)

REAR BRAKE

Type.... floating disc, ø 9.45 in. with hydraulic control and floating caliper

RIMS

Front (TE, TC, TXC) TAKASAGO "Excel" in light alloy: 1,6x21"
Front (SMR).....SANREMO in light alloy: 3,50x17"
Rear (TE, TXC) TAKASAGO "Excel" in light alloy: 2,15x18"
Rear (TC) TAKASAGO "Excel" in light alloy: 1,85x19"(250);
2,15x19"(450-510)
Rear (SMR).....SANREMO in light alloy: 4,25x17"

TIRES

Front
(TE-TXC) Michelin ENDURO COMP. 3 or
Pirelli MT 83 Scorpion or Dunlop 54R-D907;
90/90x21" (TE)
(TC) Pirelli 51R-MT 32A;
80/100 x 21"
(SMR) Pirelli MTR 21 DRAGON-EVO;
120/70x17"

Rear

(TE-TXC)..... Michelin ENDURO COMP. 3 or Pirelli
MT 83 Scorpion or Dunlop 70R-D907 (TE);
120/90x18" (250); 140/80x18" (450-510)
(TC).....Pirelli NHS (62) MT 32; 100/90x19(250);
110/90x19" (450-510)
(SMR).....Pirelli MTR 22 DRAGON-EVO;150/60x17"

Cold tire pressure (front TC) 0,9÷1,0 Kg/cm² (12.8-14.2 psi)

Cold tire pressure (rear TC).....0,8÷0,9 Kg/cm² (11.4-12.8 psi)

(*) Cold tire pressure (front TE-TXC)0,9÷1,0 Kg/cm² (12.8-14.2 psi)

(*) Cold tire pressure (rear TE-TXC) 0,8÷0,9 Kg/cm² (11.4-12.8 psi)

(•) Cold tire pressure (front TE-TXC).....1,1 Kg/cm² (15.6 psi)

(•) Cold tire pressure (rear TE-TXC).....1,0 Kg/cm² (14.2 psi)

(*) Cold tire pressure (front SMR).....1,4 kg/cm² - 20 p.s.i.

(•) Cold tire pressure (front SMR, rider only).....1,8kg/cm²-25.6 p.s.i.

(•) Cold tire press. (front SMR, rider and passenger) 2,0 kg/cm²-28.4 p.s.i.

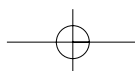
(*) Cold tire pressure (rear SMR).....1,6 kg/cm²-22.7 p.s.i.

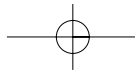
(•) Cold tire pressure (rear SMR, rider only) 2,0 kg/cm²-28.4 p.s.i.

(•) Cold tire pressure
(rear SMR, rider and passenger) 2,2 kg/cm²-31.3 p.s.i.

(•) Road use

(*) in case of racing use



**DIMENSION, WEIGHT, CAPACITY**

Wheelbase (TC-TE-TXC) 58.86 in.
 Wheelbase (SMR).....56.89 in.

Overall length (TC).....86.89 in.
 Overall length (TE).....89.25 in.
 Overall length (SMR).....85.94 in.
 Overall length (TXC).....86.42 in.

Overall width 32.28 in.

Overall height (TC-TE-TXC) 50.59 in.
 Overall height (SMR) 49.21 in.

Saddle height (TC).....38.11 in.
 Saddle height (TE-TXC) 37.91 in.
 Saddle height (SMR) 36.22 in.

Minimum ground clearance (TC-TXC-TE) 11.81 in.
 Minimum ground clearance (SMR) 9.64 in.

Dry weight (TC 250) lb 220.5
 Dry weight (TC 450) lb 230.4
 Dry weight (TC 510) lb 231.5
 Dry weight (TXC 250) lb 229.3
 Dry weight (TXC 450) lb 240.0
 Dry weight (TXC 510) lb 240.3
 Dry weight, "ready to race" (TE 250 I.E.) lb 235.9
 Dry weight, "ready to race" (TE 450-510 I.E.) lb 246.9
 Dry weight, "ready to race" (SMR 450-510 I.E.) lb 260.1

Fuel tank capacity

.....(TE-SMR, 1.5 Imp. Quarts, 1.9 U.S. qt. reserve included)
1.6 imp.gall, 1.9 U.S. gall.

Coolant capacity

.....Imp. Quarts 0.97÷1.14
U.S. Quarts 1.16÷1.37

Transmission oil

Oil and oil filter replacement Imp. Quarts 1.5U.S. Quarts 1.8
 Oil replacement Imp. Quarts 1.3U.S. Quarts 1.6

TABLE FOR LUBRICATION, SUPPLIES

Engine, gearbox and primary drive lubricating oil
 AGIP RACING 4T (10W-60)

Engine coolant
 AGIP COOL

Brake system fluid
 AGIP BRAKE 4 (DOT 4)

Clutch fluid
 SAE 10 MINERAL OIL FOR HYDRAULIC SYSTEM

Grease lubrication
 AGIP BIKE GREASE

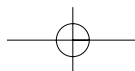
Final drive chain lubrication
 AGIP CHAIN LUBE

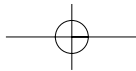
Front fork oil
 AGIP FORK 7,5 (SAE 7,5) (for hard climatic conditions SAE 5)

Oil for rear shock absorber
 AGIP FORK 2,5 (SAE 2,5)

Electric contact protection
 AGIP CONTACT CLEANER

Fillers for radiator
 AREXONS TURAFALLE LIQUIDO





CONTROLS

FUEL COCK (TC-TXC)

The left-side tap (2) is a screw tap: screw the ring nut (A) to close the tap, loosen the ring nut to open the tap.

WARNING*: Be careful not to touch the hot engine while operating the fuel valve.

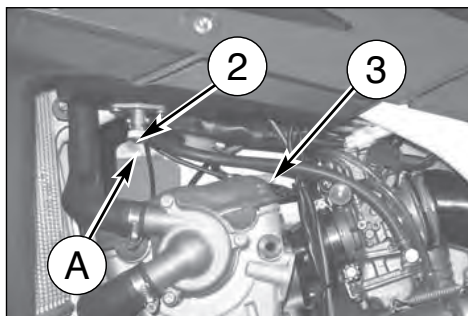
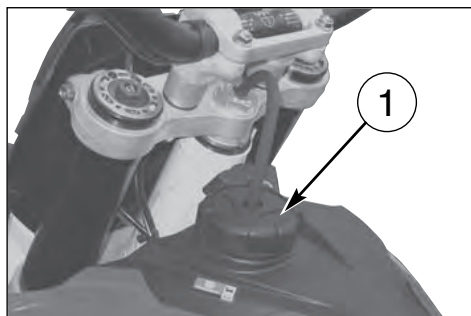
A fuel filter is incorporated in the fuel valves. Accumulation of dirt in the filter will restrict the flow of the fuel to the carburetor. Therefore, the fuel filter should be serviced periodically.

- 1 Loosen the input plug (1) on the fuel tank and close the tap;
- 2 Remove the fuel hose (3) from the carburetor and insert the hose in a vessel;
- 3 Open the tap and drain the fuel out of the tank;
- 4 Remove the fuel valve by removing the screws. Wash the fuel screen filter in cleaning solvent;
- 5 Reassemble the fuel valve in the reverse order of removal. Open the tap and check for leaks.

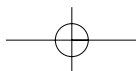
FUEL INJECTION ENGINE (TE-SMR)

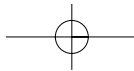
On vehicles which are fitted with a fuel injection engine, the fuel pump is built into the fuel tank and there is no tap mounted on the fuel supply system. The quantity of remaining fuel is indicated on the digital dash-board by the special warning light (see on page 16).

EN



1. Fuel tank cap
2. Fuel cock
3. Fuel hose
- A. Tap ring nut



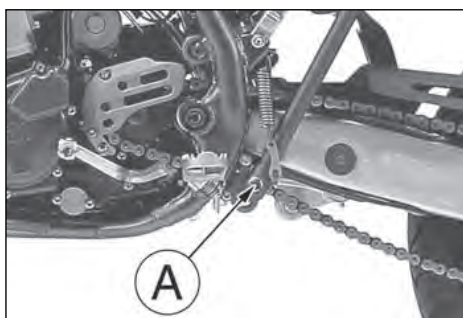
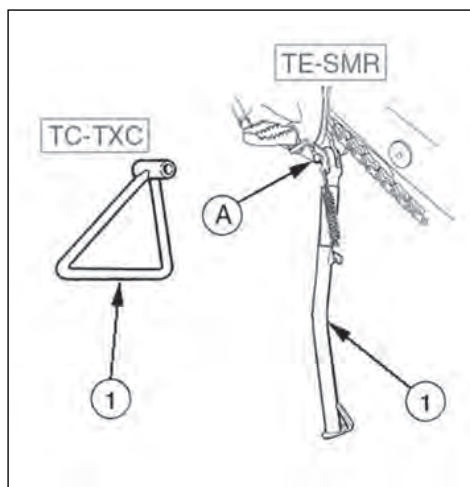


SIDESTAND

A sidestand (1) is supplied with every motorcycle.

WARNING*: The stand is designed to support the weight of the **MOTORCYCLE ONLY**. Do not sit on the motorcycle using the stand for support as this could cause structural failure to the stand and could cause serious bodily injury.

Periodically check the side stand (see "Periodical maintenance card"); check that the springs are not damaged and that the side stand freely moves. If the side stand is noisy, lubricate the fastening pivot (A).



FUEL

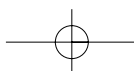
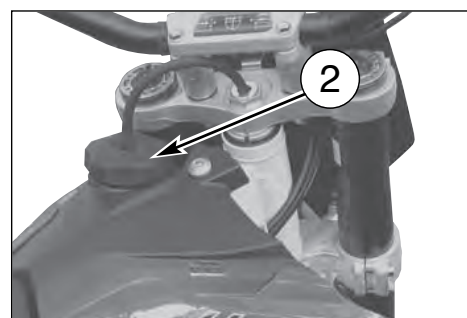
Recommended fuel: premium grade unleaded fuel. (R.O.N. 98).

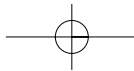
Note*: Do not continue operation if the engine pings or knocks. The engine will be damaged and could seize.

WARNING*: If "knocking" or "pinging" occurs, try a different brand of gasoline or higher octane grade.

WARNING*: Gasoline is extremely flammable and can be explosive under certain conditions. Always stop the engine and do not smoke or allow flames or sparks in the area where the motorcycle is refueled or gasoline is stored.

WARNING*: Do not overfill the tank. After refueling, make sure the tank cap (1) is closed securely.





CARBURETOR CHOKE (TC-TXC)

The starter knob, located on the left side of the carburetor, is used to enrich the mixture during the engine start. Pull out the knob to open the starter, and pull the lever upwards to close it.

The carburetor is equipped with two knobs:

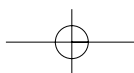
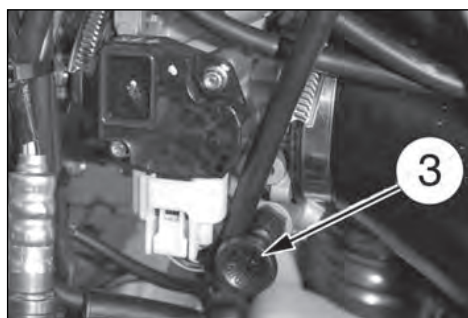
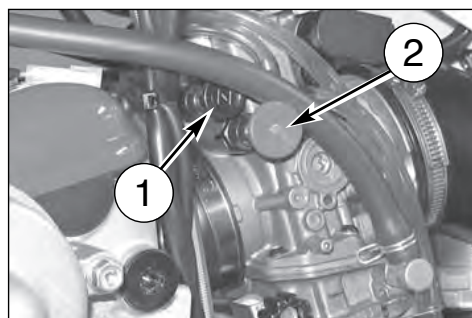
- 1) BLACK KNOB: COLD start (°)
- 2) RED KNOB: WARM start (°)

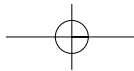
(°) See page 26

COLD START (TE-SMR)

For a cold start, the models with a fuel injection engine are fitted with a black knob (3) located on the left of the throttle body.

Pull the knob outwards to open the starter and push inwards to close.





DIGITAL INSTRUMENT, WARNING LIGHTS (TE-SMR)

The motorcycle is equipped with a digital instrument; on the instrument are located 5 warning lights too: high beam, lights (with display lighting), blinkers, neutral and fuel reserve.

- 1- BLUE warning light "HIGH BEAM"
- 2- GREEN warning light "LIGHTS"
- 3- GREEN warning light "BLINKERS"
- 4- GREEN warning light "NEUTRAL"
- 5- ORANGE warning light "Fuel reserve"
(1,8 l - 1.58 Imp. qt - 1.9 U.S. qt)

NOTES

- After the engine starting, for the first 2 seconds, the instrument shows the version of the checking SW; after the check, the instrument shows the last planned function.
- When the motorcycle engine is OFF, the instrument doesn't also show its functions.
- To select the instrument functions and to set to zero the functions, use the SCROLL knob (A).
- The instrument functions are the following, as shown below.

- 1- SPEED / ODO (figure 1, page 17)
- 2- SPEED / H (figure 2, page 17)
- 3- SPEED / CLOCK (figure 3, page 17)
- 4- SPEED / TRIP 1 (figure 4, page 18)
- 5- SPEED / STP 1 (figure 5, page 18)
- 6- SPEED / AVS 1 (figure 6, page 18)
- 7- SPEED / SPEED MAX (figure 7, page 19)
- 8- SPEED / TRIP 2 (figure 8, page 19)
- 9- SPEED / TRP 2 / CLOCK (figure 9, page 19)
- 10- SPEED / RPM (engine r.p.m. numerical value) (figure 10, page 19)

.....

NOTE

The RPM function, shown on the vertical LED indicator, is ALWAYS on.

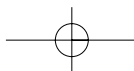
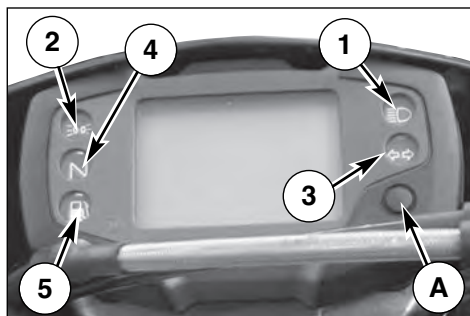
***IMPORTANT:** Functions of the GREEN warning light (4) "NEUTRAL" in case of FUEL INJECTION SYSTEM

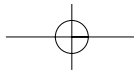
malfunction (contact your local HUSQVARNA Dealer)

a) With the GEARBOX NOT in NEUTRAL position: the warning light FLASHES INTERMITTENTLY.

b) With the GEARBOX in NEUTRAL position: the warning light is initially constantly ON then it FLASHES

TWICE IN RAPID SUCCESSION then returns to being constantly ON. This cycle repeats itself. After eliminating the malfunction, the warning light (4) returns to its normal operation.





1- SPEED (kmh or mph) / ODO / RPM (figure 1)

- SPEED: motorcycle speed- maximum value: 299 kmh or 299 mph;
- ODO: odometer- maximum value: 99999 km;
- RPM: engine r.p.m. shown on the vertical LED indicator.

To replace kilometers with miles or miles with kilometers proceed as follows:

- 1) set to figure 1, stop the engine and push the knob SCROLL (A);
- 2) start the engine while pushing for 3 seconds the knob SCROLL (A).

After the kilometers-miles or miles-kilometers setting operation, for 3 seconds, "SET" and miles/mph or km/kmh will be on.

NOTE

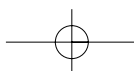
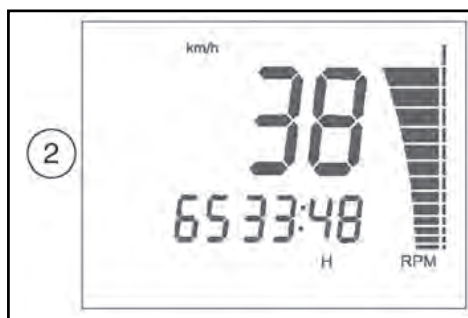
After the previously described operation, the ODO setting will be convert and all the others data will be reseted (the H Counter is unchanged).

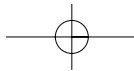
2- SPEED / H / RPM (figure 2)

- SPEED: motorcycle speedmaximum value: 299 kmh or 299 mph;
- H: shows the running hours of the engine (data are saved in permanent memory every 10 minutes)- Maximum value: 9999:59;
- RPM: engine r.p.m. shown on the vertical LED indicator.

3- SPEED / CLOCK / RPM (figure 3)

- SPEED: motorcycle speedmaximum value: 299 kmh or 299 mph;
- CLOCK: clock- Reading from 0:00 to 23:59:59 (the data will be lost after battery detachment);
- To reset the clock, push the knob SCROLL (A) for more than 3 seconds in order to increase the hours; release the knob and then, after 3 seconds, it is possible to increase the minutes;
- RPM: engine r.p.m. shown on the vertical LED indicator.





4- SPEED / TRIP 1 / RPM (figure 4)

- SPEED: motorcycle speedmaximum value: 299 kmh or 299 mph;
 - TRIP 1: distance- maximum value: 999.9 km (the data will be lost after battery detachment).
- If the STP 1 will be set to zero, the functions TRIP 1 and AVS 1 will be set to zero too.

The function TRIP 1 is ON unitedly with the function STP 1 (*).

- RPM: engine r.p.m. shown on the vertical LED indicator.

(*): see figure 5

5- SPEED / STP 1 / RPM (figure 5)

- SPEED: motorcycle speedmaximum value: 299 kmh or 299 mph;
- STP 1: miles/kilometers covered time- Reading from 0:00 to 23:59:59 (the data will be lost after battery detachment). To activate the function STP 1, push the knob SCROLL (A) for more than 3 seconds.

- 1st step: function ON;
- 2nd step: stop to the counters;
- 3rd step: STP 1 zero-setting; TRIP 1 and AVS 1 data zero-setting;
- 4th step: function ON;
- 5th step: stop to the counters;

and so following

NOTE

STP 1 data+TRIP 1 data=AVS 1 (*).

- RPM: engine r.p.m. shown on the vertical LED indicator.

(*): see figure 6

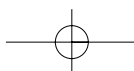
6- SPEED / AVS 1 / RPM (figure 6)

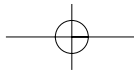
- SPEED: motorcycle speedmaximum value: 299 kmh or 299 mph;
- AVS 1: shows the covered average speed of the motorcycle, according with a distance (TRIP 1) and a miles/kilometers covered time (STP 1) (the data will be lost after battery detachment).

NOTE

If the STP 1 will be set to zero, the TRIP 1 and AVS 1 functions will be set to zero too.

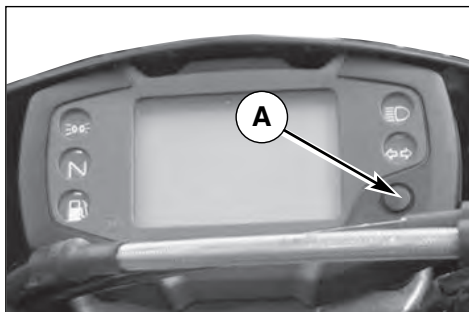
- RPM: engine r.p.m. shown on the vertical LED indicator.





7- SPEED / V MAX / RPM (figure 7)

- SPEED: motorcycle speedmaximum value: 299 kmh or 299 mph;
- V MAX: shows the motorcycle MAXIMUM speed (reached MAX speed), kmh or mph. Maximum value: 299 kmh or 299 mph. To set to zero V MAX, push the knob SCROLL (A) for more than 3 seconds;
- RPM: engine r.p.m. shown on the vertical LED indicator.



8- SPEED / TRIP 2 / RPM (figure 8)

- SPEED: motorcycle speedmaximum value: 299 kmh or 299 mph;
- TRIP 2: distance- maximum value: 999, 9 km / miles (the data will be lost after battery detachment); To set to zero TRIP 2, push the knob SCROLL (A) for more than 3 seconds;
- RPM: engine r.p.m. shown on the vertical LED indicator.

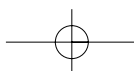
9- TRP 2 / CLOCK / RPM (figure 9)

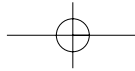
- TRIP 2: distance- Max value: 999.9 km / miles (the data will be lost after battery detachment). To set to zero TRIP 2, push the knob SCROLL (A) for more than 3 seconds;
- CLOCK: clock- Reading from 0:00 to 23:59:59 (the data will be lost after battery detachment). To reset the clock, push the knob SCROLL (A) for more than 3 seconds in order to increase the hours; release the knob then, after 3 seconds, it is possible to increase the minutes;
- RPM: engine r.p.m. shown on the vertical LED indicator.



10- SPEED /RPM (engine r.p.m. numerical value) (figure 10)

- SPEED: motorcycle speedmaximum value: 299 kmh or 299 mph;
- RPM: engine r.p.m.; both vertical LED indicator and numerical value are on.





THROTTLE CONTROL

The throttle knob (1), is located on the right hand side of the handlebar. The position of the throttle control can be adjusted by loosening the two fastenig screws .

CAUTION

Do not forget to tighten the screws (A) after the adjustment.

FRONT BRAKE CONTROL

The brake control lever (2) is located on the right hand side of the handlebar. The position of the throttle control can be adjusted by loosening the two fastenig screws .

CAUTION

Do not forget to tighten the screws (B) after the adjustment.

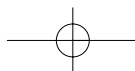
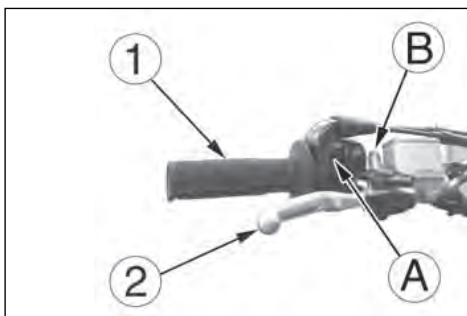
STEERING LOCK (TE-SMR)

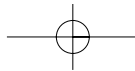
The motorcycle is equipped with a steering lock (1) on the R.H. side of the steering head tube.

To lock it, procede as follows:

turn the handlebar leftwards, place the key in lock and turn counterclockwise. Push the key inwards (if necessary, turn to and from). Turn the key clockwise and remove it from the lock.

To unlock the steering lock, reverse the above procedure.

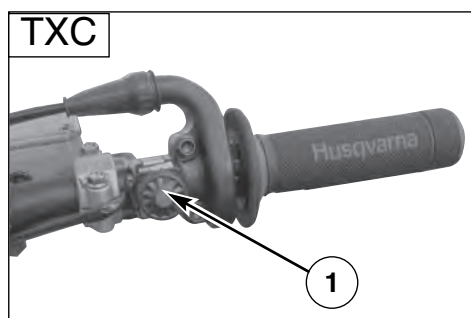
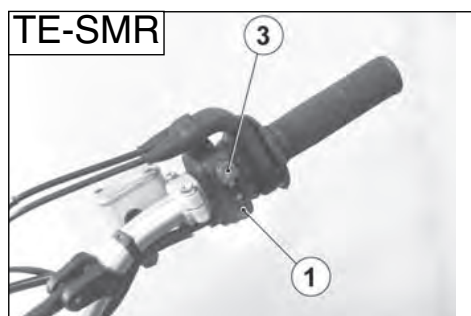




R.H. HANDLEBAR COMMUTATOR (TE-TXC-SMR)

The right commutator has the following controls:

- 1) Engine start button
- 3) Engine start - stop switch (TE-SMR)



L.H. HANDLEBAR COMMUTATOR (TE-SMR)

CONTROLS:

- 1) High beam flash (self cancelling)

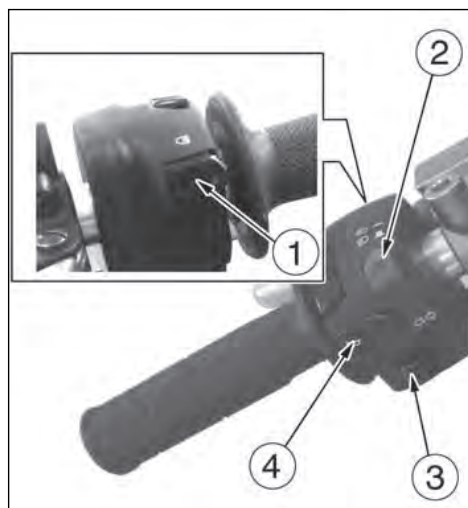
- 2) Selection control High beam

- Selection control Low beam

- 3) Left turn signals (automatic return)
 Right turn signals (automatic return)

To deactivate the turn signals, press the control lever after its returning to center.

- 4) Warning horn



ENGINE STOP BUTTON (TC-TXC)

On the left side of the handlebar, near the clutch control, is located the engine stop button.

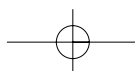
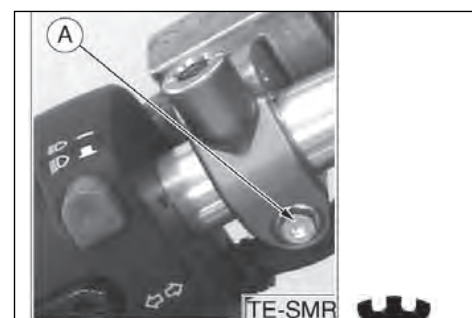
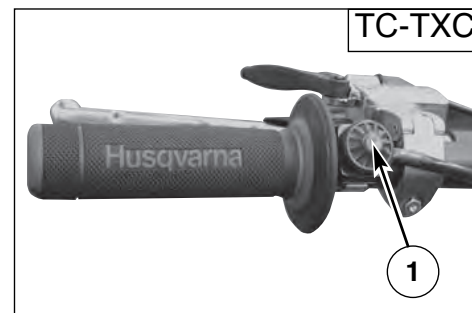
CLUTCH CONTROL

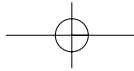
The hydraulic clutch control lever is located on the left-hand side of the handlebar and is protected against dirt with a rubber guard.

The clutch control position on the handlebar can be adjusted by loosening the lower fastening screw (A).

CAUTION

Do not forget to tighten the screw after the adjustment.





REAR BRAKE CONTROL

The rear brake control (1) is placed on the right-hand side of the motorcycle. On models TE and SMR as stop switch, during the braking action, causes the rear light to come on.

GEAR SHIFT CONTROL

The lever (1) is placed on the left-hand side of the engine. The operator must release the lever after each gear change to allow it to return to its central position before another gear change can be made.

Neutral position (N) is between first (low) and second gears. First gear is engaged by pushing the lever downwards; all the other gears are engaged, by pushing the lever upwards.

The position of the gear shift lever on the shaft can be varied by:

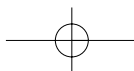
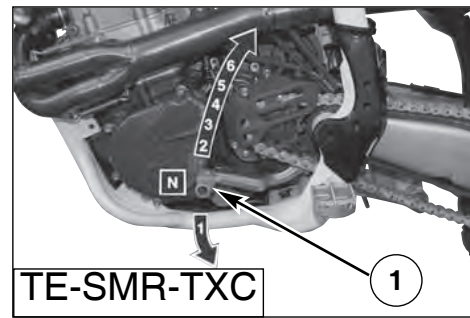
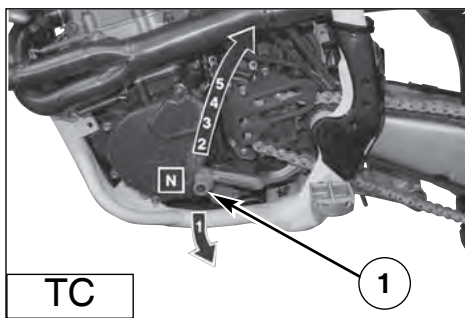
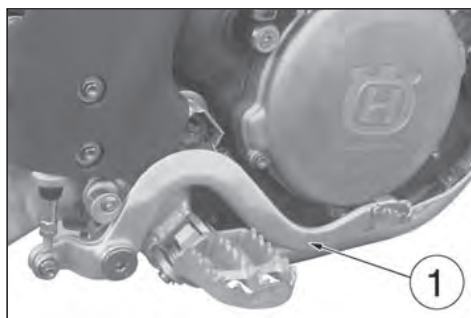
- loosening screw;
- pulling lever out;
- placing lever in new position on the shaft when the operation is over tighten the screw and then tightening the screw.

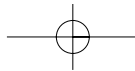
CAUTION*: Do not shift gears without disengaging the clutch and closing the throttle. The engine could be damaged by overspeed and shock.

WARNING*: Do not downshift when traveling at a speed that would force the engine to overrev in the next lower gear, or cause the rear wheel to lose traction.

N: Neutral

N: Neutral





RIDING

BEFORE EVERY RIDE MAKE FOLLOWING CHECKS

WARNING!

Before each ride, to prevent accidents or failures during ride, make sure to go through following list.

1. Check all fluids

- A. Engine-transmission oil level
- B. fuel level
- C. coolant level

Make sure all caps are properly adjusted.

WARNING*: Don't remove radiator cap when hot!

2. Check all controls

- A. Throttle handgrip
 - B. Clutch lever
- Make sure cables are not damaged and turn smoothly.

3. Check brakes

Look for brake fluid leaks and worn hoses. Check for proper functioning.

4. Check suspensions

Compress fork and rear suspensions. Look for oil leaks and ensure proper functioning.

5. Check wheels

- Check spokes and look for worn bearings.
- Check rims and tyres.
- Check tyre pressure.

6. Check chain rollers and sprockets

Check wear on chain rollers and sprockets
Ensure chain is correctly adjusted and lubricated.

7. Check air filter and intake system

- Check that air filter is clean
- Check all rubber connections and clamps.

8. Check exhaust system

- Check hook up, look for cracks
- Check muffler.

9. Check torque

- A. Spark plug
- B. Cylinder-head nuts
- C. General check of torque

10. Check steering action

Check bearing play.

11. Check the electric system (TE- SMR). Start the engine and check that the front and rear lamps, the stop light, the turn signals the cluster warning lights and the horn are working correctly.

WARNING*: Failure to perform these checks every day before you ride may result in serious damage or a severe accident.

RUNNIN IN

Before using the motorcycle for sporting activities run in the engine for two hours at least to increase the life and the performance of the engine.

During the first half-hour of driving we advise keeping a low speed and avoiding sudden accelerations. Never open the throttle fully.

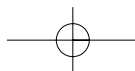
Change the oil and carry out all the necessary maintenance operations. After the first half-hour of driving, lightly increase the rev number, but never run the engine at full throttle. Never keep low speeds when the high gears are inserted.

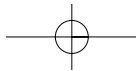
Slowly drive the motorcycle for two hours before using it for sporting activities.

CHECKS WHILE RUNNING IN

- SPOKE TENSION OF WHEELS (see page 78);
- TIGHTENING OF WHEELS (see page 92-93);
- FORK PIN TIGHTENING (see page 92);
- CHAIN ADJUSTMENT (see page 51);
- STEERING BEARING PLAY (see page 40);
- HANDLEBAR TIGHTENING (see page 92);
- ENGINE GRIP TO FRAME (see page 92);
- SUCTION FITTING GRIP (see page 92);
- HEAD AND CYLINDER NUTS GRIP (see page 92);

OFTEN CHECK THE BATTERY CHARGE CONDITION (see page 86).





ENGINE START (TE-SMR)

With cold engine, as after a prolonged inactivity of the motorcycle or in presence of a low external temperature, proceed as follows:

- 1) set ignition key (1) in IGNITION position (the buzz that you hear when you turn the key to IGNITION is caused by the fuel pump which puts the feeding system under pressure);
- 2) pull the starter lever (2);

- 3) pull the clutch lever (3);
- 4) shift gear pedal (4) in neutral position then release the clutch control lever;
- 5) press the engine start-stop switch (5) then the start button (6).

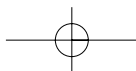
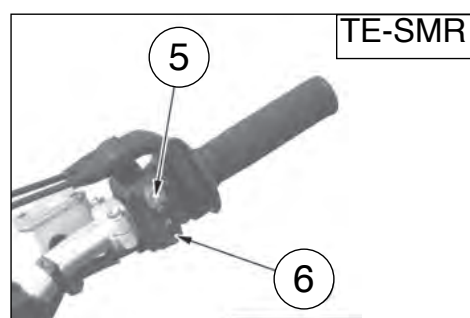
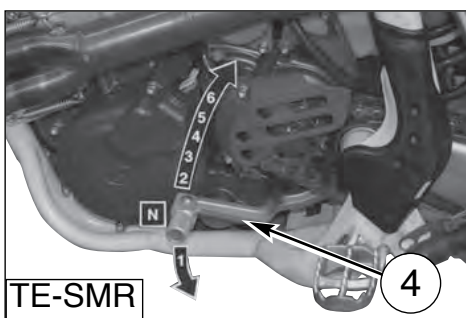
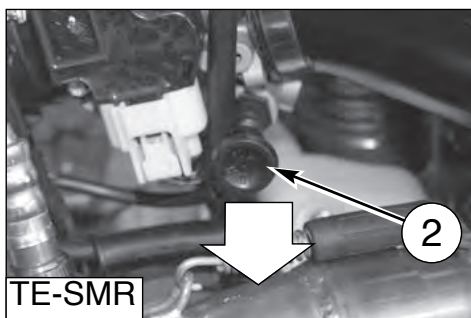
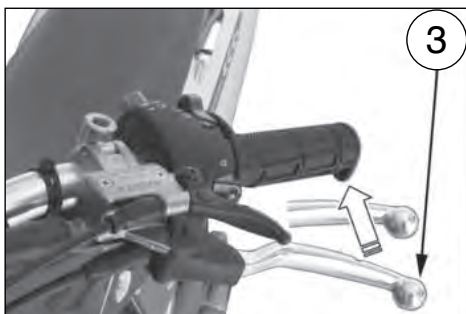
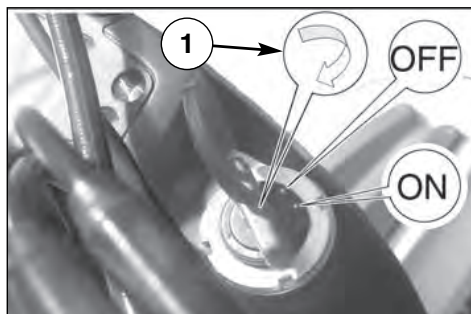
Put the start lever (2) in its initial position as soon as the engine is idling. When starting with an already warmed up engine DO NOT USE the starter. When a cold engine has just been started, do not increase revs, to ensure an adequate oil warm-up and circulation.

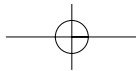
NOTE

A safety switch is set on the clutch lever support. This switch allows you ONLY to start the engine with idle gearbox, or with the gear engaged and the clutch lever pulled.

IMPORTANT

NEVER START WITH DISCONNECTED BATTERY.





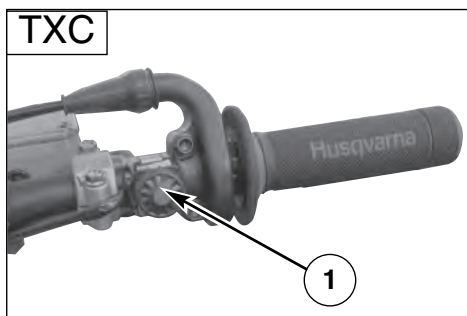
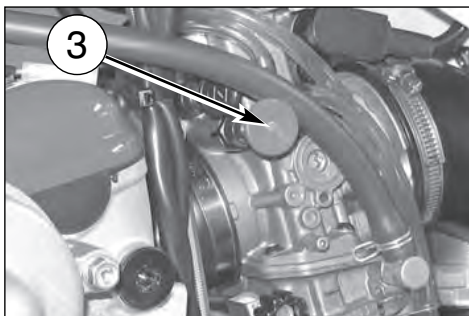
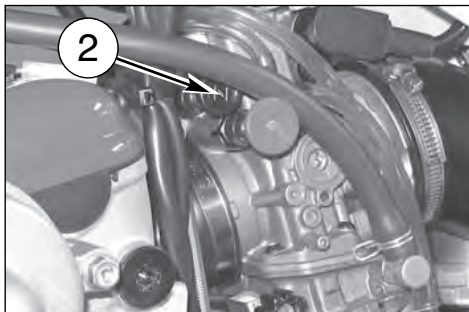
ENGINE START (TXC)

Make sure the fuel tap is in the OPEN position, then shift gear pedal in neutral position.

Pull the starter knob (BLACK knob (2) for cold starting*, RED knob (3) for warm starting), pull the clutch control lever, then press the engine start button (1).

Release the clutch control lever.

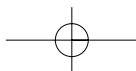
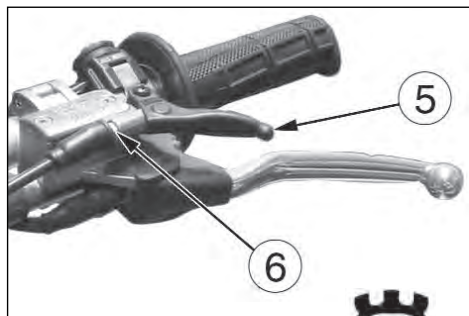
*: after a prolonged inactivity of the motorcycle or in presence of a low external temperature.

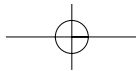


STARTING DECOMPRESSOR

Though the engine is provided with an automatic decompressor, can be necessary, in some cases (carburetor flooding or starting difficulties due to a battery inadequate charge), to use the manual starting decompressor on the L.H. side of the handlebar. In these cases, pull the lever (5) whilst simultaneously pressing the starter button, release the lever (5) keeping the button pressed and afterwards release the latter as well.

In order to adjust the lever decompressor free play (approximately 3 mm- 0.12 in.), the lever holder is provided with the adjuster (6); the adjustment can be also effected with the tightener (7) on the R.H. side of the engine (use this tightener if it is not possible to obtain the correct free play with the adjuster on the handlebar).





ENGINE START (TC-TXC)

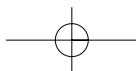
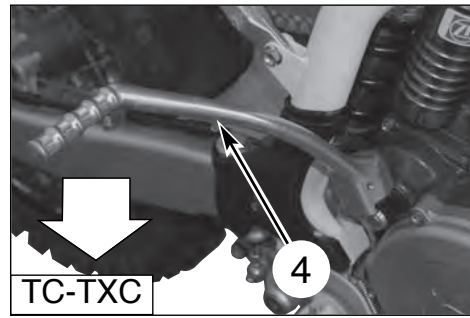
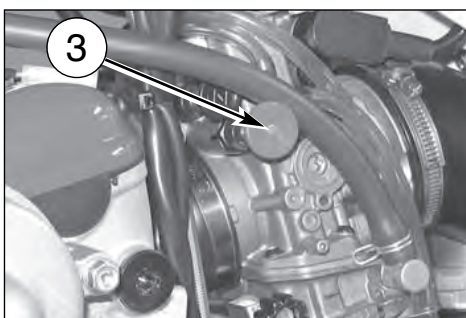
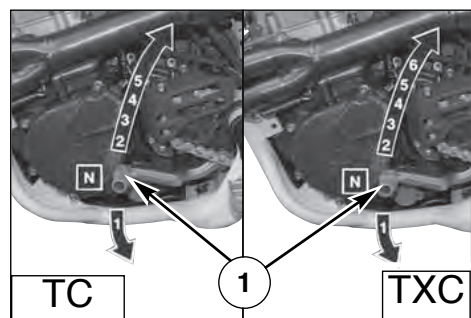
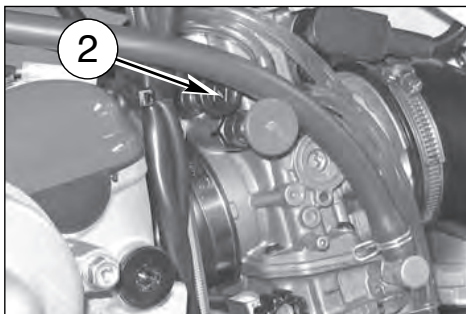
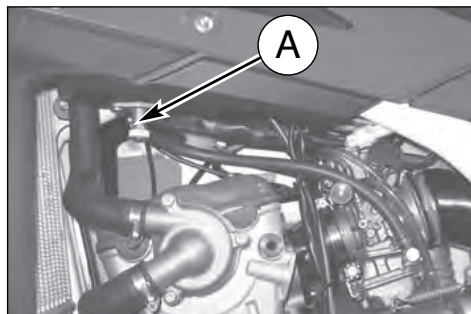
Proceed as follows:

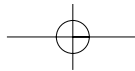
- 1) make sure the fuel tap (A) is in the Open position;
- 2) shift gear pedal (1) in neutral positio.

- 3) pull the starter knob (BLACK knob 2 for cold starting*, RED knob 3 for warm starting)

*: after a prolonged inactivity of the motorcycle or in presence of a low external temperature.

- 4) lower the starter pedal (4) until a certain resistance is noticed (piston at T.D.C.);



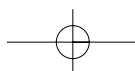
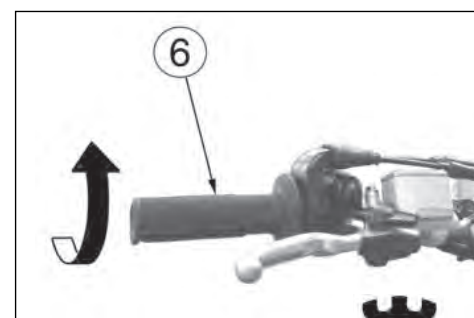
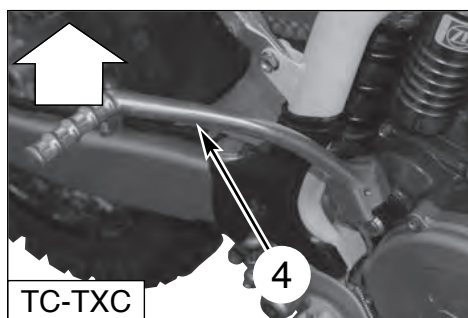
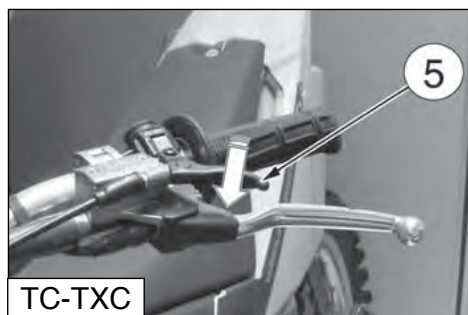
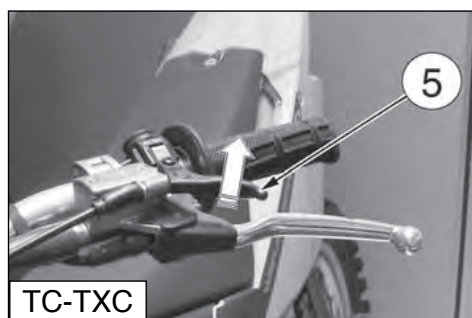


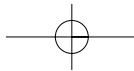
5) pull the lever (5) and lower further, by a limited stroke, the pedal until the abovementioned resistance is overcome (surpassing of T.D.C.);

6) at this point, release the lever (5) and the pedal (4);

7) in the case of COLD STARTING, completely rotate the throttle (6) twice (in the case of warm starting DO NOT carry out this operation);

EN





8) COMPLETELY lower the pedal (4) until the engine starts.

WARM STARTING: BEFORE MOTORCYCLE STARTING, PRESS RED CHOKE KNOB (3) ON CARBURETOR TOWARD THE INSIDE IN ORDER TO DEACTIVATE THE STARTING DEVICE.

In case the engine does not start, repeat this procedure.

IMPORTANT NOTE IN CASE OF COLD STARTS AT LOW TEMPERATURES

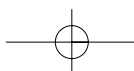
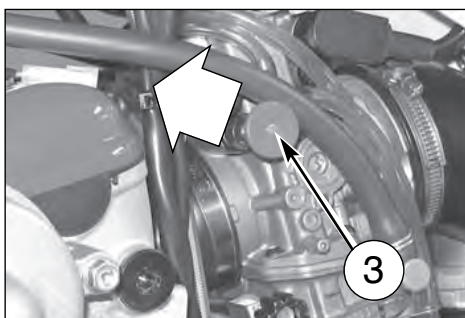
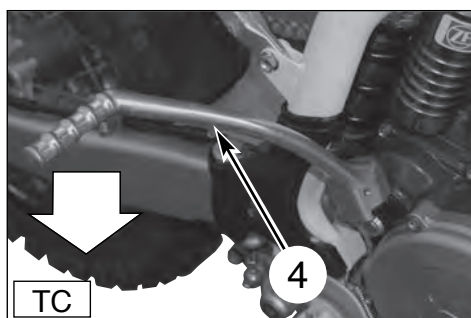
It is recommended to briefly warm-up the engine at idle until, after having disengaged the starter, there is a normal response from the engine when opening the throttle. In this way the oil can reach all the surfaces needing lubrication and the coolant will reach the necessary temperature for correct engine function. Avoid overheating the engine.

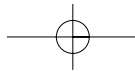
IMPORTANT

Never accelerate the engine after a cold start.

WARNING*: Exhaust contains poisonous carbon monoxide gas. Never run the engine in a closed garage or in a confined area. In the case of using a kick-starter, keep in mind the undermentioned note. Kick start pedal

WARNING*: This high performance motorcycle can some times «kick back» strongly when you are starting it. Do not attempt to start this motorcycle unless you are wearing high top heavy sided riding boots. You could seriously hurt you leg if the kickstarter kicked back and your foot slipped.





HOT START (TC-TXC)

If it is a problem to start the engine when hot, or following a fall, proceed as follows:

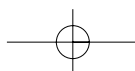
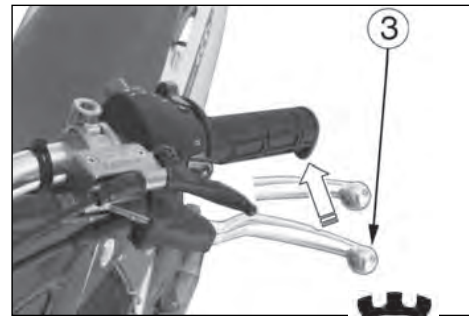
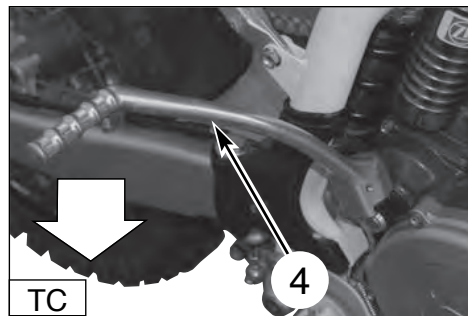
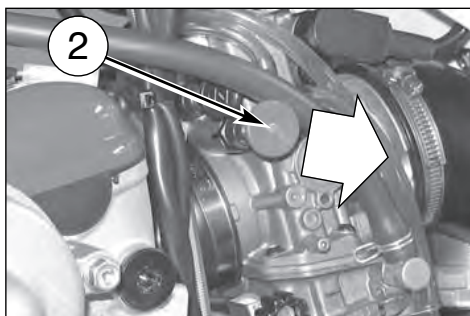
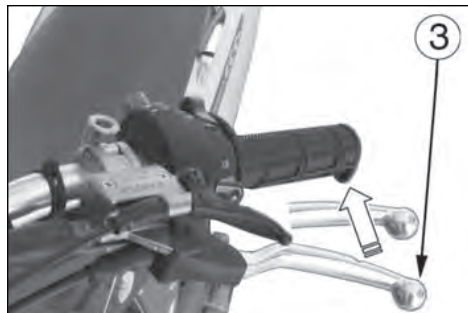
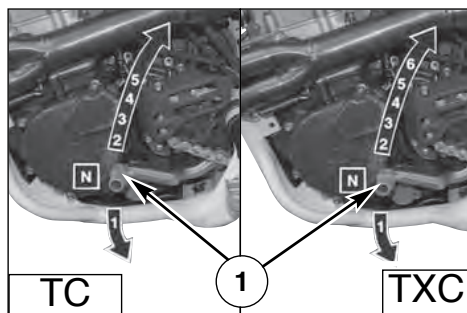
- 1) the transmission (1) should be placed in neutral;
- 2) pull the RED knob of the starter (2);

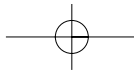
- 3) pull the clutch lever (3);
- 4) push the kick-starter pedal (4) to start the vehicle.

- 5) Then release the clutch lever (3).

BEFORE MOVING OFF, DEACTIVATE THE RED KNOB (2) OF THE STARTER ON THE CARBURETOR.

EN





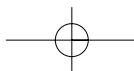
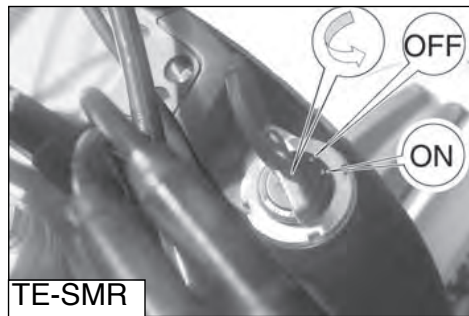
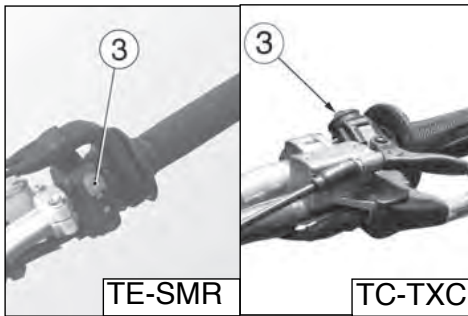
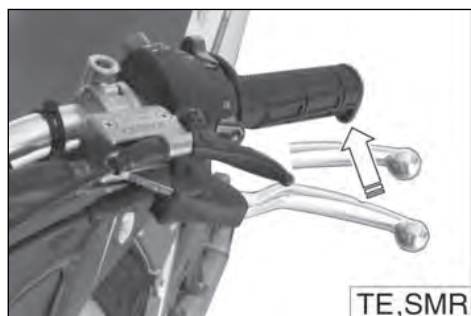
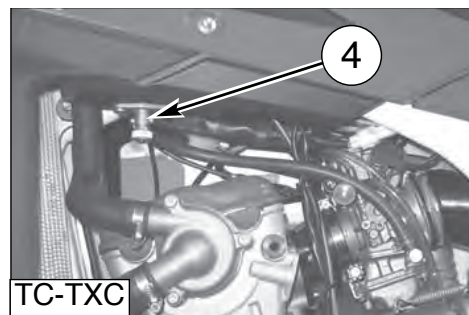
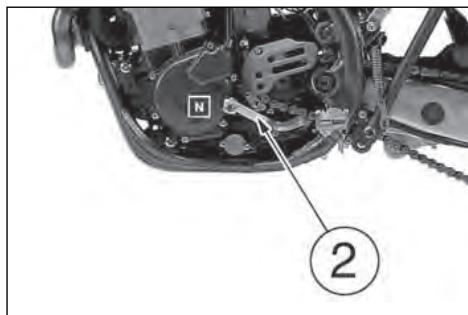
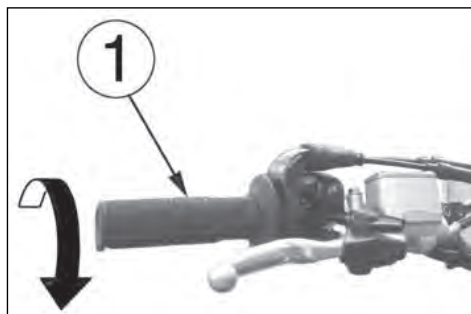
STOPPING THE MOTORCYCLE AND THE ENGINE

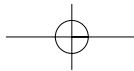
- Close the throttle (1) completely so that the engine will help slow down the motorcycle.
- For normal braking, gradually apply both front and rear brakes while down shifting (for maximum deceleration, apply the front and rear brakes firmly).
- When stopped, pull the clutch lever and shift gear lever (2) in neutral position.

- Press the engine stop RED button (3).
- TC-TXC: close the fuel cock (4).
- TE-SMR: turn towards left the ignition key.

WARNING*: Independent use of the front or rear brake may be advantageous under certain conditions. Use caution when using the front brake, especially on slippery surfaces. Improper use of the brakes can lead to a serious crash.

WARNING*: In the event of stuck throttle or other malfunction which causes the engine to run uncontrollably, immediately depress the engine stop button and hold it down. Control the motorcycle by normal use of the brakes and steering while holding the engine stop button down.





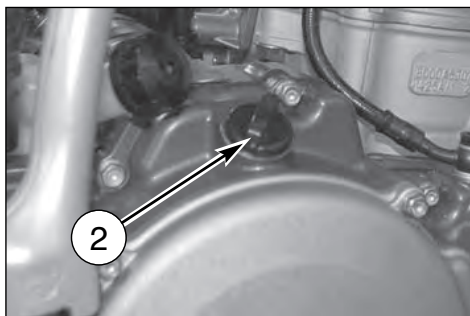
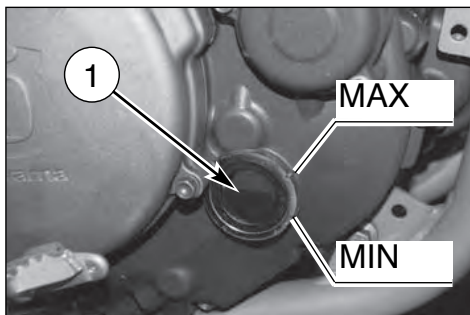
CHECKING THE OIL LEVEL

Keeping the motorbike level and in a vertical position, check the oil level through the inspection (1) window on the right crankcase. Make sure the level is in between the MIN and MAX notches.

To fill up, remove the filler cap (2).

Note*: Have this operation made with warmed-up engine.

WARNING*: Be careful not to touch hot engine oil.

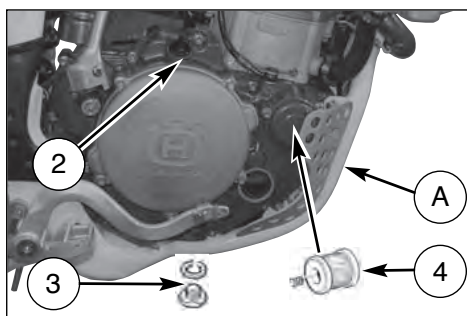
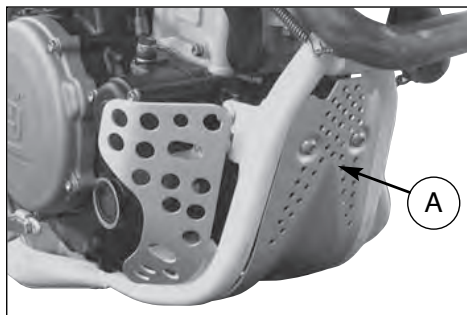


ENGINE OIL REPLACEMENT AND BAG FILTERS-FILTER CARTRIDGE CLEANING OR REPLACEMENT

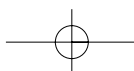
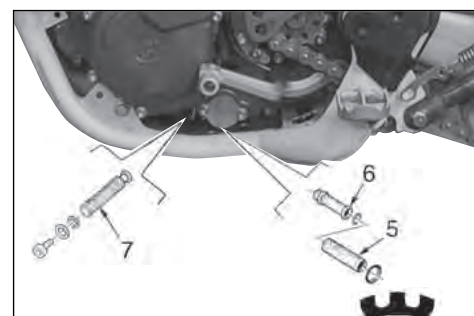
WARNING*: Be careful not to touch hot engine oil.

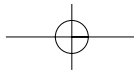
Drain the oil with WARM ENGINE; proceed as follows:

- remove oil filler cap (1);
- remove the engine guard (A)
- place an oil drain pan under the engine block
- remove the oil drain cap (2)
- drain the used oil completely then clean the magneto on the cap;



- remove the three filters (4), (5) and (6) on the L.H. side of the engine, check O-Rings for wear then clean filters with fuel; reassemble using the reverse procedure;
- in order to replace the filter cartridge (3), unscrew the three fastening screws then the filter cartridge cover;
- after filters replacement, reassemble the drain cap (2), the engine guard (A) then pour the recommended oil quantity.

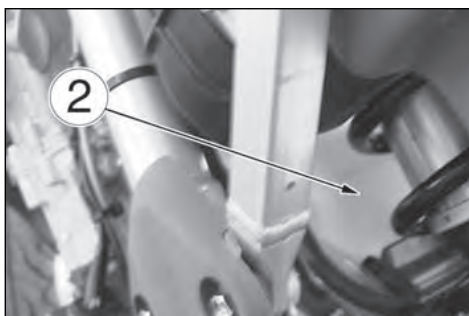
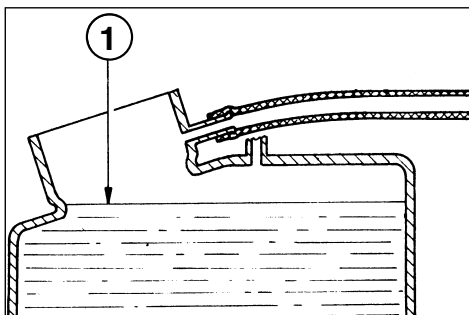




COOLANT LEVEL CHECK

Check level (1) in right-hand radiator when engine is cold (place the motorcycle so that it is perpendicular to the ground). The coolant should be approximately 10 mm above cells and besides, on TE-TXC and SMR models, it doesn't exceed the middle of the expansion tank (2) located in front of the rear shock absorber.

The radiator cap is provided of two unlocking positions, the first being for the previous pressure discharge in the cooling system.



WARNING

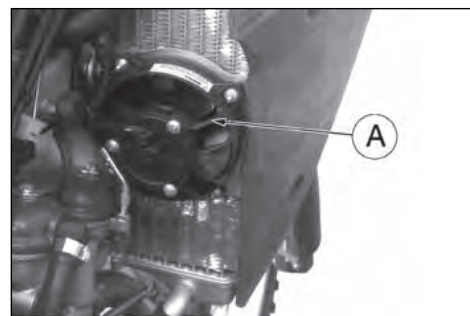
Avoid removing radiator cap when engine is hot, as coolant may spout out and cause scalding.

WARNING

TE-SMR: Because the cooling fan (A) can be activated even when the start switch is in OFF position, always keep at a safe distance from the fan vanes.

NOTE

Difficulties may arise in eliminating coolant from varnished surfaces. If this occurs, wash off with water.

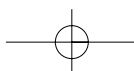
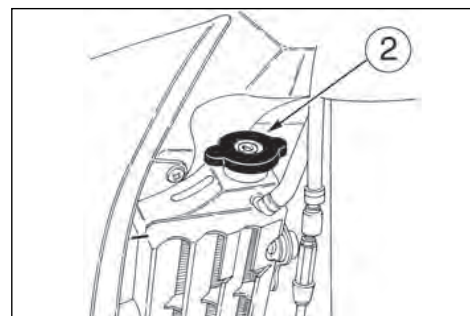
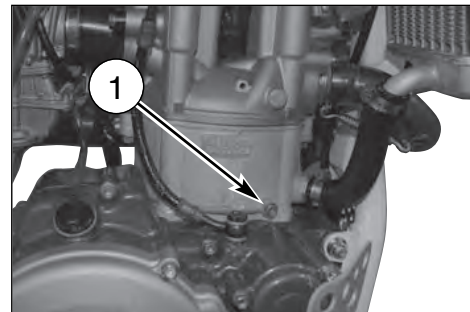


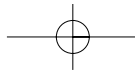
REPLACEMENT OF COOLING FLUID

Place a vessel on the R.H. side of the cylinder, under the coolant drain screw (1).

FIRST remove the screw (1) then SLOWLY open the R.H. radiator cap; slope the motorcycle on the right side to drain the coolant easily in the vessel. Reassemble the screw (1).

Pour the necessary quantity of coolant in the radiator then warm up the engine in order to eliminate any possible air bubble.





Periodically check the connecting hoses (see "Periodical maintenance card"): this will avoid coolant leakages and consequent engine seizure: If hoses (A) show cracks, swelling or hardenings due to sheats desiccation, their replacement shall be advisable.

Check the correct tightening of the clamps (B).

THROTTLE CABLE ADJUSTMENT

To check the correct adjustment of the throttle operate as follows:

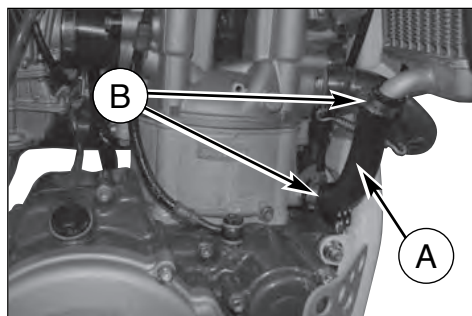
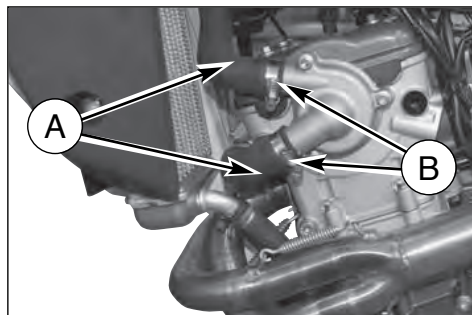
- remove the upper rubber cap (1);
- by moving cable (2) back and forth check for 2 mm. clearance;
- should the clearance be incorrect, unblock the counter ring-nut (3) and turn the adjusting screw (4) (by unscrewing it, the clearance is reduced, while by screwing screw (4) it is increased);
- tighten the counter ring-nut again (3).

NOTE

In case of throttle control cables (1) and (2) replacement it is necessary to respect, during reassembly, the measure $\bar{A}$ (10mm/0.4 in.), as shown in the picture. Then reassemble guard cover (B) using screw (3) and adjust throttle control cables on handlebar as described at side.

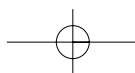
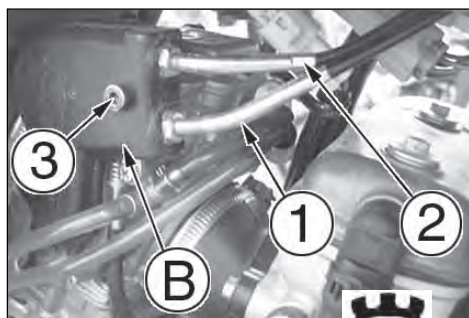
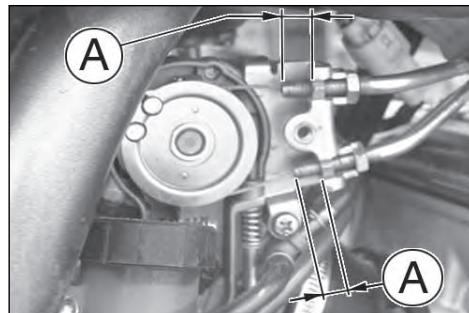
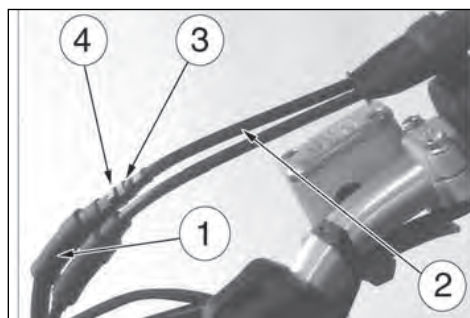
To replace throttle control cables, first remove the fuel tank as shown on pages 35, 36.

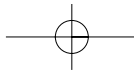
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WARNING*: Operation with damaged throttle cable could result in an unsafe riding condition.

WARNING*: Exhaust gas contains poisonous carbon monoxide gas. Never run the engine in a closed area or in a confined area.





ADJUSTING THE CARBURETTOR (TC-TXC)

Adjust the carburettor with warm engine and with the throttle in closed position.

Work as follows:

- Turn slow running adjusting screw (1) on the left side of the bike, until the engine is turning over at fairly high rpm (turn the screw clockwise to increase the rpm, and anticlockwise to decrease the rpm).
- Turn adjusting screw (2) clockwise until the fully closed position is reached then turn back 1,5 turns (250) 2,0 turns (450-510)
- progressively loosen adjusting screw (1) to obtain the slow running required.

ADJUSTING THE IDLE (TC-TXC)

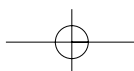
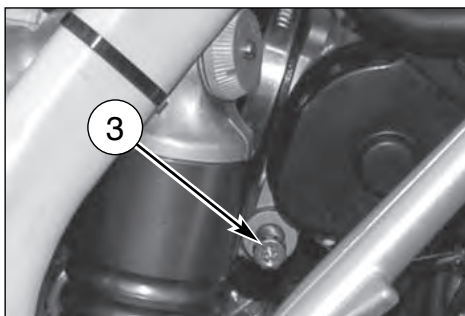
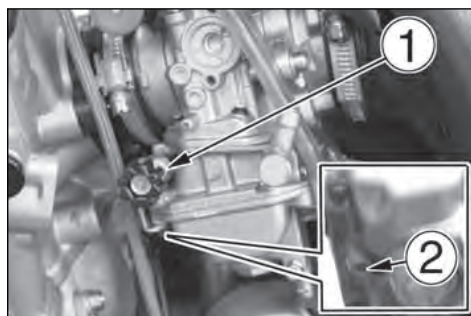
Adjust the carburetor with warm engine and with the throttle control in closed position. Proceed as follows:

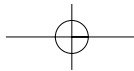
- Turn slow running adjusting screw (1) on the left side of the bike, near the fuel cock (turn the screw clockwise to increase the rpm, and anticlockwise to decrease the rpm).

ADJUSTING THE IDLE (TE-SMR)

Adjust the carburetor with warm engine and with the throttle control in closed position. Proceed as follows:

- turn the idle speed adjustment screw (3) on the throttle body, located on the right side of the vehicle, until the idle speed of 1600 RPM is reached (turn clockwise to increase the speed and anti-clockwise to reduce the speed).





SPARK PLUG CHECK

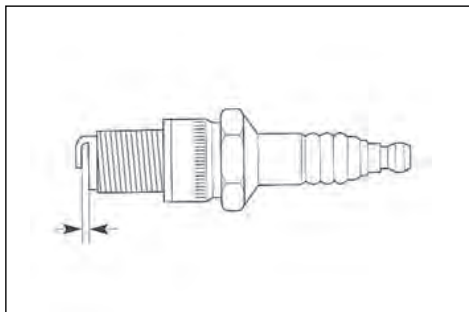
Use NGK CR8EB spark plug; the gap is 0.027 in.

A wider gap may cause difficulties in starting engine and in overloading coil.

A gap that is too narrow may cause difficulties when accelerating, when idling the engine or when performing at low speeds.

Clean the dirt away from the base of the spark plug before removing it from the cylinder after removing the cap (1).

It is very useful to examine the state of the spark plug just after it has been removed from the engine since the deposits on the plug and the colour of the insulator provide useful indications.



Correct heat rating:

The tip of the insulator should be dry and the colour should be light brown or grey.

High heat rating:

In this case, the insulator tip is dry and covered with dark deposits.

Low heat rating:

In this case, the spark plug is overheated and insulator tip is vitreous, white or grey in colour.

CAUTION*: Select a spark plug with a colder or hotter heat range carefully and cautiously. A spark plug with too hot a heat range may lead to preignition and possible engine damage. A spark plug with too cold a heat range may foul as the result of too much carbon buildup.

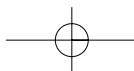
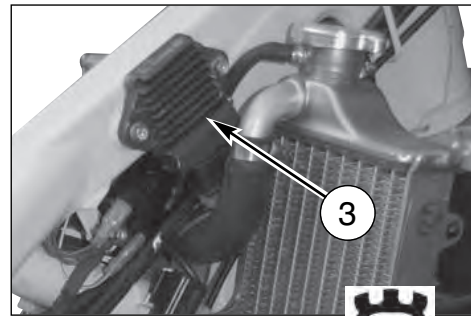
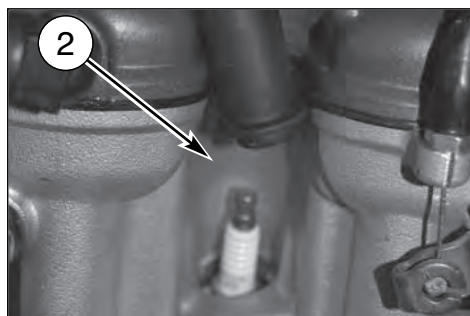
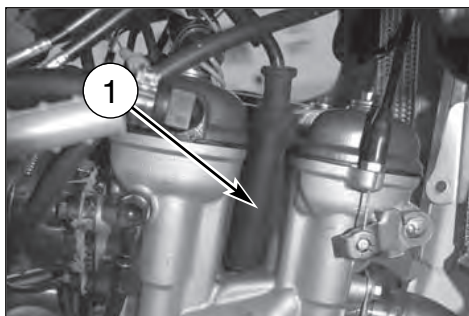
Before refitting the plug, thoroughly clean the electrodes and the insulator using a brass-metal brush.

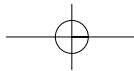
Apply a little graphite grease to the spark plug thread; fit and screw the spark plug by hand then tighten to the torque of 10÷12 Nm-7.4÷8.9 ft/lb. Loosen the spark plug then tighten it again to the torque of 10÷12 Nm-7.4÷8.9 ft/lb.

Spark plugs which have cracked insulators or corroded electrodes should be replaced.

VOLTAGE REGULATOR (TXC-TE-SMR)

The voltage regulator (3) is fitted to the right side of the chassis, on the front.

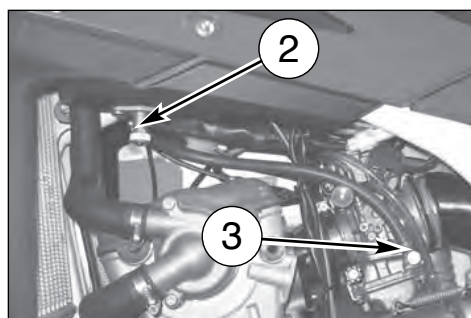
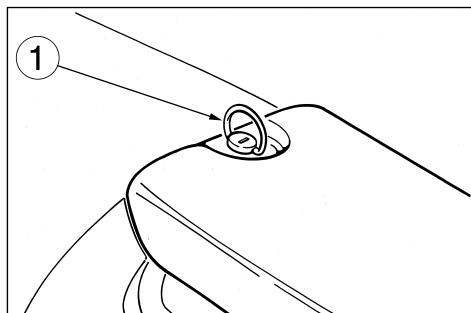




ADJUSTING THE VALVE PLAY

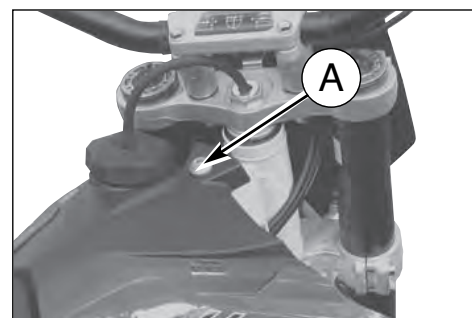
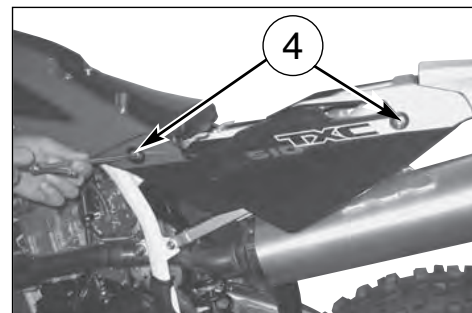
To check the valve clearance, proceed as follows , WITH COLD ENGINE:

First turn counterclockwise fastening rear pin (1) then remove the saddle.

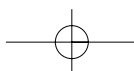


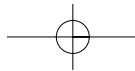
HOW TO REMOVE THE TANK (TC-TXC)

Close the fuel tap (2) and loosen the strap (3) on the connecting pipe to the carburettor, pull the pipe out of the carburettor. Remove the screws (4) and the side panels.



Remove the locking screw (A) and pull out the tank with its conveyors.





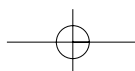
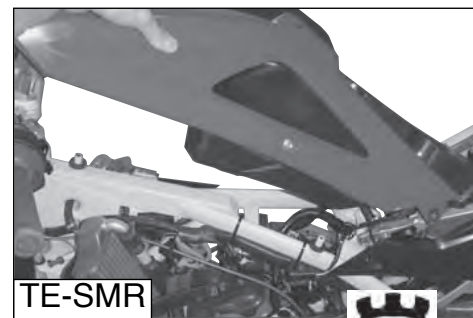
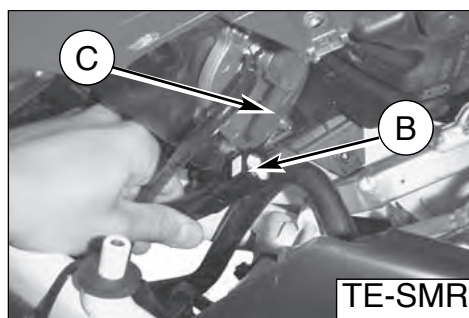
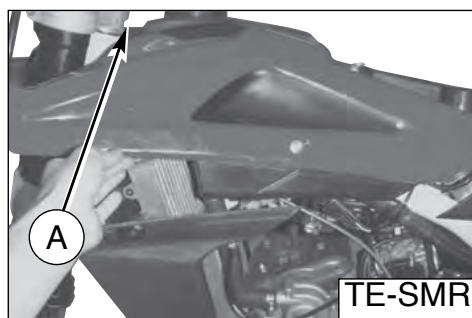
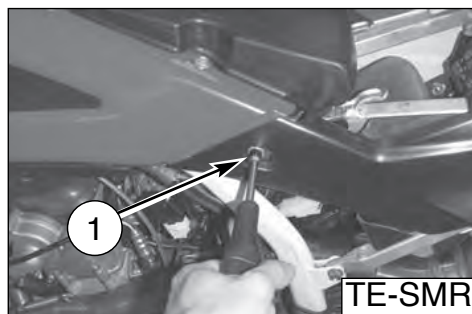
HOW TO REMOVE THE TANK (TE-SMR)

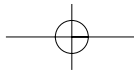
Remove the screws (1) and the side panels. Remove the locking screw (A) of the tank.

Lift the tank, then disconnect the connector of the fuel pump from the main cabling.
Disconnect the feeding pump (B) from the outlet coupling (C) on the fuel pump in the lower back section of the tank.

Pull out the tank with its conveyors.

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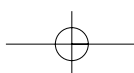
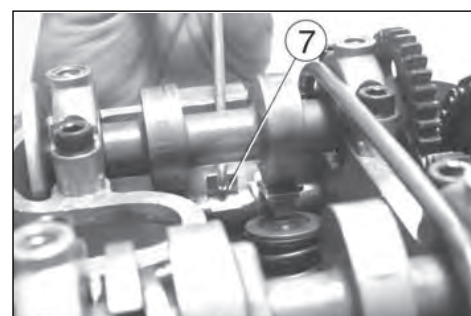
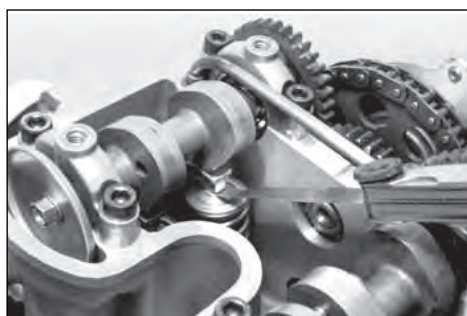
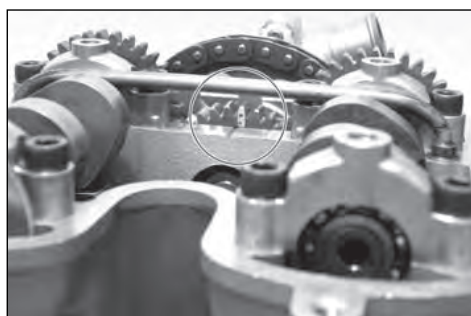
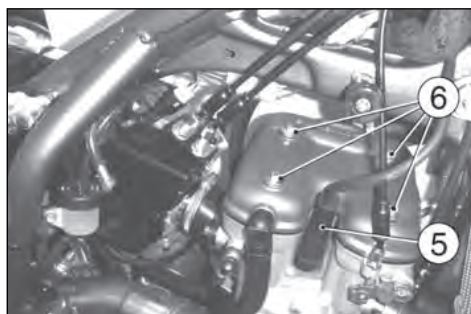


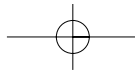


Remove the spark plug (5), the four cylinder head cover fastening screws (6) and the cylinder head cover. Engage second gear and, moving the vehicle forwards and backwards, bring the piston to Top Dead Center (in this condition, the mark on the cylinder head is aligned with the two marks on the idle gear of the camshafts, as illustrated in the figure).

Check, by means of a feeler gauge, that the valve clearance is $0,10 \pm 0,15$ mm (0.004 ± 0.006 in.) for INTAKE and $0,15 \pm 0,20$ mm (0.006 ± 0.008 in.) for EXHAUST;

Otherwise, lift the retaining clip (7) using a hook, let the rocker arm slide to one side, extract the pad with a pair of pliers and check the thickness; Depending on the result, fit a new pad (as spare parts, pads are supplied ranging from 1.60 mm to 2.60 mm in steps of 0.05 mm) and return the clip and rocker arm; Check the valve clearance again and, if it's correct, reassembly the removed parts using the reverse procedure.





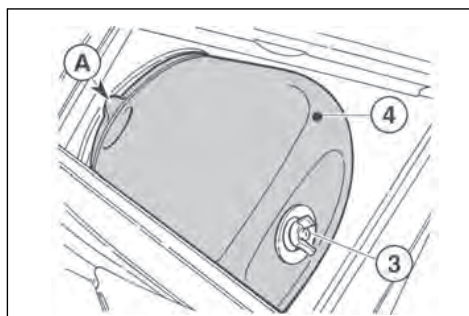
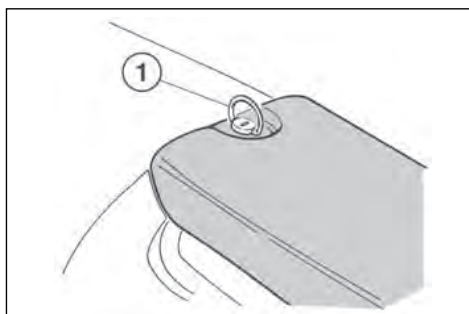
AIR FILTER CHECK

Turn rear pin (1) counterclockwise, remove the saddle from the front afstening screw.

Turn forward the housing box complete with the battery (1) (it is not necessary to remove the battery from its housing box).

To gain access to the air filter, lift a little the electronic power unit (2).

Remove screw (3) and the filter (4). Separate filter (5) from frame (6).



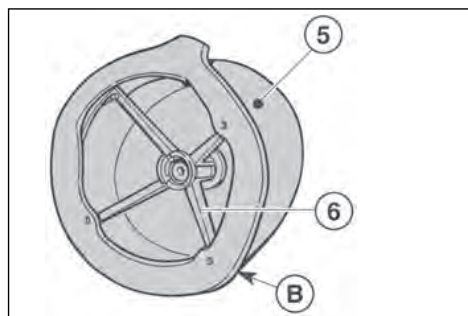
AIR FILTER AND CLEANING

Wash the filter with a specific detergent (AGIP "Filter clean foam air detergent fluid" or similar) then dry it fully (wash filter with gasoline only in case of necessity).

Plunge the filter in special oil for filters (AGIP "Foam air filter protection oil" or similar), then wring it to drain superfluous oil.

CAUTION*: Do not use gasoline or a low flash-point solvent to clean the element. A fire or explosion could result.

CAUTION*: Clean the element in a well ventilated area, and do not allow sparks or flames anywhere near the working area.

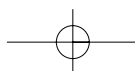
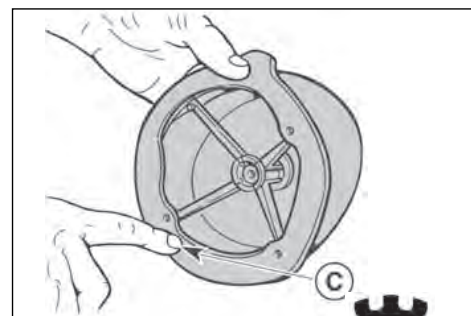


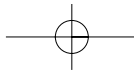
ASSEMBLY

To ensure tight fit, slightly (C) grease filter edge on side facing filter housing.

While re-inserting the filter into its housing, make surs that piece A is turned upwards and edge B is on the left lower side of the filter case. Reassemble the parts previously removed (battery: connect the positive cable first).

CAUTION*: If the element assembly is not installed correctly, dirt and dust may enter and the engine resulting in rapid wear of the piston rings and cylinder.





STEERING WHEEL BALL PLAY ADJUSTMENT

To ensure maximum safety, the steering wheel should always be regulated so that the handlebars steering the motorcycle rotate freely without play. To check steering wheel adjustment, place kick stand or other support under the engine so that the front wheel is raised from ground.

Place slight pressure on the tips of the handlebars to rotate steering wheel; the handlebars should also rotate without effort. Stand in front of the motorcycle and grasp the lower end of the fork rods sliders moving them in the direction of their axis.

If play is noticed, proceed with adjustment as follows:

Loosen steering sleeve nut (1).

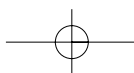
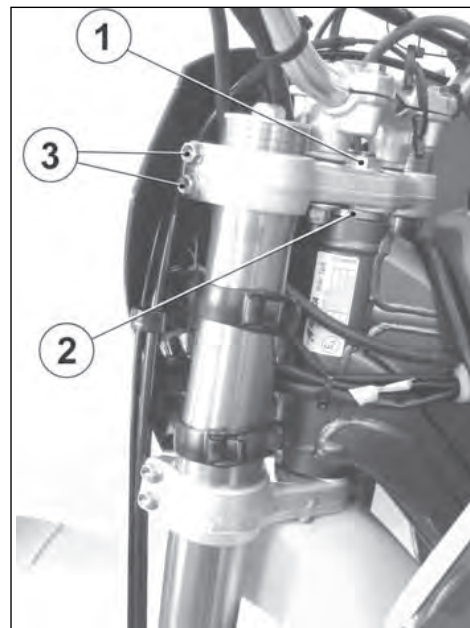
Loosen four screws that fix steering head to fork rods (3).

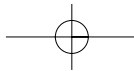
Turn the steering ring nut (2) clockwise of the steering sleeve proper tool, to adjust play properly.

Tighten steering sleeve nut (1) to a torque setting of 57,9÷65,1 Lb/ft; (78,4÷88,3 Nm).

Tighten four screws on the steering head (3) to a torque of 22,5÷26,5 Nm (16.6÷19.5 Lb/ft).

CAUTION*: Do not ride a motorcycle with damaged steering stem bearings. An unsafe handling condition can result.





ADJUSTMENT OF THE CONTROL LEVER AND CHECK OF THE FRONT BRAKE FLUID LEVEL

On the SMR model the lever position can be adjusted (4 adjustments) for any driver hand size. To decrease the lever distance from the handle grip, turn the adjuster (B) CLOCKWISE. To increase the lever distance from the handle grip, turn the adjuster (B) COUNTERCLOCKWISE.

On the TE, TXC and TC models the adjuster (2), located on the control lever, allows adjusting of the free play (a). Free play (a) must be at least 3 mm (0.1 in.).

The level of the fluid in pump reservoir must never be below the minimum value (1), which can be checked from the window

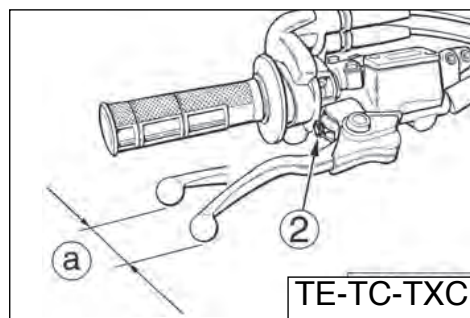
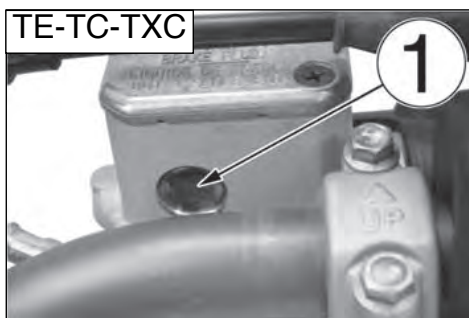
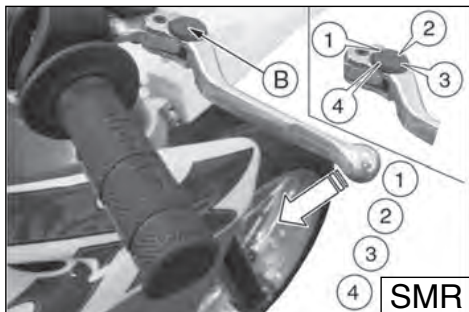
on the rear side of the pump body (TE, TC). For SMR model, check the level on the fluid reservoir. A decrease of the fuel level will let air into the sustem, hence an extension of the level stroke.

WARNING*: If the brake lever feels mushy when it is applied, there may be air in the brake lines or the brake may be defective. Since it is dangerous to operate the motor-cycle under such conditions, have the brake checked immediately by an authorized HUSQVARNA dealer.

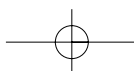
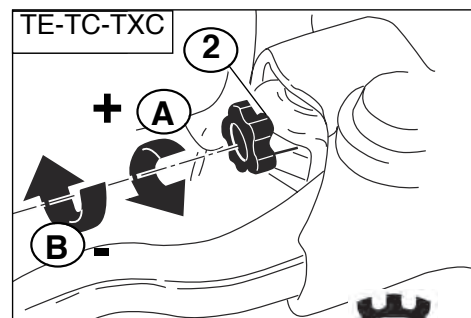
CAUTION*: Do not spill brake fluid on to any painted surface or lenses.

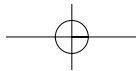
CAUTION*: Do not mix two brands of fluid. Change the brake fluid in the brake line if you wish to switch to another fluid brand.

CAUTION*: Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed.



A: to encrease clearance
B: to decrease clearance





REAR BRAKE PEDAL POSITION ADJUSTMENT

The position of the rear foot brake pedal as to the footrest may be adjusted according to the individual needs. For the adjusting proceed as follows:

- loosen the screw (1);
- turn the cam (2) in order to adjust the brake pedal idle stroke (A);- the operation done, tighten the screw (1).

The adjusting operation carried out, adjust the idle stroke of the pedal as indicated in page 43.

REAR BRAKE IDLE STROKE ADJUSTMENT

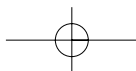
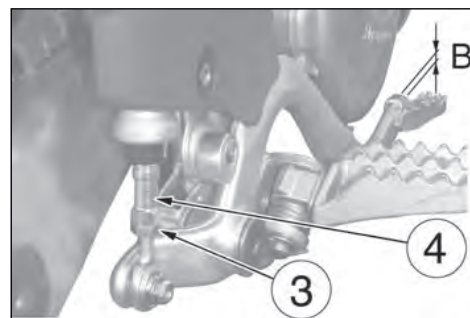
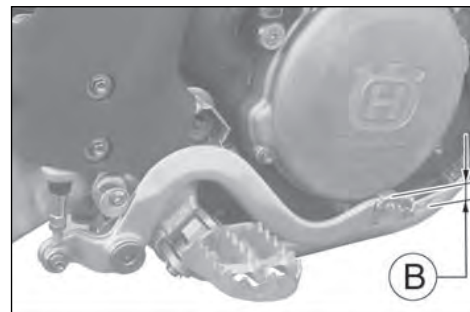
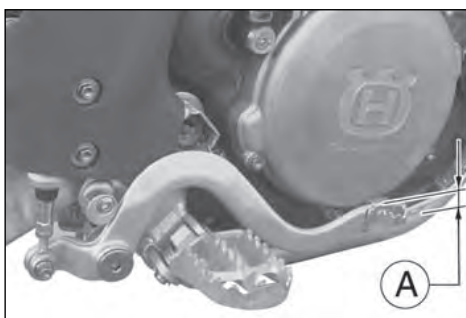
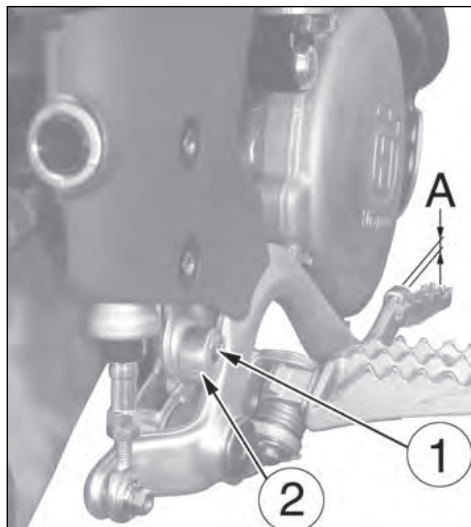
The rear brake foot pedal should have a (B) 5 mm (0.2 in.) idle stroke before starting the true braking action.

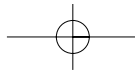
Should this not happen as follows:

- loosen nut (3);
- operate the pump rod (4) to increase or decrease the idle stroke;
- tighten nut (3) at the end of the operation.

WARNING

When the idle stroke figures are not met, the brake pads will be subjected to a fast wear that may bring to the TOTAL BRAKE IN-EFFECTIVENESS.





CHECKING THE FLUID LEVEL

The level (A) must be set between the pump tank notches.

ADJUSTMENT OF THE CONTROL LEVER AND CHECK OF THE HYDRAULIC CLUTCH FLUID LEVEL

Free play (A) must be at least 3 mm (0.1 in.).

The lever position can be adjusted for any driver hand size.

To decrease the lever distance from the handle grip, rotate the adjuster (B) CLOCKWISE.

To increase the lever distance from the handle grip, rotate the adjuster (B) COUNTERCLOCKWISE.

To check the fluid level, proceed as follows:

- remove screws (1), cover (2) and rubber pump diaphragm on the handlebar clutch control;

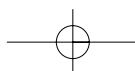
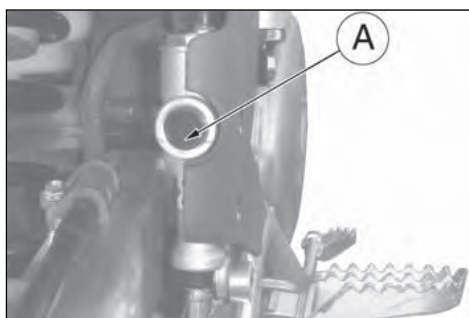
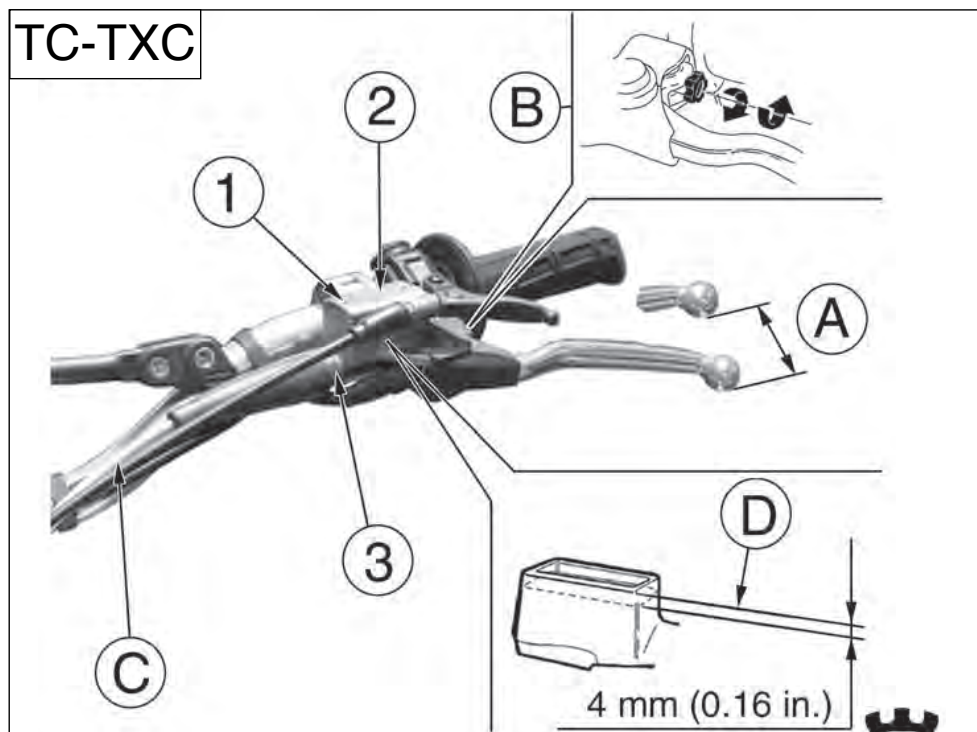
- by keeping the master cylinder (3) in horizontal position, check the fluid level is NOT BELOW 4 mm (0.16 in.) from the upper surface (D) of the pump body;
- if necessary, add fluid until the correct level is reached see TABLE FOR LUBRICATION-SUPPLIES for the fluid type page 12.

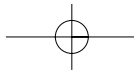
CAUTION*: NEVER use brake fluid.

Reassembly the removed parts using the reverse procedure.

Periodically check the connecting hose (see "Periodical maintenance card"): if the hose (C) show is bent or cracked, its replacement is advised.

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HYDRAULIC CLUTCH BLEEDING

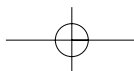
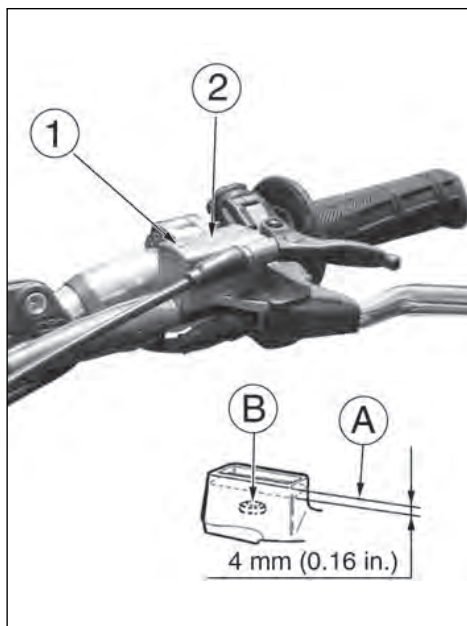
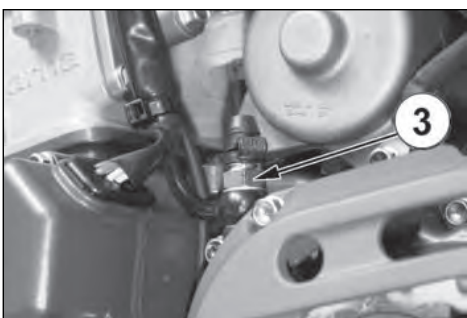
Proceed as follows:

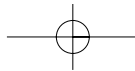
- remove screws (1), cap (2) and rubber pump diaphragm;
- remove the bleeding nipple (3);
- mount a syringe in the bleeding nipple hole, then refill with fresh fluid see LUBRICATION TABLE on page 12.

CAUTION *: NEVER use brake fluid.

- refill until fluid is discharged from the lower hole (B) on the pump body WITHOUT BUBBLES.

The fluid level MUST NEVER BE below 4 mm from the top (A) of the clutch pump body (see picture). Reassemble the removed parts.





ADJUSTING THE SUSPENSIONS ACCORDING TO PARTICULAR TRACK CONDITIONS

The following information is a useful guide for setting up the suspensions according to the road conditions. Always start from the standard calibration before making any change on the suspensions. Afterwards, increase or decrease the adjusting clicks one at a time.

HARD GROUND

Fork: softer compression adjustment.

Shock absorber: softer compression adjustment.

The softer adjustment for the two suspensions is also used both in compression and in extension when driving at top speed, in order to have better grip of the tires.

SANDY GROUND

Fork: have a harder compression adjustment, or replace the standard spring with a harder one, and make a softer compression adjustment and a harder extension adjustment at the same time.

Shock absorber: have a harder compression, and especially a harder extension adjustment. Work on the spring preload to lower the motorcycle rear side.

MUDDY GROUND

Fork: have a harder compression adjustment, or replace the standard spring with a harder one.

Shock absorber: have a harder compression and extension adjustments, or replace the standard spring with a harder one. Work on the spring preload to lift the motorcycle rear side.

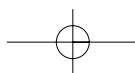
We advise replacing the springs of both suspensions to compensate the weight increase due to the piling of the mud.

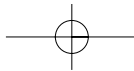
NOTE:

When the fork results as either too soft or too hard for any adjustment conditions, check the oil level inside the forkrod.

The level can either be too low or too high. Remember that too

much oil inside the fork will involve a more frequent air drainage. When the suspensions do not react to the changes of calibration, check that the adjusting units are not blocked.





The standard calibrations and the adjustment procedures are shown on the next pages. The springs available upon request, together with the preload spacers, are shown on pages 95, 96, 97, 98.

ADJUSTING THE COMPRESSION FORK

a) Compression (Lower register)

Standard calibration: -15 clicks (TC-TXC);

Standard calibration: -12 clicks (TE-SMR).

Remove plug (B) and turn register (A) clockwise until the position of fully closed is reached then, turn back by the mentioned clicks. To obtain a smoother braking action, turn the register anticlockwise. Reverse the operation in order to obtain a harder action.

b) EXTENSION (upper register)

Standard calibration: -15 clicks (TC-TXC);

Standard calibration: -12 clicks (TE-SMR).

To reset standard calibration turn register (C) clockwise to reach the position of fully closed; then, turn back by the mentioned clicks. To obtain a smoother braking action, turn the register anticlockwise. Reverse the operation in order to obtain a harder action.

c) AIR VENT (to carry out after each competition, or monthly).

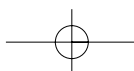
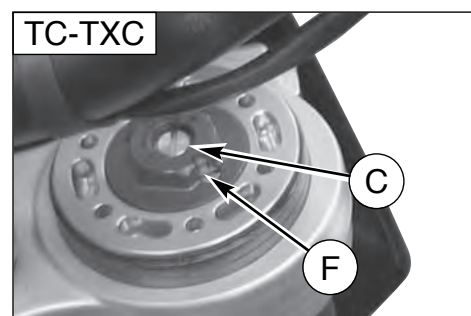
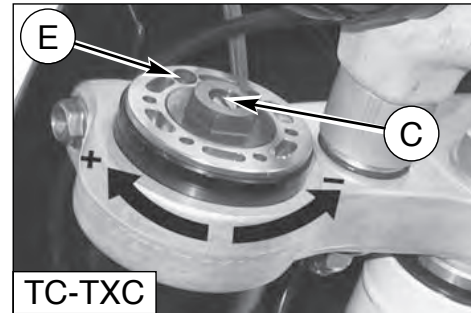
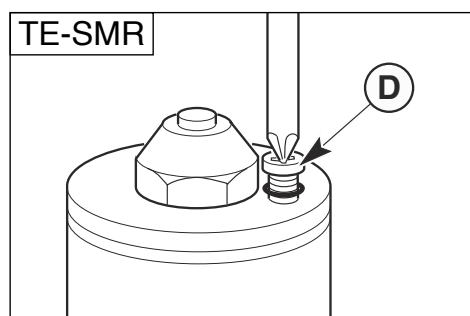
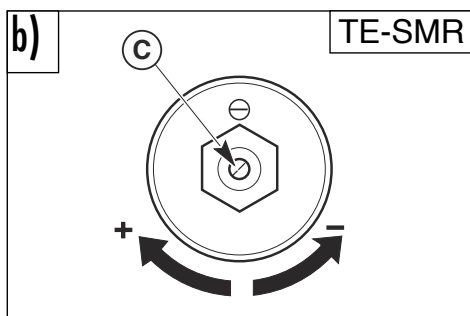
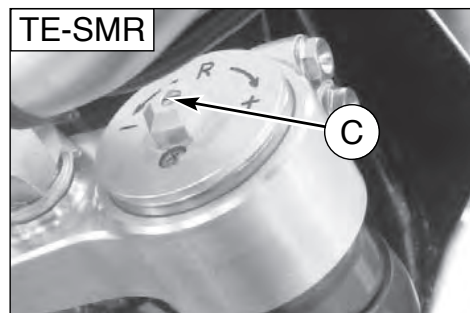
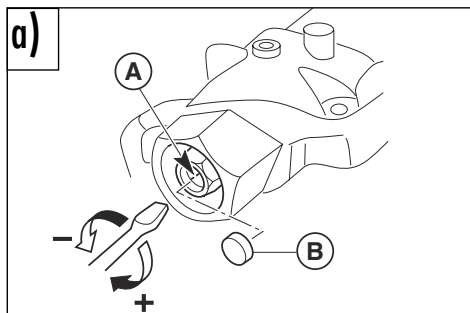
TE-SMR: set the motorcycle on a central stand and release the fork fully and loosen the air vent valve (D). Once this operation is over, tighten the valve.

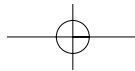
TCX-TC: Place the vehicle on a central stand, pull the fork all out, then remove the cap (E) and press the valve with a tip. Fit the cap back in.

WARNING!

NEVER loosen the screw (F).

WARNING: Never force the adjusting screws beyond the maximum opening and closure positions.





OIL FORK LEVEL

For the regular fork operation, both legs must be provided with the necessary oil quantity. Remove the forkrods from the fork to check the oil level inside the forkrods. Work as follows:

- remove the power rod caps;
- remove springs from the stems letting the oil drop into the latter;
- bring forks to stroke end;
- check that the level is at distance "A" below the upper limit of rods.

NOTE

Besides the serial spring with flexibility index:

K=4,5 N/mm (TE)

K=4,8 N/mm (TC-TXC 250)

K=5 N/mm (TC-TXC 450,510 - SMR)

and relevant preload spacer harder or softer springs, together with spacers are available upon request.

NOTE

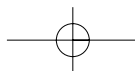
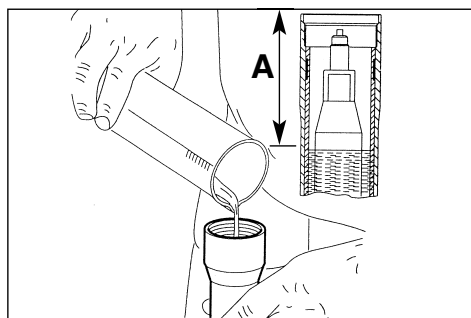
Always replace both the spring and the spacers to keep the preload value unchanged.

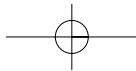
OIL QUANTITY IN EACH FORK LEG

- TC: 310 cm³ (18.9 cu. in.)
- TE: 775 cm³ (47.3 cu. in.)
- SMR: 740 cm³ (45.1 cu. in.)

A=100mm (3.94 in.) - SMR

A=120mm (4.72 in.) - TE





HANDLEBAR POSITION AND HEIGHT CHANGE

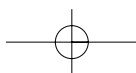
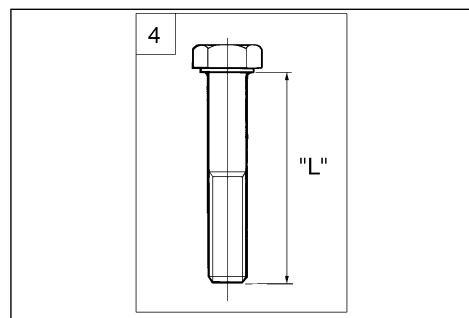
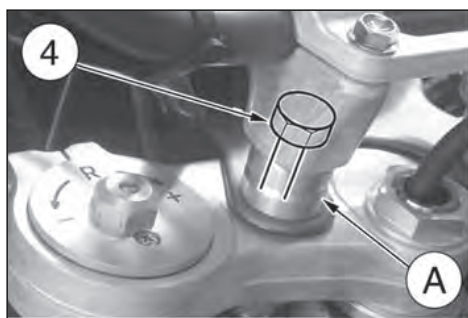
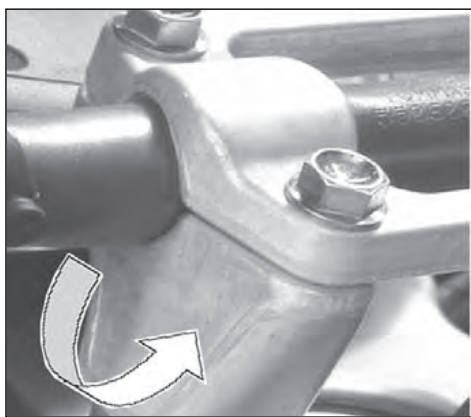
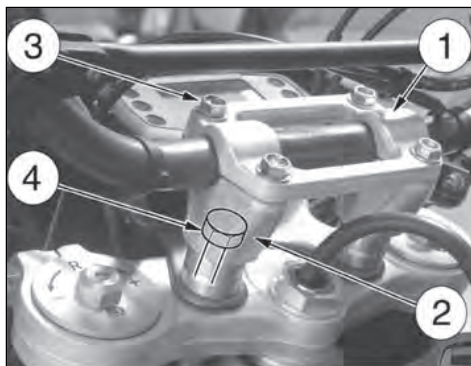
The handlebar position (a) and height (b) can be changed for better suiting Your driving requirements. To effect these operations, remove the upper screw (3), upper clamp (1), lower screw (4) then lower clamp (2).

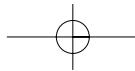
a) Handlebar position change

Turn the lower clamp (2) 180° to move forward or backward (10mm- 0.04in.) the handlebar position with respect to the original setup.

b) Handlebar height change

Remove the lower spacer (A) then replace the screw (4) with a new one of L=65 mm (2.56 in.) height. Once these operations are completed, tighten the screws (3) to 2,75-3,05 kgm (27-30 Nm; 19.9-22 lb/fts) and the screws (4) to 2,0-2,2 kgm (19,6-21,6 Nm; 14.5-15.9 lb/fts).





ADJUSTING THE SHOCK ABSORBER

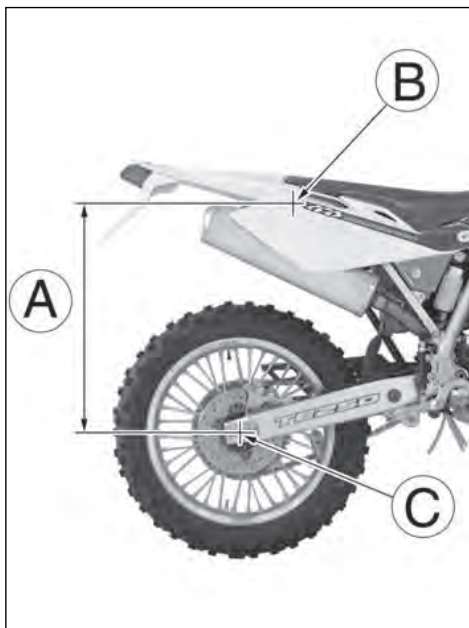
The rear shock absorber must be adjusted according to the rider weight and track conditions.

Proceed as follows:

1. With motorcycle on the stand, measure distance (A).
2. Take the normal riding position on the motorcycle with all your riding apparel.
3. With somebody's help, take the new distance (A).

B: axis of the panel screw

C: axis of rear wheel pin



4. The difference between these two measurements constitutes the "SAG" of the motorcycle's rear end.

Suggested SAG: 4 in. with cold shock absorber. 3.7 in. with warmed up shock absorber.

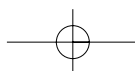
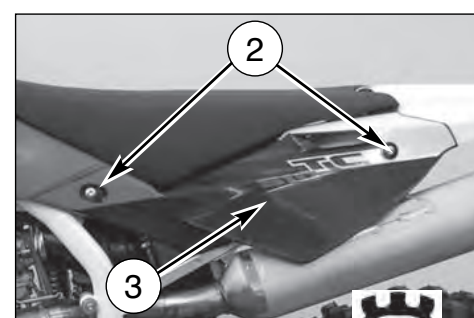
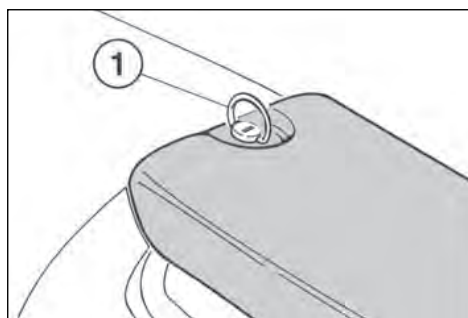
5. To get the right SAG according to your weight, adjust the shock absorber spring preload as described at side.

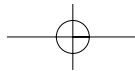
WARNING*: Never disassemble shock absorber, which contains highly compressed nitrogen. Contact your Dealer for such major service. Do not incinerate.

ADJUSTING THE SHOCK ABSORBER SPRING PRELOAD

Proceed as follows:

1. First turn counterclockwise fastening rear pin (1) then remove saddle, screws (2) and R.H. side panel (3).





2. Clean ringnut (1) and adjusting nut (2) of the spring (3).
3. Either with a hook wrench or an aluminium punch, loosen the ringnut.
4. Turn the adjusting nut as required.
5. When the adjusting operation is over (according to your weight and riding style), tighten the ringnut. (Torque for both ringnuts: 5 Kgm; 49 Nm; 36.2 ft/lb).
6. Reassemble R.H. side panel and saddle.

WARNING*: Be careful not to touch hot exhaust pipe while adjusting the shock absorber.

SHOCK ABSORBER DAMPING ADJUSTMENT

Adjustment of the compression stroke is independent from the rebound stroke.

A) COMPRESSION - Standard calibration:

- 1) Low damping speed:
- 15 clicks (± 2 clicks)
(register 4)

- 2) High damping speed:
- 15 clicks (± 2 clicks)
(register 6)

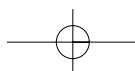
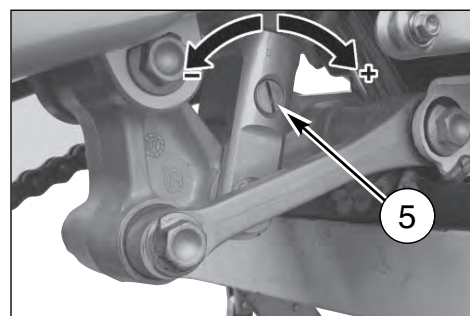
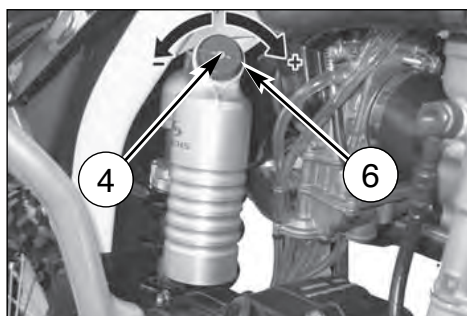
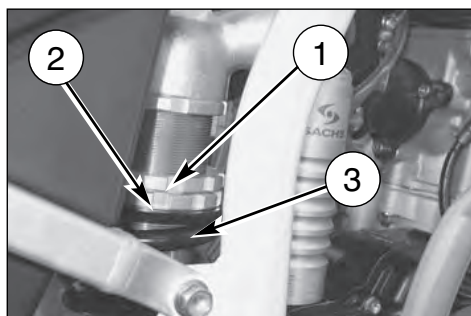
To reset the standard calibration, turn upper registers (4) and (6) clockwise until reaching fully closed position.

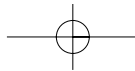
Return then back for the mentioned clicks. In order to obtain a smooth braking action, turn the registers anticlockwise. Reverse the operation in order to obtain a harder braking action.

B) EXTENSION - Standard calibration:

- 18 clicks (± 2 clicks)

To reset the standard calibration, turn lower register (5) clockwise until reaching fully closed position. Return then back for the mentioned clicks. In order to obtain a smooth braking action, turn the register anticlockwise. Reverse the operation in order to obtain a harder braking action.





CHAIN ADJUSTMENT

Chain should be checked, adjusted and lubricated as per the Maintenance Chart to ensure security and prevent excessive wear. If the chains becomes badly worn or is poorly adjusted (i.e., if it is too loose or too taught), it could escape from sprocket or break.

To adjust the rear chain it is necessary to lower the rear part of motorcycle so to line up the drive sprocket axle, the rear swing arm axle and the rear wheel axle as shown on drawing. Than let turn three times the rear wheel. Now the chain should not be tight. (Fig. A).

Fast adjustment (Fig. B).

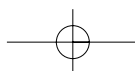
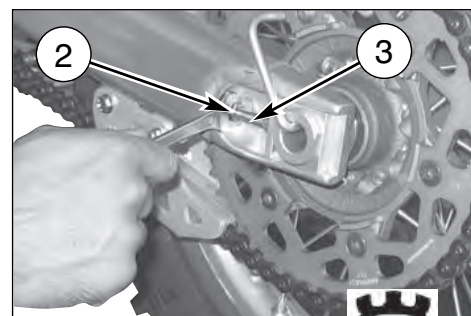
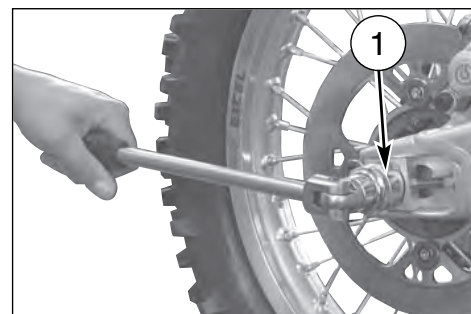
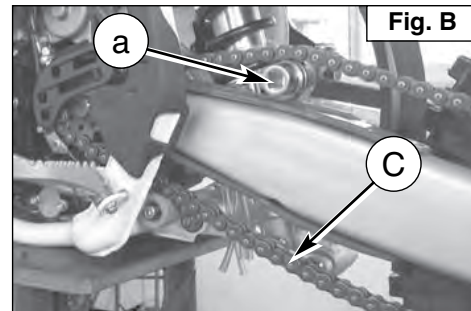
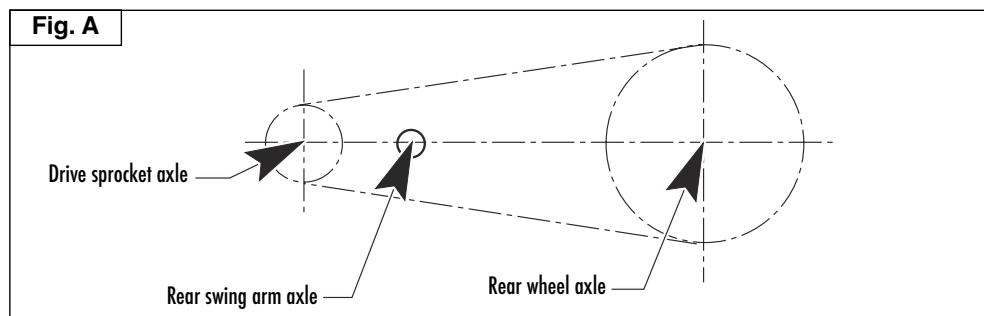
In the point shown in the figure, fit a bush (a), 35 mm diameter (or alternatively a shim in the same size) and make sure the lower branch (C) of the chain is slightly taut.

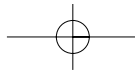
If it is not, proceed as follows:

- on the right side, with a 27 mm Allen screwdriver, loosen the locking nut (1) of the wheel pin;
- with a 12 mm screwdriver, loosen the check nuts (2) on both chain stretchers and work on the screws (3) to achieve the right tension;
- when the adjustment is over, tighten the check nuts (2) and the wheel pin nut (1).

When the adjustment is over check the wheel for alignment.

A = 0±2 mm (0±0.08 in.)





CHECKING THE WEAR OF CHAIN, PINION AND SPROCKET

Proceed as follows:

- fully stretch the chain with the adjusting screws.
- mark 20 chain links.
- measure the distance "A" between 1st pin center and 21 st pin center.

STANDARD	WEAR LIMIT
317,5 mm	323 mm

Check the pinion damages or wear and replace it should the wear degree be as the one shown in figure.

Remove the wheel and check the wear of the rear sprocket teeth. The below figure shows the outline of teeth in normal and excessive wear. Should the sprocket be badly worn out, replace it by loosening the six fastening screws to the hub.

WARNING*: Misalignment of the wheel will result in abnormal wear and may result in an unsafe riding condition.

Note*: In muddy and wet conditions, mud sticks to the chain and sprockets resulting in an overtight chain. The pinion, the chain, and the rear sprocket wheel wear increases when running on muddy ground.

LUBRICATING THE CHAIN

Lubricate the chain following these instructions.

WARNING * : Never use grease to lubricate the chain. Grease helps to accumulate dust and mud, which act as abrasive and hepl to rapidly wear out the chain, the sprocket, and the crown.

Disassembling and cleaning

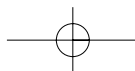
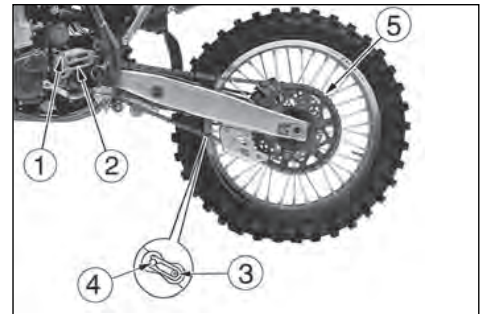
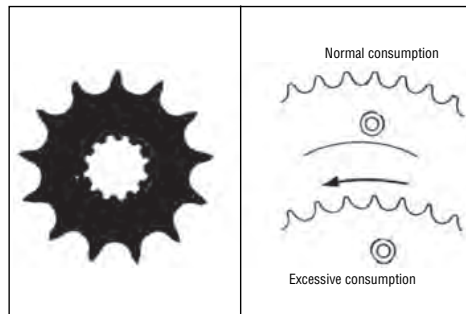
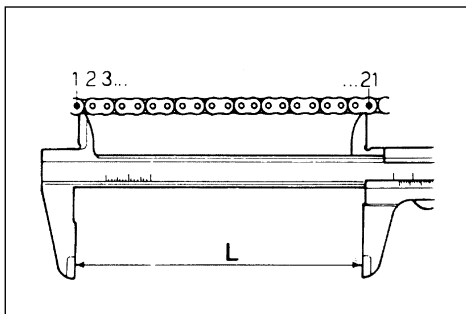
When particularly dirty, remove and clean the chain before lubrication.

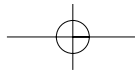
Work as follows:

1 - Set a stand or a block under the engine and see that the rear wheel is lifted from the ground.

Remove: screws (1), transmission sprocket guard (2), clip (3), master link (4) and transmission chain (5);

To reassemble, reverse the above procedure.





- 2 - Check that the chain is neither worn out nor damaged. If the rollers or the links are damaged, replace the chain by following the instructions given in the Periodical Maintenance Table.
- 3 - Check that neither the sprocket nor the crown are damaged.
- 4 - Wash and clean the chain as described hereunder.

Washing the chain without OR

Wash using either oil or diesel oil. When using gasoline or trichloroethylene, clean and lubricate the chain to prevent oxidation.

Washing the chain with OR

Wash using oil, diesel oil, or paraffin oil. Never use gasoline, trichloroethylene, or solvents, as the OR may suffer damages. Use instead special sprays for chains with OR.

Lubricating the chain without OR

First dry, then plunge the chain in a bisulphide molybdenum lubricant, or in high viscosity engine oil. Warm up the oil before use.

Lubricating the chain with OR

Lubricate all metallic and rubber (OR) elements using a brush, and use engine oil with SAE 80-90 viscosity for the internal and external parts.

- 5 - If the chain has been cut, reassemble using a joint.
- 6 - Assemble the joint spring (a) by turning the closed side to the chain direction of rotation as shown in figure below.

NOTE*: Even if all the joints are reusable when in good conditions, for safety purposes we advise using new joints when reassembling the chain.

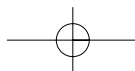
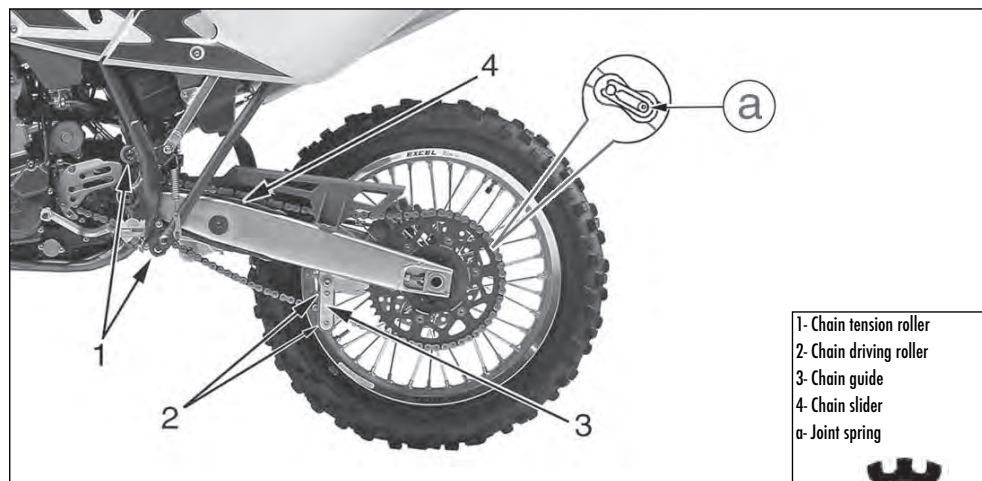
- 7 - Accurately adjust the chain as described on page 51.

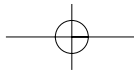
WARNING: The chain oil has NEVER to get in contact with the tires or the rear brake disk.

Chain tension rollers, chain driving roller, chain guide, chain runner

Check the wear of the above mentioned elements and replace them when necessary.

WARNING*: Check the chain guide alignment, and remember that a bent element can cause a rapid wear of the chain. In this case, a chain fleeing from the sprocket may ensue.





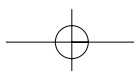
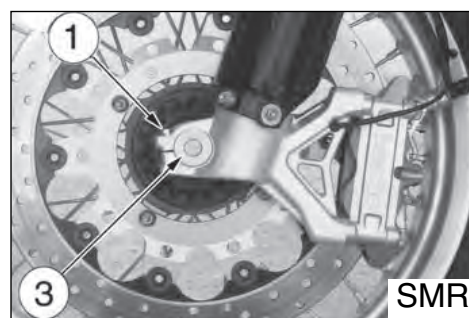
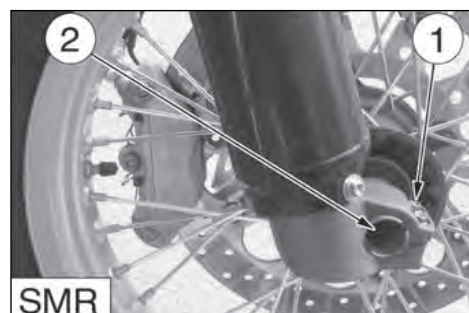
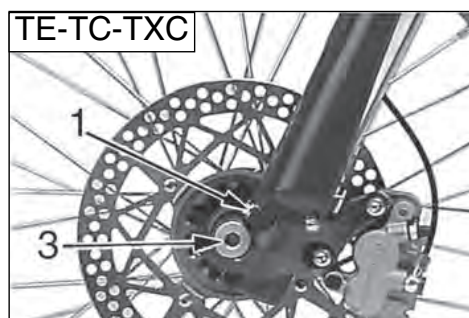
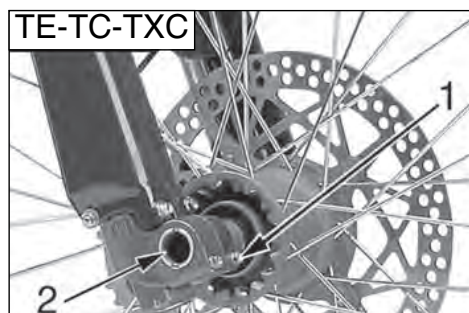
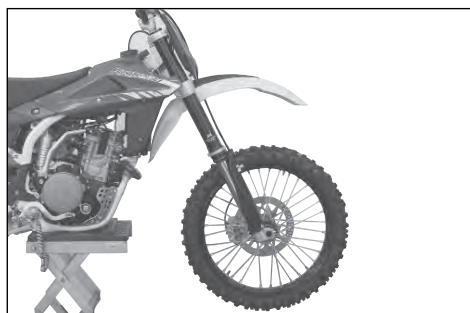
REMOVING THE FRONT WHEEL

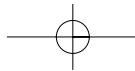
Set a stand or a block under the engine and see that the front wheel is lifted from the ground. Loosen the bolts (1) holding the wheel axle (2) to the front fork stanchions.

SMR: remove the two screws (A) and the brake caliper. Hold the head of the wheel axle (2) in place, unscrew the bolt (3) on the opposite side; draw the wheel axle out.

NOTES

Do not operate the front brake lever when the wheel has been removed; this causes the caliper piston to move outwards. After removal, lay down the wheel with brake disc on top.





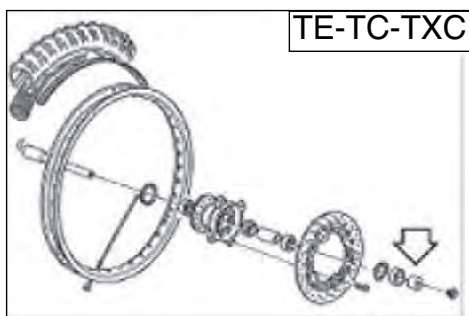
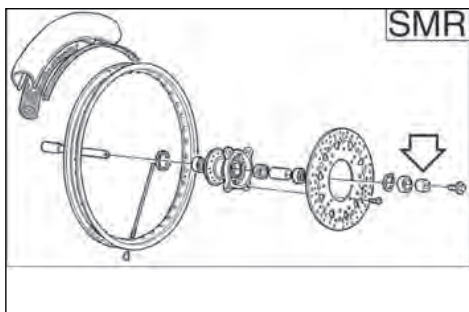
REASSEMBLING THE FRONT WHEEL

Fit the L.H. spacer on the wheel hub.

TE-TC-TXC: Fit the wheel between the front fork legs so that the brake disc is fitted into the caliper.

SMR: Fit the wheel between the front fork legs.

Fit the wheel axle (2) from the R.H. side, after greasing it and push it to the stop on the L.H. leg; during this operation, the wheel should be turned. Tighten the screw (3) on the fork L.H. side but DO NOT lock it. Now, pump for a while, pushing the handlebar downwards until you are sure that the fork legs are perfectly aligned.



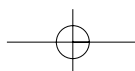
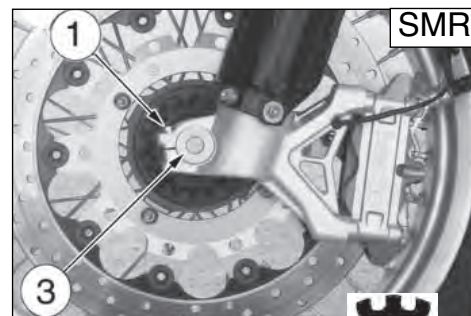
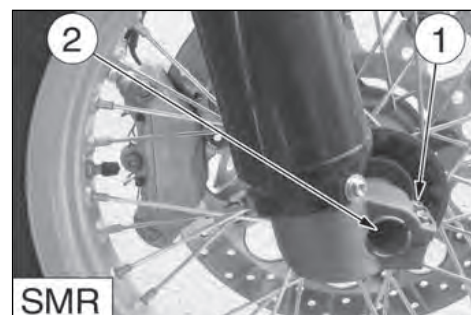
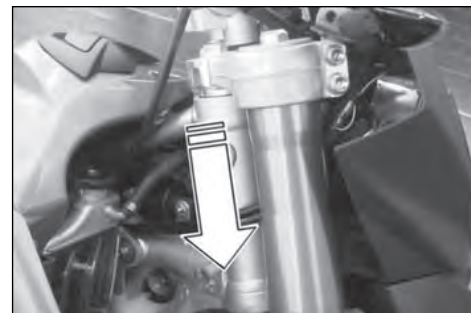
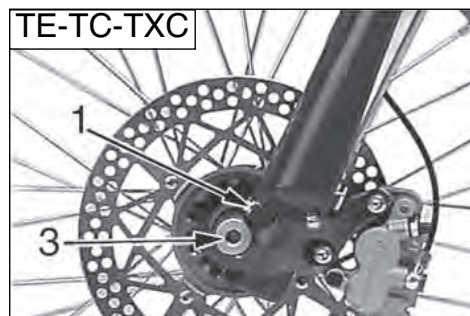
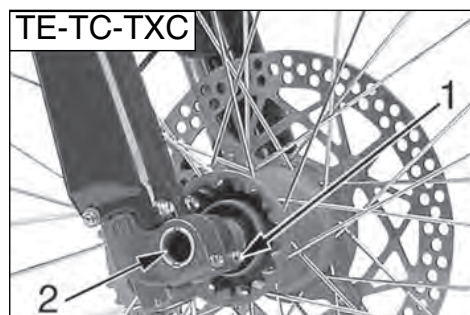
Lock: the screws (1) on the R.H. leg (10,4 Nm/ 1,05 Kgm/ 7.7 ft-lb), the screw (3) on the L.H. side (51,45 Nm/ 5,25 Kgm/ 38 ft-lb), the screws (1) on the L.H. leg (10,4 Nm/ 1,05 Kgm/ 7.7 ft-lb).

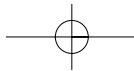
SMR: fit the brake caliper on the disc; assemble the caliper on its holding plate and tighten the screws (A) at 25,5 Nm/ 2,6 Kgm/ 18.8 ft-lb.

Check that the brake disc slides between the caliper pads without any friction.

NOTE

After reassembly, pump the brake control lever until the pads are against the brake disc.





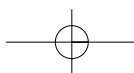
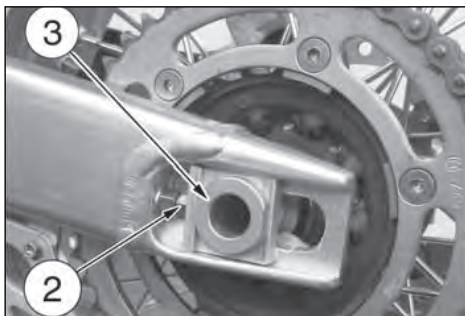
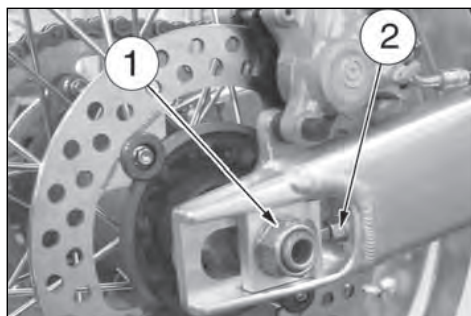
REMOVING THE REAR WHEEL

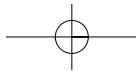
Unscrew the nut (1) of the wheel pin (3) and extract it. It is not necessary to unloose the chain adjusters (2); in this way, the chain tension will remain unchanged after the reassembly. Extract the complete rear wheel, by taking care of the spacers located at the hub sides.

To reassemble, reverse the above procedure remembering to insert the disc into the caliper.

NOTES

Do not operate the rear brake pedal when the wheel has been removed; this causes the caliper piston to move outwards. After removal, lay down the wheel with brake disc on top. After reassembly, pump the brake control pedal until the pads are against the brake disc.



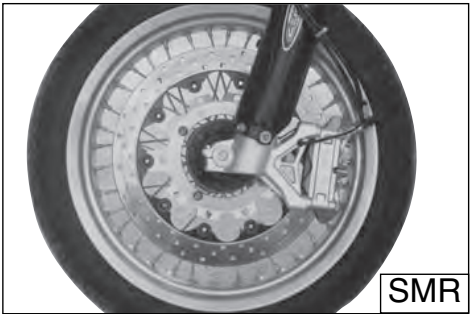
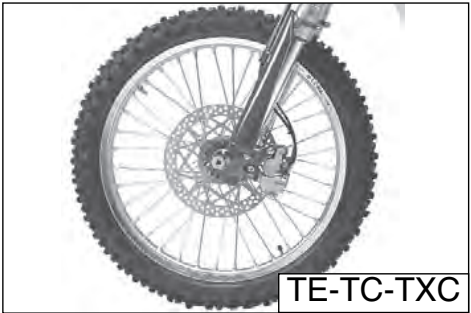


TIRES

Care should be taken to keep the tires properly inflated. See tire data for correct tire inflation pressure (page 11). Replace the tire if its wear exceeds what is shown on the table below.

MINIMUM HEIGHT OF THE TREAD

FRONT	3 mm (TC,TE,TXC); 2 mm (SMR)
REAR	3 mm (TC,TE,TXC); 2 mm (SMR)

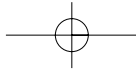
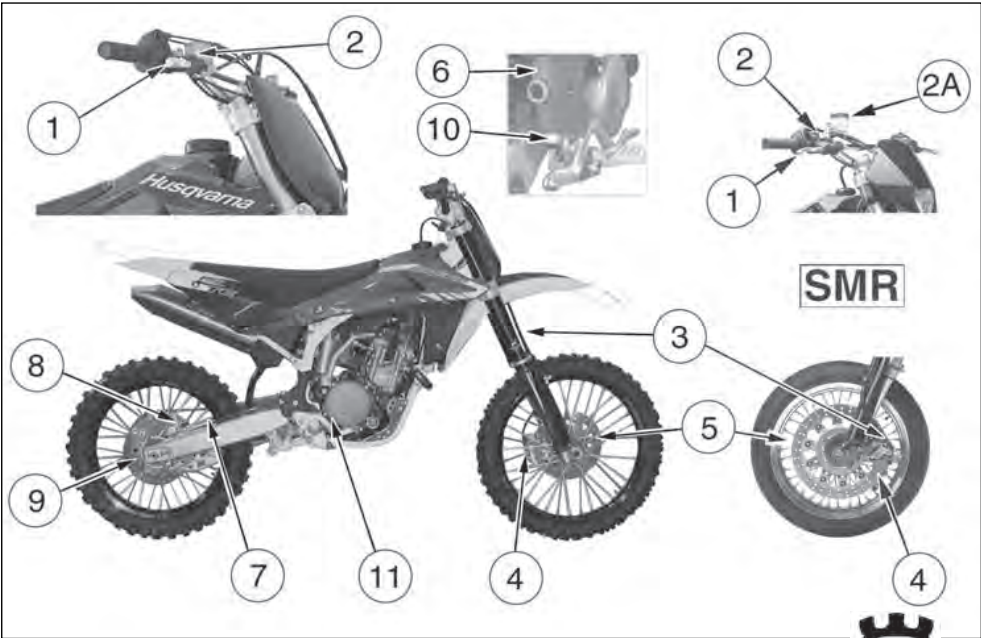


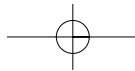
BRAKES

The mayor components are brake master cylinder with its lever (front) or pedal (rear), brakeline, caliper assembly and disc.

LEGEND

- 1. Front brake control lever
- 2. Front brake pump with oil reservoir (TE, TC,TXC)
- 2. Front brake pump (SMR)
- 2A. Oil reservoir (SMR)
- 3. Front brake hose
- 4. Front brake caliper
- 5. Front brake disc
- 6. Rear brake oil tank
- 7. Rear brake hose
- 8. Rear brake caliper
- 9. Rear brake disc
- 10. Rear brake pump
- 11. Rear brake control pedal





BRAKE PADS REMOVAL

- Remove springs (1).
- Remove pins (2).
- Remove pads.

CAUTION!

Don't operate the brake lever or pedal while removing the pads.

PADS WEAR (TE-TC-TXC)

Inspect pads for wear.

Service limit "A" is: 3,8 mm (0.15 in.).

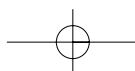
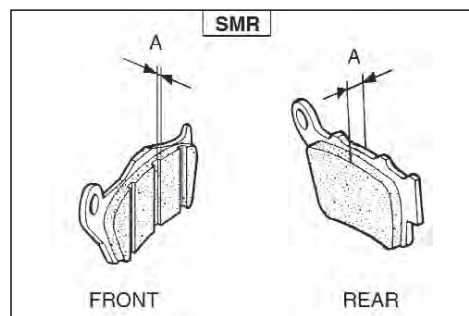
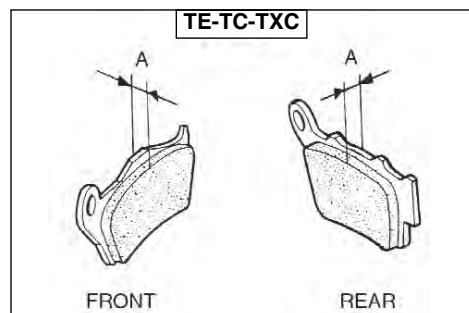
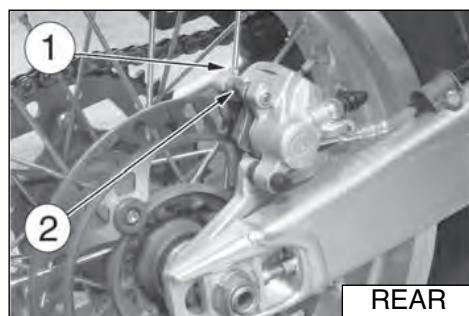
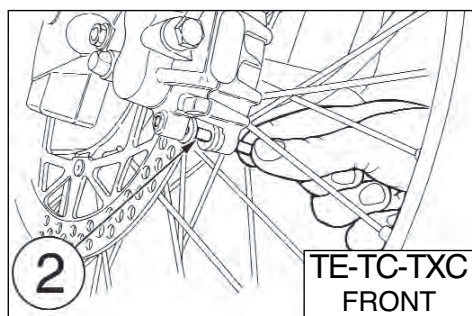
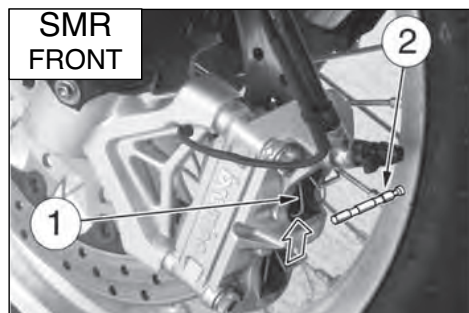
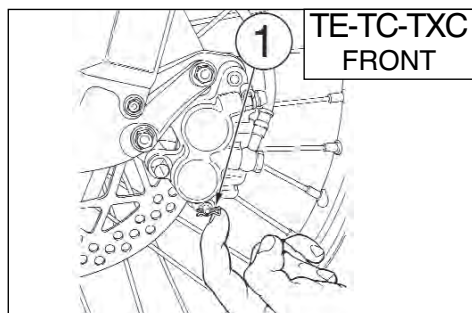
If service limit is exceeded, always replace the pads in pairs.

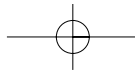
PADS WEAR (SMR)

a) In front: thickness "A" must never be lower than the one pointed out by the wear control notches.

b) At the back: thickness "A" must never be lower than 3,8 mm.

If service limit is exceeded, always replace the pads in pairs.





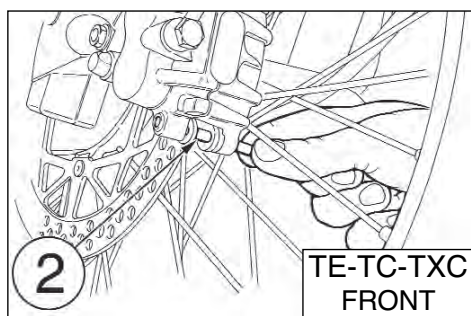
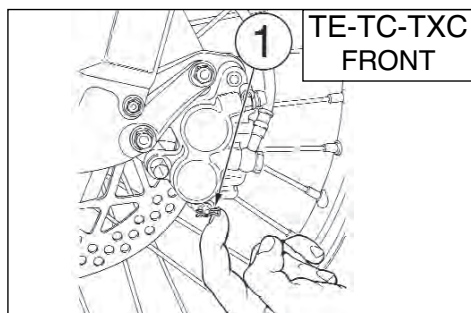
PADS CLEANING

Be careful that no disc brake fluid or any oil gets on brake pads or discs. Clean off any fluid or oil that inadvertently gets on the pads or disc with alcohol.

Replace the pads with new ones if they cannot be cleaned satisfactorily.

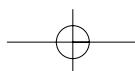
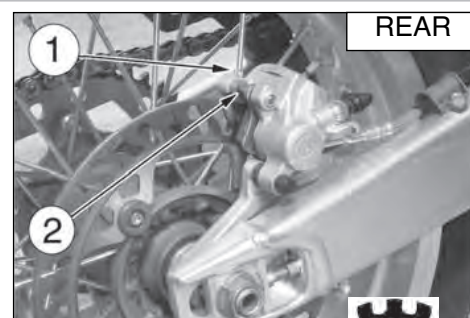
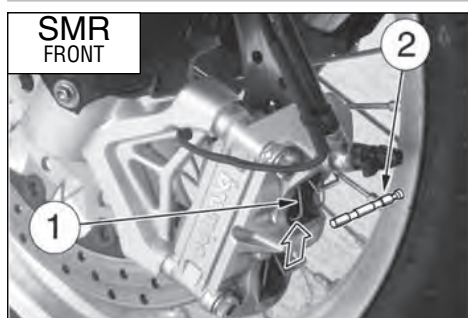
PADS INSTALLATION

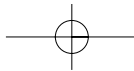
- Install new brake pads.
- Reassemble the two pins (2) and the springs (1).



WARNING!

Do not attempt to ride the motorcycle until the brake lever or pedal are fully effective. Pump the brake lever or pedal until the pads are against the discs. The brake will not function on the first application of the lever or pedal.





BRAKE DISC WEAR

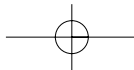
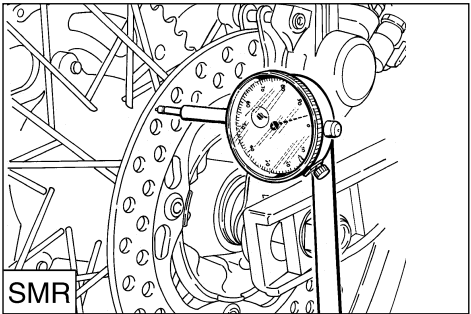
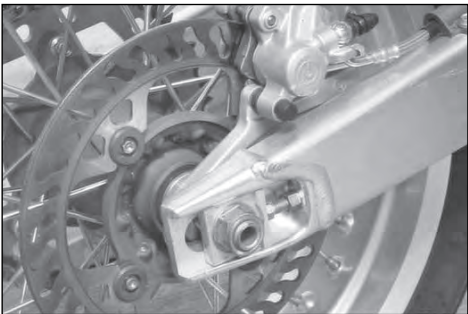
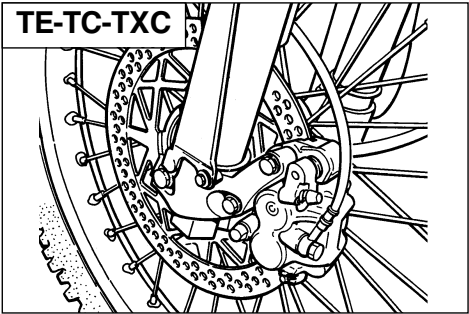
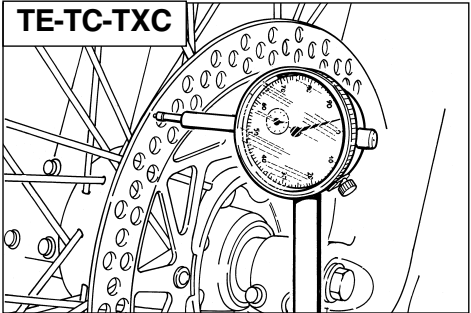
Measure the thickness of each disc at the point where it has worn the most. Replace the disc if it has worn past the service limit.

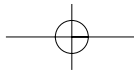
Disc Thickness

DISC	STANDARD	SERVICE LIMIT
Front (TE-TC-TXC)	3 mm	2,5 mm
Front (SMR)	5 mm	4,5 mm
Rear	4 mm	3,5 mm

DISC WARPAGE

Measure disc warpage. Service limit for both discs is 0,15 mm (0.006 in.)
Replace the disc if warpage is more than service limit.





DISC CLEANING

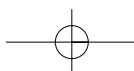
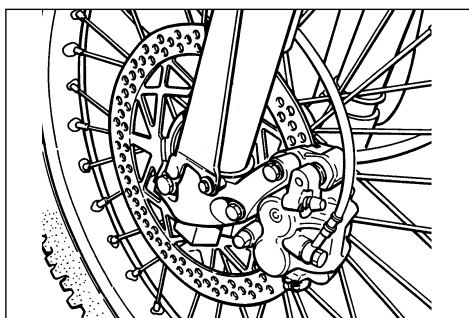
Poor braking can also be caused by oil on the disc. Oil or grease on the disc must be cleaned off with a high flash-point oil free solvent, such as acetone or lacquer thinner.

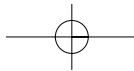
FLUID CHANGE

The brake fluid should be checked and changed in accordance with the Periodic Maintenance Chart or whenever it is contaminated with dirt or water. Don't change the fluid in the rain or when a strong wind is blowing.

CAUTION!

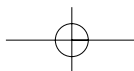
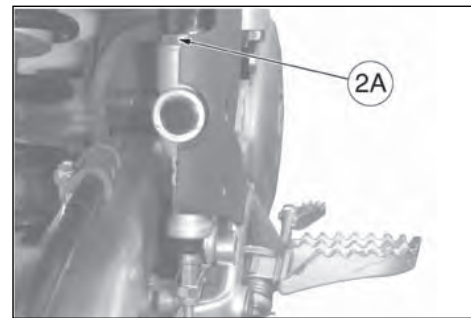
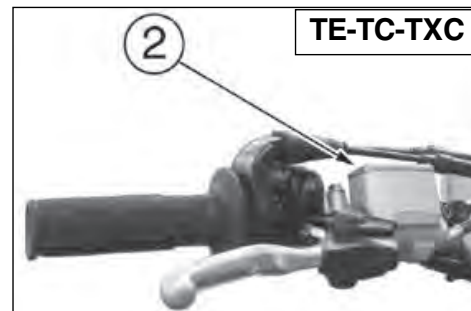
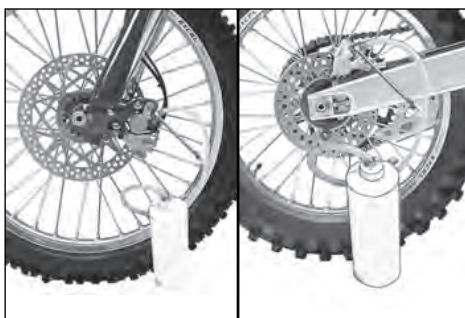
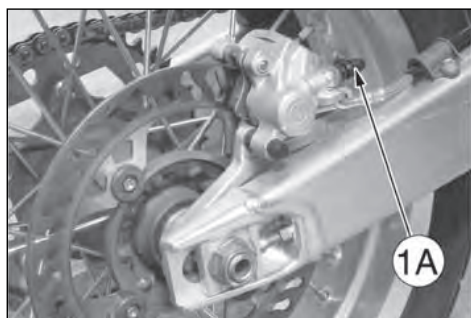
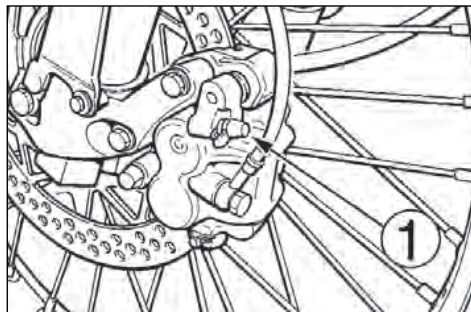
- * Use only brake fluid from a sealed container (DOT 4). Never use old brake fluid.
- * Never allow contaminants (dirt, water, etc.) to enter the brake fluid reservoir.
- * Don't leave the reservoir cap off any length of time to avoid moisture contamination of the fluid.
- * Handle brake fluid with care because it can damage paint.
- * Don't mix two types of fluid for use in the brake. This lowers the brake fluid boiling point and could cause the brake to be ineffective. It may also cause the rubber brake part to deteriorate.

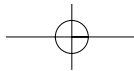




To replace the fluid, proceed as follows:

- Remove the rubber cap on the bleeding valve (1) or (1A).
- Attach a clear plastic hose to the bleeding valve on the brake caliper and turn the other end of the hose into a container.
- Remove fluid reservoir cap (2) or (2A: 21 mm wrench) and the rubber.
- Loosen bleeding valve on the brake caliper.

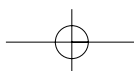
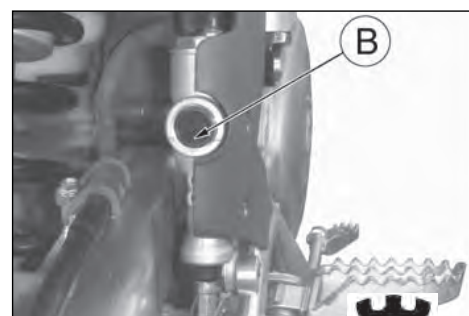
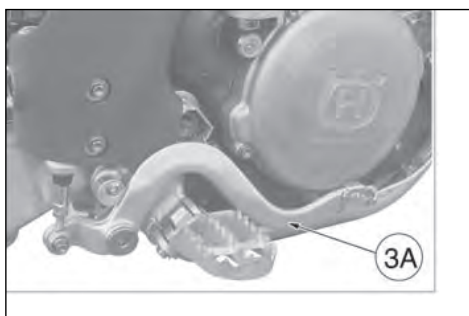
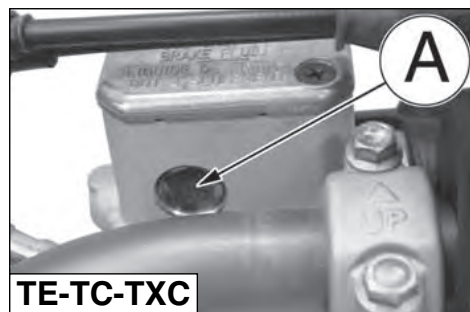


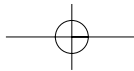


- Pump with brake lever (3) or brake pedal (3A) in order to push brake fluid out of line.
- Close the bleeding valve and fill the reservoir with fresh brake fluid.
- Open the bleeding valve, apply the brake using the brake lever or pedal, close the bleeding valve with the brake lever or pedal applied and then quickly release the lever or pedal.
- Repeat this operation until the brake line is filled and clear fluid starts coming out of the plastic hose: now close the bleeding valve.

- Restore the brake fluid level (A) or (B) then reassemble the rubber and the fluid reservoir cap (page 62).

After the brake fluid replacement, it is necessary to operate the braking system bleeding (see pages 64 and 65).





WARNING!

Brake fluid quickly ruins painted surfaces; any spilled fluid should be completely wiped up immediately.

*** Brake fluid may cause irritation. Avoid contact with skin or eyes. In case of contact, flush thoroughly and call a doctor if your eyes were exposed.**

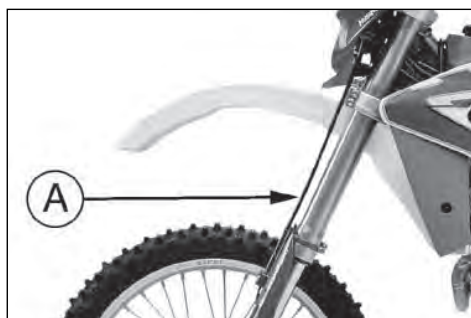
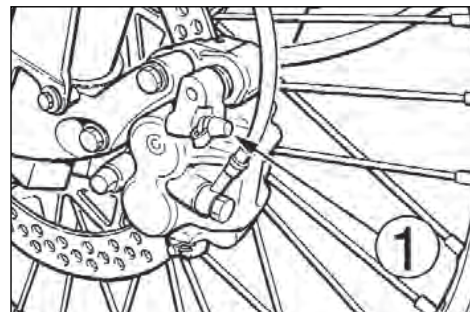
Periodically check the connecting hoses (see "Periodical maintenance card"): if the hoses (A) and (B) are worn or cracked, their replacement is advised.

FRONT BRAKING SYSTEM BLEEDING (TE, TC, TXC)

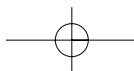
The braking system must be bled after the fluid replacement or when, due to air in the circuit, the lever stroke is long and spongy.

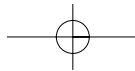
Proceed as follows:

- Remove the rubber cap on the bleeding valve (1).
- Attach a clear plastic hose to the bleeding valve on the brake caliper and turn the other end of the hose into a container (make sure that the end of the hose is submerged in brake fluid during the entire bleeding operation).



TE-TC-TXC





- Remove fluid reservoir cap (2), the rubber and fill the reservoir with fresh brake fluid.
- Open the bleeding valve and pump with brake lever (3) several times until the fluid, clear and without bubbles, comes out of the hose: now close the bleeding valve.-
- Restore the brake fluid level (A) then reassemble the rubber and the fluid reservoir cap (2).

WARNING!

During the bleed operation the fluid level inside the reservoir must never be lower than the minimum level.

Tightening torque for bleed valve is 1,2 ÷ 1,6 kgm (12 ÷ 16 Nm; 8.8 ÷ 11.8 ft-lb).



As the braking fluid is a very corrosive substance, in the case it comes in contact with your eyes wash them abundantly with water.



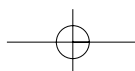
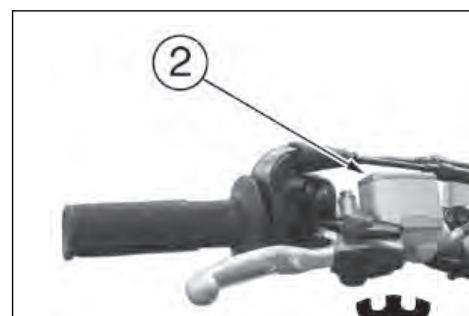
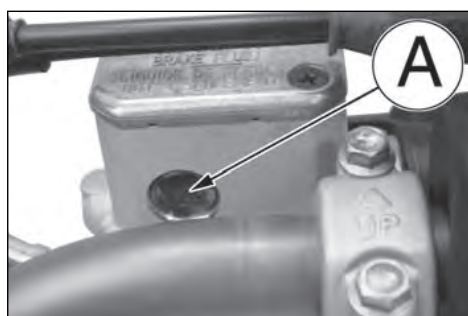
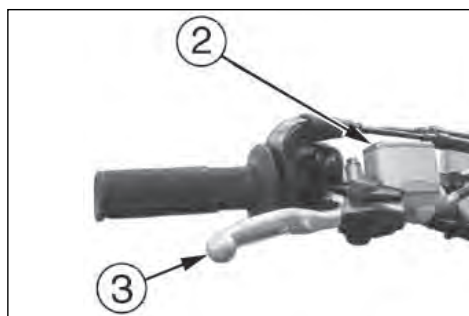
During the bleeding of the braking circuit keep the handlebar turned leftwards. This is the way to lift the pump tank and to make easier the bleeding of the braking system.

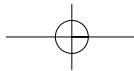


If the lever stroke gets stretchy and the braking action results as poor in the case of falls during competitions, or after repair work in shops, repeat the bleeding operation described above.



As the bleeding operation does not fully eliminate the air inside the circuit, the small quantity of air remaining inside will be eliminated after a short time of use of the brake. In this case however, the action of the lever will be harder and the stroke shorter.





FRONT BRAKING SYSTEM BLEEDING (SMR)

The braking system must be bled after the fluid replacement or when, due to air in the circuit, the lever stroke is long and spongy.

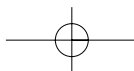
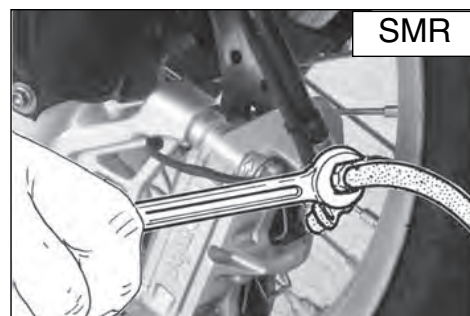
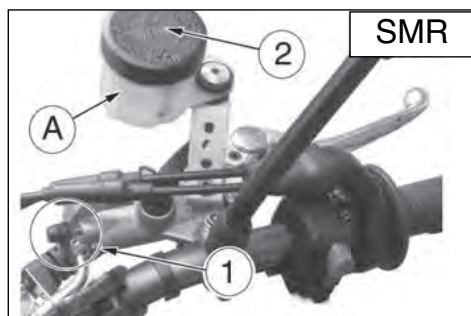
Regarding the front braking system, first proceed to bleed the upper braking system control (bleeding valve 1), then the brake caliper (bleeding valve 1A).

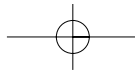
In both cases, proceed as follows:

- Remove the rubber cap on the bleeding valve (1) or (1A).

- Attach a clear plastic hose to the bleeding valve on the brake caliper and turn the other end of the hose into a container (make sure that the end of the hose is submerged in brake fluid during the entire bleeding operation).
- Remove fluid reservoir cap (2), the rubber and fill the reservoir with fresh brake fluid.

- Open the bleeding valve and pump with brake lever several times until the fluid, clear and without bubbles, comes out of the hose: now close the bleeding valve.





- Restore the brake fluid level (A) then reassemble the rubber and the fluid reservoir cap.

WARNING!

During the bleed operation the fluid level inside the reservoir must never be lower than the minimum level.

Tightening torque for bleed valve is 1,2 ÷ 1,6 kgm (12 ÷ 16 Nm; 8.8 ÷ 11.8 ft-lb).



As the braking fluid is a very corrosive substance, in the case it comes in contact with your eyes wash them abundantly with water.

During the bleeding of the braking circuit keep the handlebar turned leftwards. This is the way to lift the pump tank and to make easier the bleeding of the braking system.

If the lever stroke gets stretchy and the braking action results as poor in the case of falls during competitions, or after repair work in shops, repeat the bleeding operation described above.

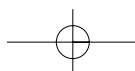
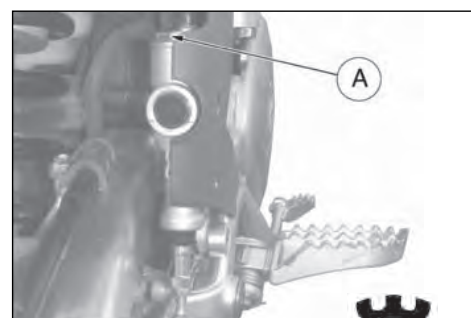
As the bleeding operation does not fully eliminate the air inside the circuit, the small quantity of air remaining inside will be eliminated after a short time of use of the brake. In this case however, the action of the lever will be harder and the stroke shorter.

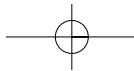
REAR BRAKING SYSTEM BLEEDING

The braking system must be bled after the fluid replacement or when, due to air in the circuit, the pedal stroke is long and spongy.

To bleed the system:

- Remove the reservoir cover (A) (21 mm wrench) rubber boot and top up with (DOT 4) brake fluid.





- Attach a clear plastic hose to the bleed valve (1) on the caliper and turn the other end of the hose into a container.

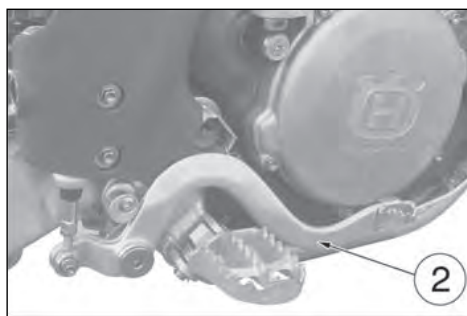
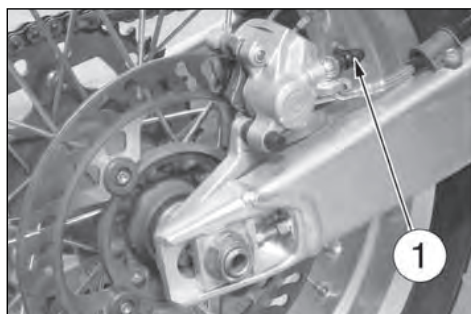
- Depress the pedal (2) and keep it full down.
- Loosen the bleed union letting out fluid (at first, only air will come out), then, closing the union slightly.
- Release the pedal and wait for a few seconds before repeating the operation until only fluid come out of the tube.

- Close the bleed union to the prescribed torque and check the fluid level (B) inside the reservoir before reassemble the cap (1).

If the bleeding operation has been done correctly, the pedal will have no mushy feel. If not, repeat the operation.

NOTE

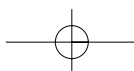
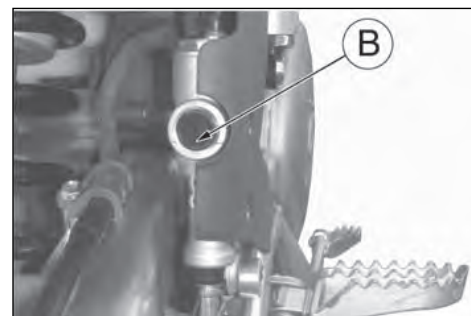
Should the motorcycle, due to a fall during a competition or shop repairs, show some elasticity of the brake lever stroke, with a subsequent braking efficiency decrease, you'll to repeat the circuit bleeding as above described.

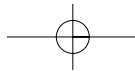


WARNING!

During the bleed operation the fluid level inside the reservoir must never be lower than the minimum level.

Tightening torque for bleed valve is 1,2 ÷ 1,6 kgm (12 ÷ 16 Nm; 8.8 ÷ 11.8 ft-lb).





EXHAUST MUFFLER

The muffler reduces the noise of the exhaust gases, but it is an integral part of the exhaust as well. As such, its conditions affect the motorcycle performance.

When the noise on the exhaust is too high, it means that the deadening material set on the holed tube inside the muffler is deteriorated.

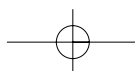
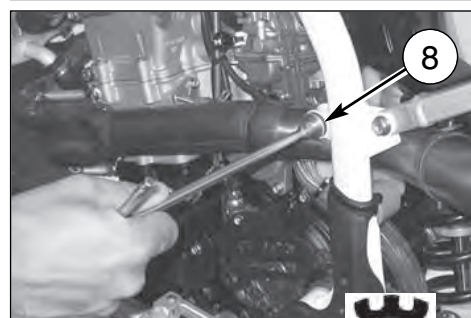
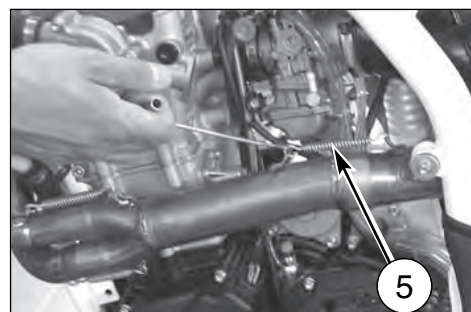
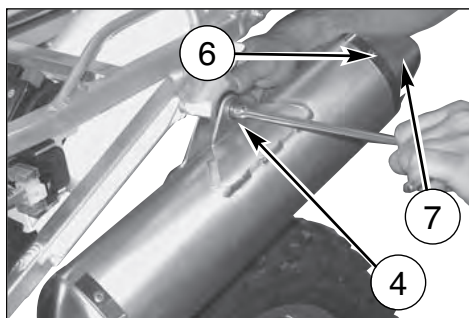
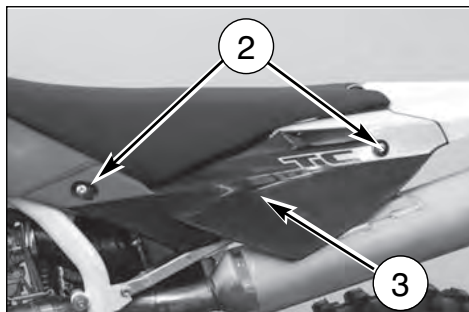
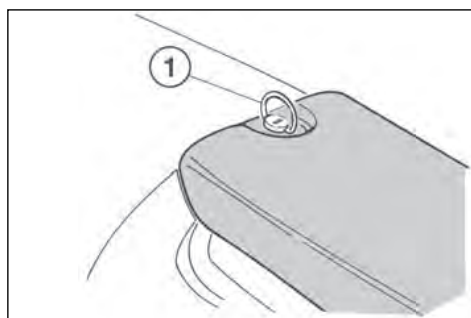
WARNING: Check the deadening material after every competition and replace it if necessary.

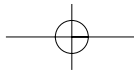
REPLACING THE MUFFLER DEADENING MATERIAL

First turn counterclockwise fastening rear pin (1) then remove saddle, screws (2) and L.H. side panel (3). Using an 8 mm T-shaped spanner on the outside and a 10 mm T-shaped spanner on the inside, remove the locking screw (4) of the muffler. Remove the spring (5) and with an 8 mm T-shaped spanner remove the screw (8); then pull out the muffler. Remove the six rear rivets (6), clamp and the exhaust terminal (7). Remove inner pipe and replace the deadening material. Reassemble L.H. side panel and saddle.

NOTE: When difficulties are found in removing the muffler, lightly beat with a rubber or plastic hammer.

EN





SERVICE LIMIT

NOTE

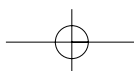
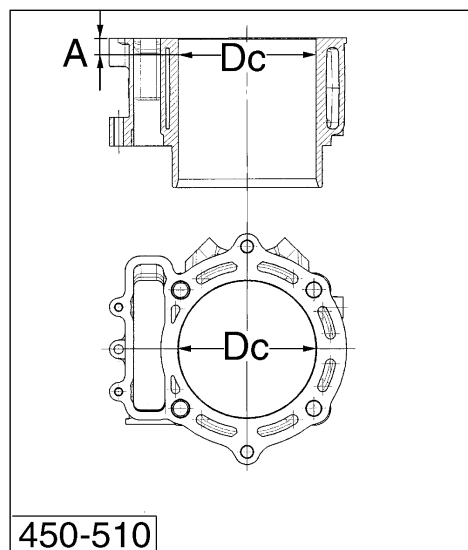
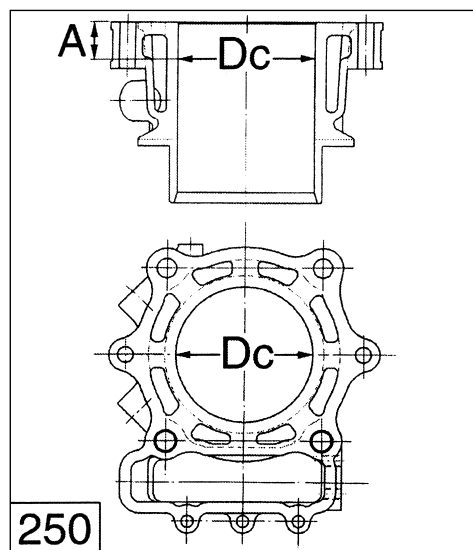
This chapter shows the main checks to be carried out when the engine and some parts of the byke must be overhauled. More detailed information, together with the disassembly/re-assembly procedures are carried in the Husqvarna's Workshop Manual.

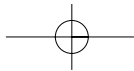
Use an internal micrometer and take the reading "A" at 20 mm-0.8 in. (250) or 10 mm-0.4 in. (450-510) distance from the top.

CYLINDER-PISTON FITTING

The cylinder and piston are supplied matched; if by chance cylinders and pistons become mismatched then measure their diameters as follows:

a) Cylinder bore (Dc)



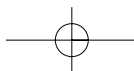
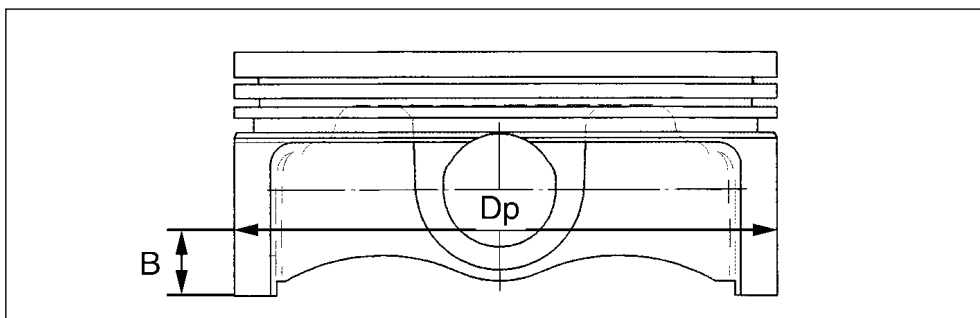


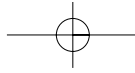
b) Piston diameter (Dp)

Take the piston diameter at "B" distance of 6 mm/0.24 in. (TE-TC 250), 9 mm/0.35 in. (TC 450-510), 10 mm/0.39 in. (TE-SMR 450) o 11 mm/0.43 in. (TE-SMR 510) from the base.

CLEARANCE	WEAR LIMIT
250: 0,020÷0,046 mm 250: 0.00079÷0.00181 in.	250: 0,10 mm 250: 0.004 in.
450-510: 0,025÷0,055 mm 450-510: 0.0010÷0.00216 in.	450-510: 0,12 mm 450-510: 0.0047 in.

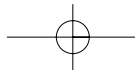
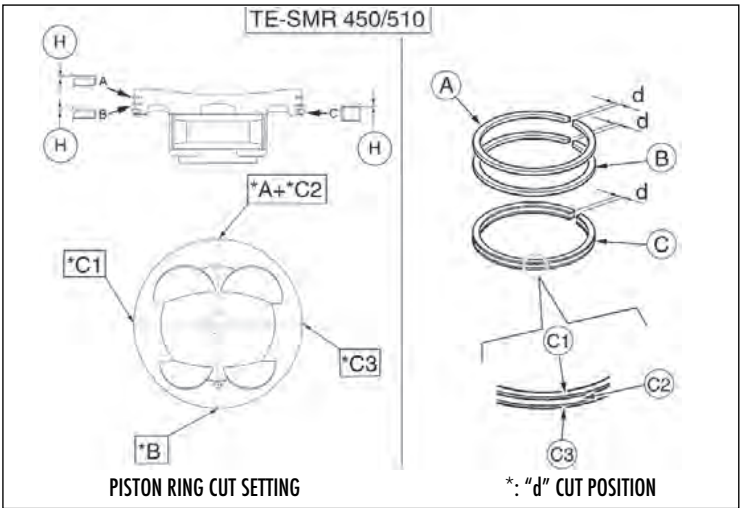
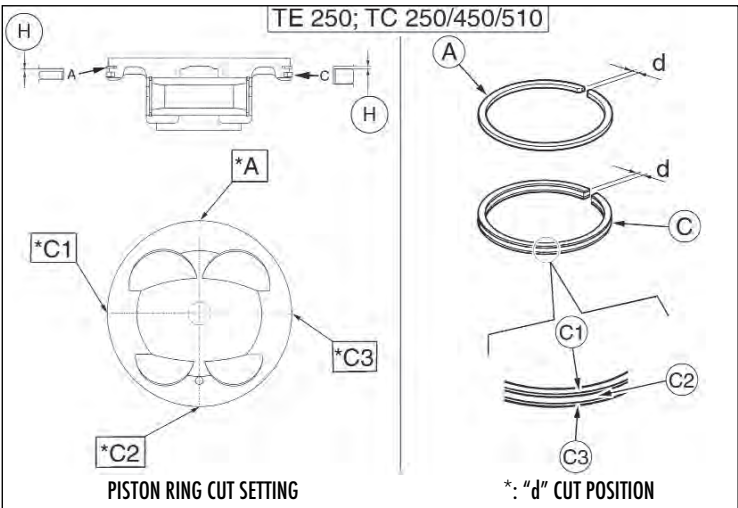
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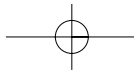




PISTON RING/PISTON RINGS GROOVE CLEARANCE
Use a feeler gauge to check the axial play (H) of the rings in the groove.
The "TOP" marking should always be uppermost.

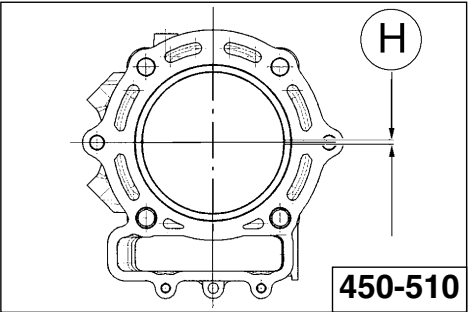
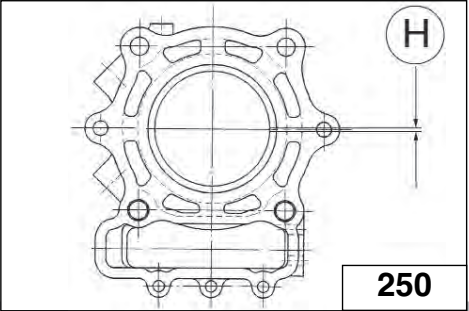
RING	NOMINAL CLEARANCE	WEAR LIMIT
"A"	TE, TC 250: 0,011÷0,033 mm	0,07 mm
"A"	TC 450-510: 0,070÷0,110 mm	0,22 mm
"A"	TE-SMR 450: 0,065÷0,100 mm	0,24 mm
"A"	TE-SMR 510: 0,030÷0,065 mm	0,13 mm
"B"	TE-SMR 450: 0,035÷0,070 mm	0,15 mm
"B"	TE-SMR 510: 0,020÷0,055 mm	0,11 mm
"C"	TE, TC 250: 0,040÷0,110 mm	0,22 mm
"C"	TC 450-510: 0,040÷0,120 mm	0,24 mm
"C"	TE- SMR 450: 0,020÷0,110 mm	0,20 mm
"C"	TE- SMR 510: 0,010÷0,180 mm	0,35 mm



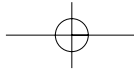
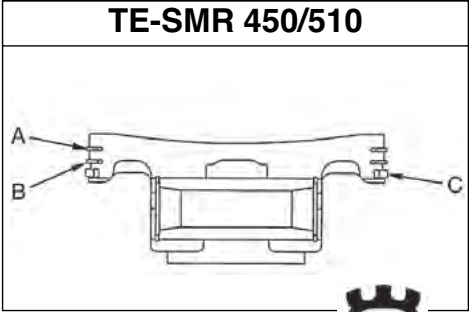
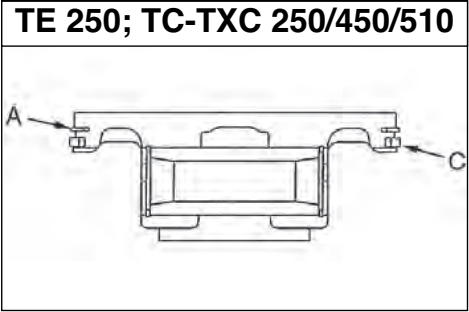


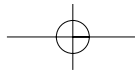
PISTON RING/CYLINDER CLEARANCE

Insert the piston ring into the cylinder top (hold the piston ring with the piston), position it well in "square" and measure the distance (H) between the two piston ring end gap.



NOMINAL CLEARANCE (H)	WEAR LIMIT
250 (A): 0,20÷0,35 mm/0.00787÷0.0138 in. TE-SMR 450, TC-TXC 510 (A): 0,25÷0,40 mm/0.0094÷0.0157 in. TE-SMR 510 (A): 0,20÷0,45 mm/0.00787÷0.0177 in.	250 (A): 0,5 mm/0.0197 in. TE-SMR 450, TC 510 (A): 0,7 mm/0.027 in. TE-SMR 510 (A): 0,7 mm/0.027 in.
TE-SMR 450, TC-TXC (B): 0,40÷0,55 mm/0.0157÷0.0216 in. TE-SMR 510 (B): 0,20÷0,45 mm/0.00787÷0.0177 in.	TE-SMR 450, TC (B): 1 mm/0.0394 in. TE-SMR 510 (B): 0,7 mm/0.027 in.
250 (C): 0,20÷0,70 mm/0.00787÷0.0275 in. TE-SMR 450, TC-TXC 510 (C): 0,20÷0,70 mm/0.00787÷0.0275 in. TE-SMR 510 (C): 0,10÷0,20 mm/0.00394÷0.0787 in.	250 (C): 1,2 mm/0.047 in. TE-SMR 450, TC 510 (C): 1,2 mm/0.047 in. TE-SMR 510 (C): 0,35 mm/0.014 in.





COUPLING THE CONNECTION ROD SMALL END PIN

When assembling, the coupling play must be 0.012÷0.027 mm.
The maximum wear limit allowed is 0.055 mm.

CONNECTING ROD BIG END RADIAL PLAY (B)

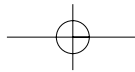
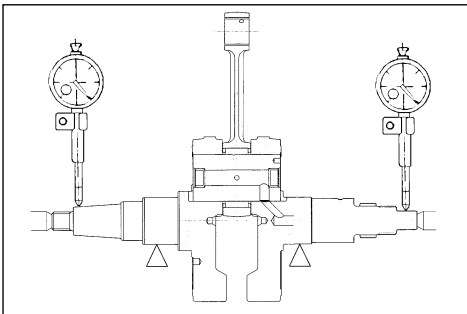
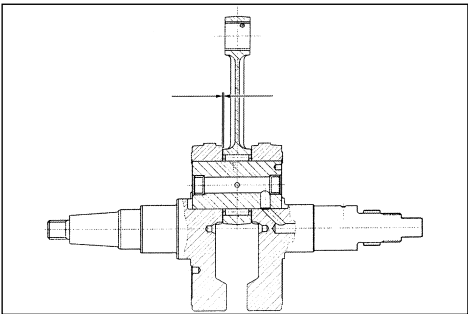
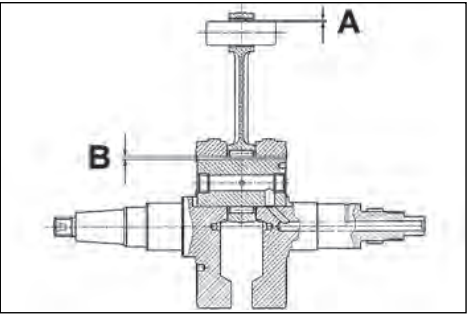
STANDARD	MAX WEAR LIMIT
0,026÷0,036 mm (0.00102÷0.00141 in.)	0,08 mm (0.00315 in.)

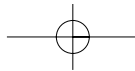
CONNECTING ROD BIG END SIDE CLEARANCE

STANDARD	MAX WEAR LIMIT
0.300-0,677 mm 0.012-0.027 in.	0,75 mm 0.03 in.

CRANKSHAFT OUT-OF-AXIS

STANDARD	MAX DESALIGNMENT LIMIT
under di 0,02 mm	0,05 mm (0.0019 in)





CLUTCH UNIT

The clutch plates should not be burnt or scored.
Check the thickness of the clutch lining plate.

Thickness of new plate:
3 mm (0.118 in.).

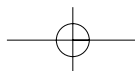
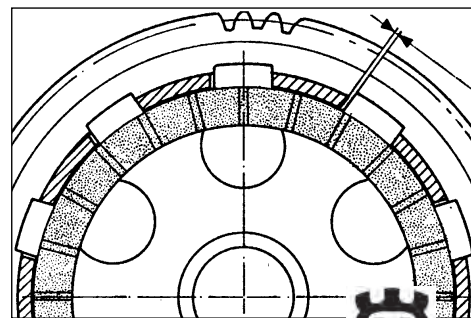
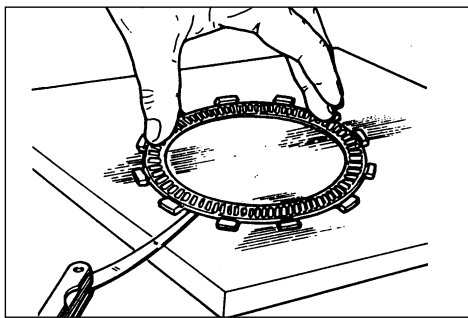
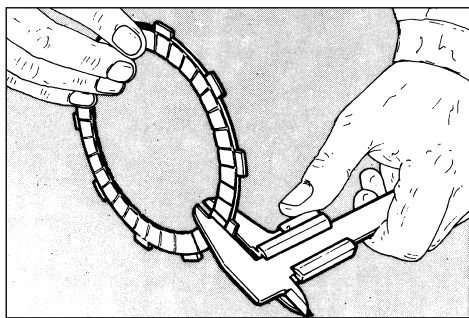
Wear limit
2,9 mm (0.114 in.)

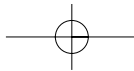
Check the distortion of each plate (both lined and unlined) by
resting on a flat surface; use a feeler gauge.
Wear limit: 0,2 mm (0.00078 in.).

CLUTCH HOUSING-FRICTION DISC CLEARANCE

STANDARD	MAX-WEAR LIMIT
0.30-0.50 mm 0.012-0.020 in.	0,6 mm 0.024 in.

EN





CLUTCH SPRING

Measure the free length "L" of each spring using a gauge.
 "L" new spring = 41 mm/ 1.61 in.
 Service limit: 39 mm/ 1.53 in.

VALVE GUIDE

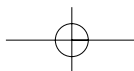
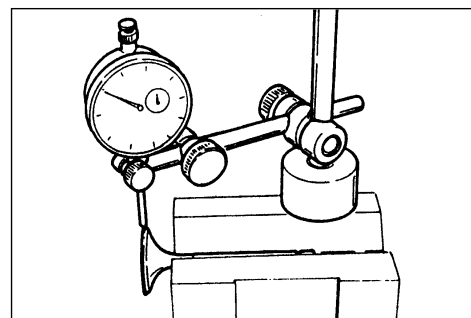
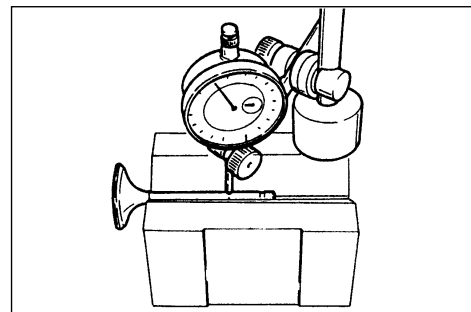
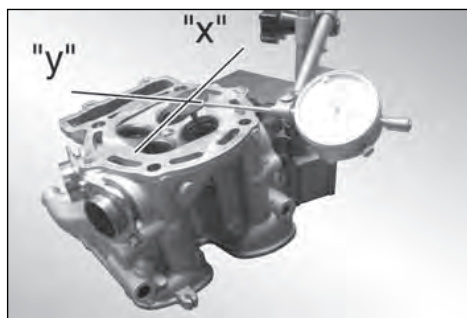
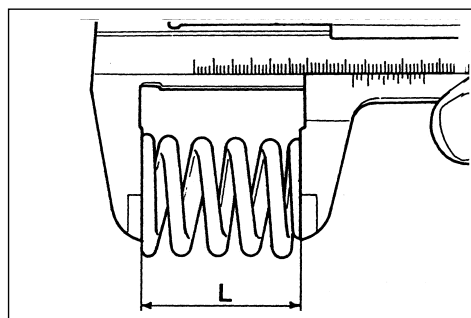
Accurately check the valve guide. A dial comparator set in a way to determine the play in both "X" and "Y" directions, which are perpendicular to one another, is used to detect the wear on the coupling between the guide and the valve.
 New intake valve standard play: 0,008-0,035 mm/ 0.00031-0.00138 in.
 Service limit: 0,05 mm/ 0.002 in.

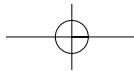
New exhaust valve standard play: 0,018-0,045 mm/ 0.0007-0.00177 in.
 Service limit: 0,08 mm/ 0.003 in.

VALVE

Check that the valve shank and the contact surface with the valve seat are in perfect conditions. Pittings, cracks, or any other deformation or wear must not appear on these elements.
 Carry out the following checks:
 - deformation of the valve shank by setting the shank on a "V" striker, and measuring the extent of the deformation by a comparator.
 Working limit: 0.05 mm (0.00197 in.).

- check the concentricity of the valve head by resting an angle comparator against the head and then rotate the valve in a Vee block. Wear limit: 0.0012 in.





VALVE SPRING

The weakening of the springs causes a decrease of the engine power and it often is responsible of the noise and the vibrations coming from the valves.

In this case, check the free length "L". When the working limit indicated has been overcome, replace the springs.

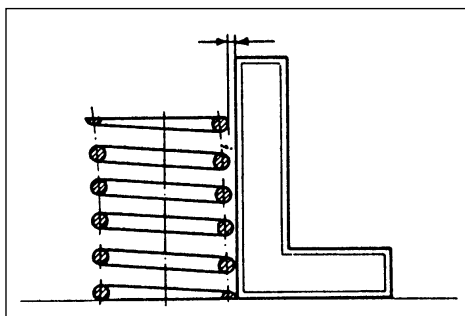
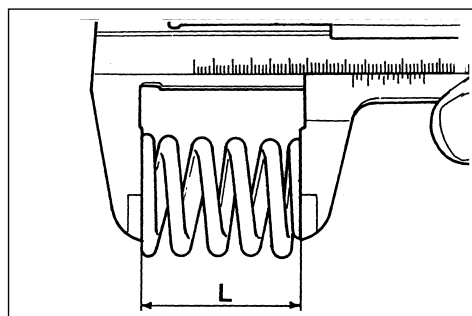
"L" new spring = 35 mm/ 1.38 in. (250); 43,4 mm/ 1.71 in. (450-510)

Service limit: 33 mm/ 1.3 in. (250); 41 mm/ 1.6 in. (450-510)

NOTE:

Replace all the spring valves when even one of these has overcome the the working limit.

Check the spring valve squareness. Error limit not above 1.5 mm (0.059 in.) on each side.



CAMSHAFT

Check that cam surfaces are scored, stepped, grooved etc. Insert the camshaft between two references and then check deviation using two comparators.

Wear limit: 0.0039 in.

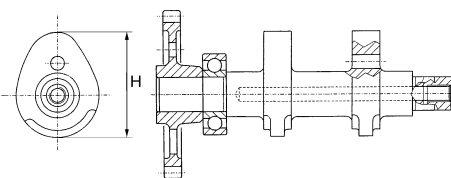
Check that the cams are in good conditions, without wear or deformation.

Cam height "H"

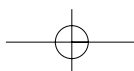
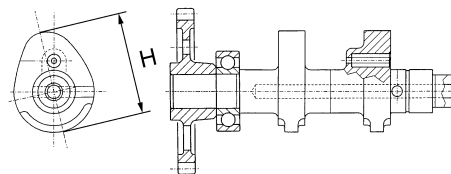
INTAKE (new) = 36,57 mm/ 1.44 in.

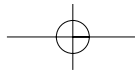
EXHAUST (new) = 35,94 mm/ 1.41 in.

INTAKE



EXHAUST





OVERHAULING THE WHEELS

The tables hereunder show the type of control the rim and wheel axle are to be submitted to.

Note*: if the rim is badly, it should be replaced.

DEFORMATION RIM

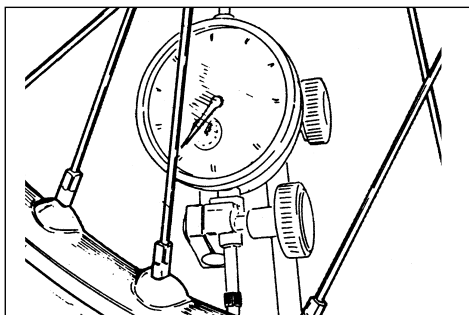
	STANDARD	MAX.LIMIT
Side skid	less than 0,5 mm (0.02 in)	2 mm (0,078 in)
Eccentricity	less than 0,8 mm (0.03 in)	

WHEEL SPOKES

Check to make sure that all the nipples are tight; tighten them if necessary.

Remember that an insufficient stretch jeopardizes the motorcycle stability.

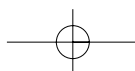
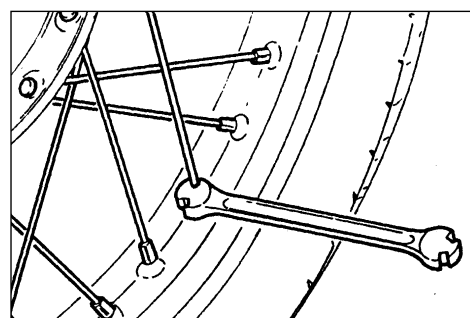
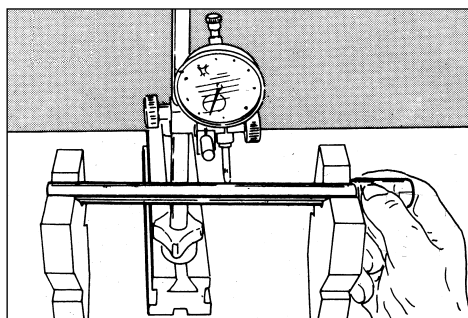
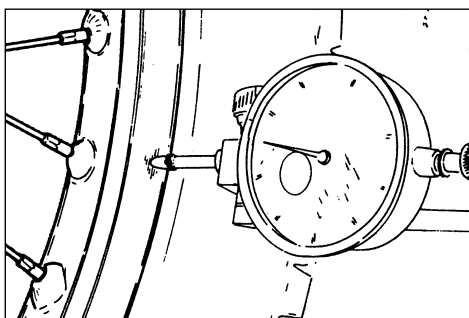
For an instant check, use a metal point (for instance, a screwdriver) to beat the spokes with. A live sound accounts for an accurate tightening, while a dull sound means that a new tightening is necessary.

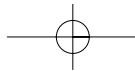


WHEEL RIM AXLE BENDING

If the bending figure is over the allowable max. limit, straighten or replace the axle.

If the wheel axle cannot be straightened within the max. limits (0,2 mm - 0,008 in.) stated, replace it.





IGNITION SYSTEM (TC-TE-SMR-TXC) ELECTRIC SYSTEM (TE-SMR)

The ignition system includes the following elements:

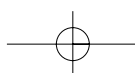
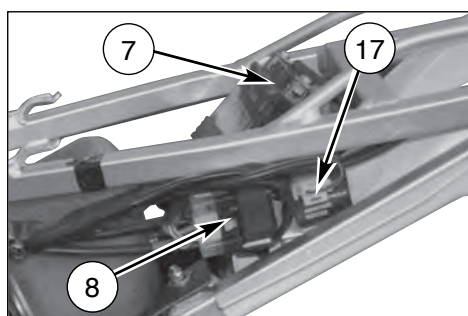
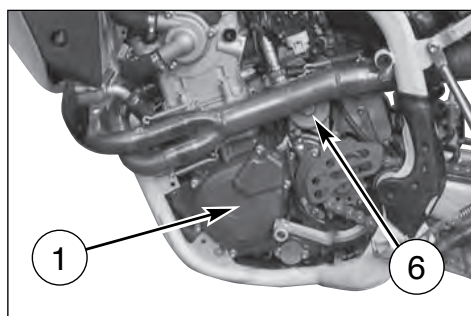
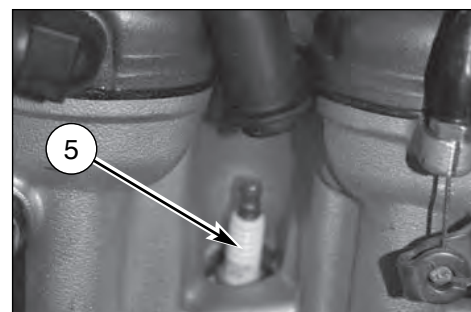
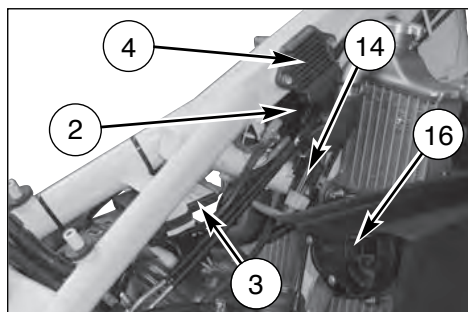
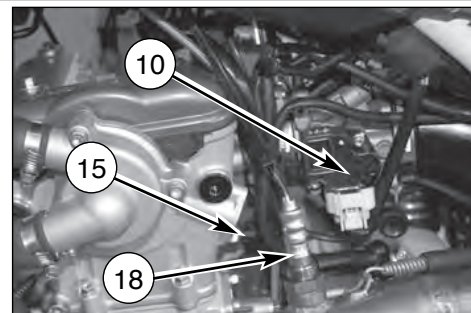
- Generator (1) on the inner side of L.H. crankcase cover;
- Electronic coil (2) under the fuel tank;
- Electronic power unit C.D.I. (3) under the fuel tank;
- Voltage regulator (4) under the fuel tank (TE-TXC-SMR)
- Spark plug (5) on the R.H. side of cylinder head;
- Starting motor 12V-450W (6) behind the cylinder (TE-TXC-SMR);
- Electric start remote control switch (8) under the saddle (TE-TXC-SMR)
- Potentiometer (10) on the throttle body (TE-SMR);

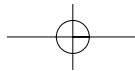
The electric system includes the following elements:

- Headlamp with two filaments bulb of 12V-35/35W and parking light bulb of 12V-3W;
- Rear lights with stop bulbs of 12V-21W and parking light bulb of 12V-5W;
- Pilot lights bulb of 12V-1,2W;
- Turn signals bulb of 12V-10W;
- Instrument bulb of 12V-2W;
- Two fuses (9), a 15A fuse and a 20A fuse (13), under the

right side panel;

- Two 20A fuses on the electric starter contactor (8);
- Battery 12V-6Ah (7) under the saddle.
- Relay (14) for the electric fan, on the R.H. side of the frame;
- Coolant temperature sensor (15);
- Electric fan (16).
- Flashing indicator device (17)
- LAMBDA probe (18)
- Drop sensor (11) (SMR);





- Fuel pump (19) into the tank fuel.

Cable colour coding

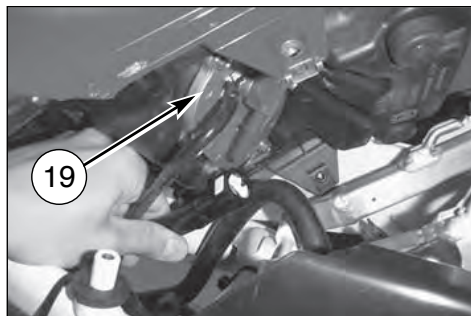
B	Blue
B/Bk	Blue/Black
Bk	Black
Br	Brown
Br/B	Brown/Blue
Br/Bk	Brown/Black
Br/R	Brown/Red
Br/W	Brown/White
G	Green
G/Bk	Green/Black
G/R	Green/Red
G/Y	Green/Yellow
Gr	Grey
Gr/Bk	Grey/Black
Gr/G	Grey/Green
O	Orange

O/Bk	Orange/Black
Pk	Pink
R	Red
R/Bk	Red/Black
Sb	Sky blue
V	Violet
W	White
W/B	White/Blue
W/Bk	White/Black
W/G	White/Green
W/R	White/Red
W/V	White/Violet
W/Y	White/Yellow
Y	Yellow
Y/Bk	Yellow/Black
Y/Br	Yellow/Brown
Y/Gr	Yellow/Grey
Y/O	Yellow/Orange
Y/Sb	Yellow/Sky Blue
Y/R	Yellow/Red

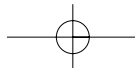
LEGENDA SCHEMA ELETTRICO (TE -SMR)

1. Electronic power unit	36. Fall sensor (SMR)
2. Alternator	37. Fuses
3. Voltage regulator	38. Power relay
4. Rear stop switch	39. Power unit interface
5. Front stop switch	40. M.A.Q.S. (34+24+32)
6. Injector	
7. Instrument	
8. R.H. front turn indicator	
9. Front headlamp	
10. Cooling fan	
11. L.H. front turn indicator	
12. Horn	
13. L.H. commutator	
14. Turn indicators flasher	
15. Tail light	
16. Battery	
17. Electric start remote control switch	
18. Starting motor	
19. Spark plug	
20. R.H. rear turn indicator	
21. L.H. rear turn indicator	
22. Gear shift position sensor	
23. H.T. coil	
24. Sensor position throttle control (40)	
25. R.H. switch	
26. Ignition switch	
27. Clutch microswitch	
28. Speed sensor	
29. Relay for electric fan	
30. Direct current relay	
31. LAMBDA probe	
32. Air temperature sensor (40)	
33. Coolant temperature sensor	
34. Pressure sensor (40)	
35. Fuel pump	

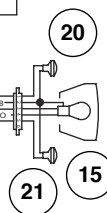
(*): it stops the engine
in case of a fall

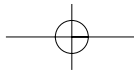


19



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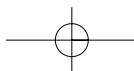


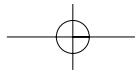
Cable colour coding

B	Blue
Br	Brown
Bk	Black
G	Green
Gr	Grey
Gr/R	Grey/Red
O	Orange
P	Pink
R	Red
Sb	Sky blue
V	Violet
W	White
Y	Yellow

KEY TO ELECTRIC DIAGRAM (TC-TXC 250)

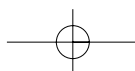
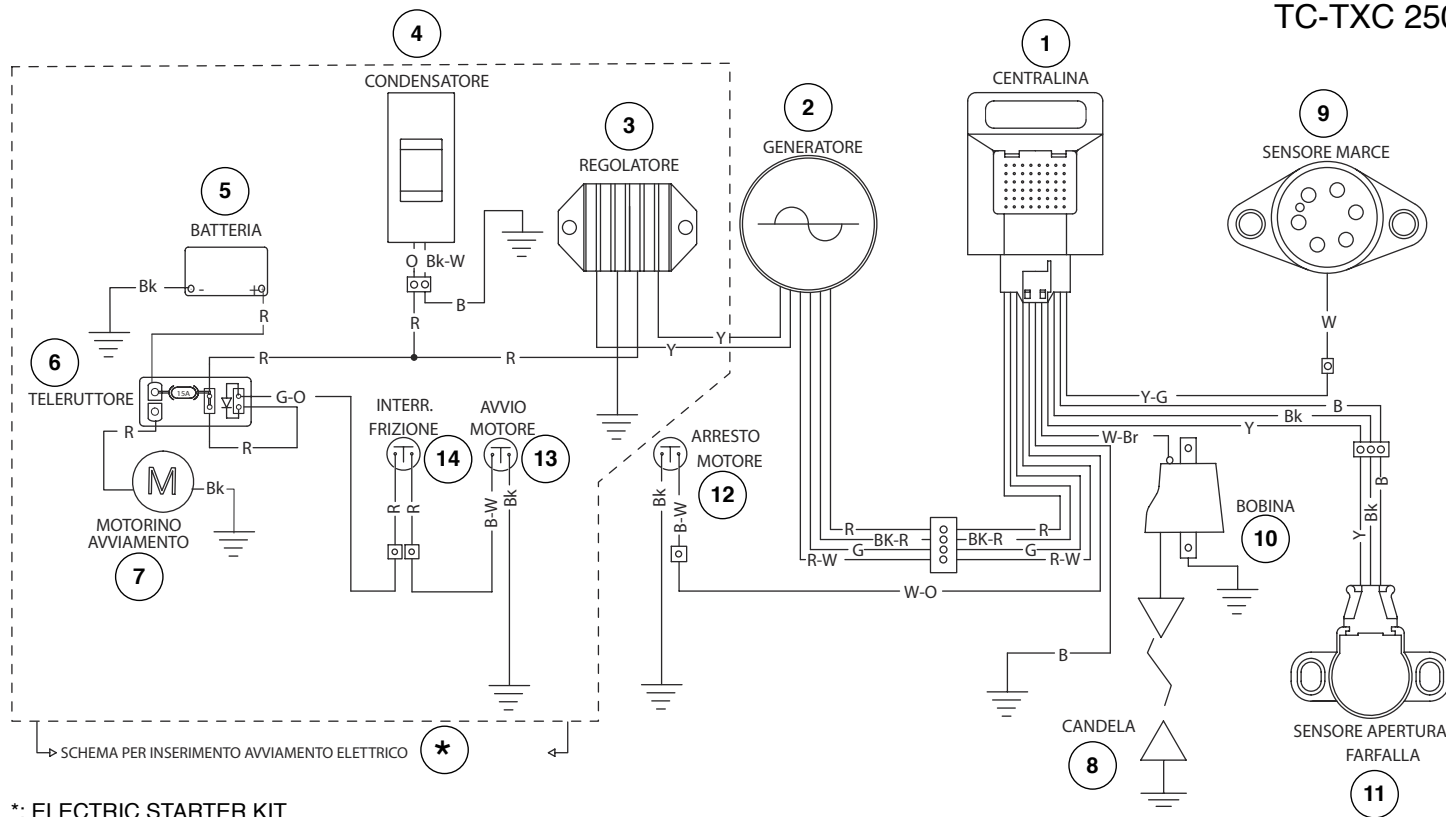
1. Electronic power unit
2. Alternator
3. Voltage regulator
4. Condenser
5. Battery
6. Electric start remote control switch
7. Starting motor
8. Spark plug
9. Gear shift position sensor
10. Electronic coil
11. Carburetor throttle position sensor
12. Engine stop
13. Engine start
14. Clutch microswitch

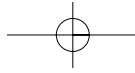




TC-TXC 250

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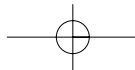


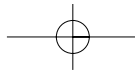
Cable colour coding

B	Blue
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Bk	Black
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R	Red
Sb	Sky blue
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W	White
Y	Yellow

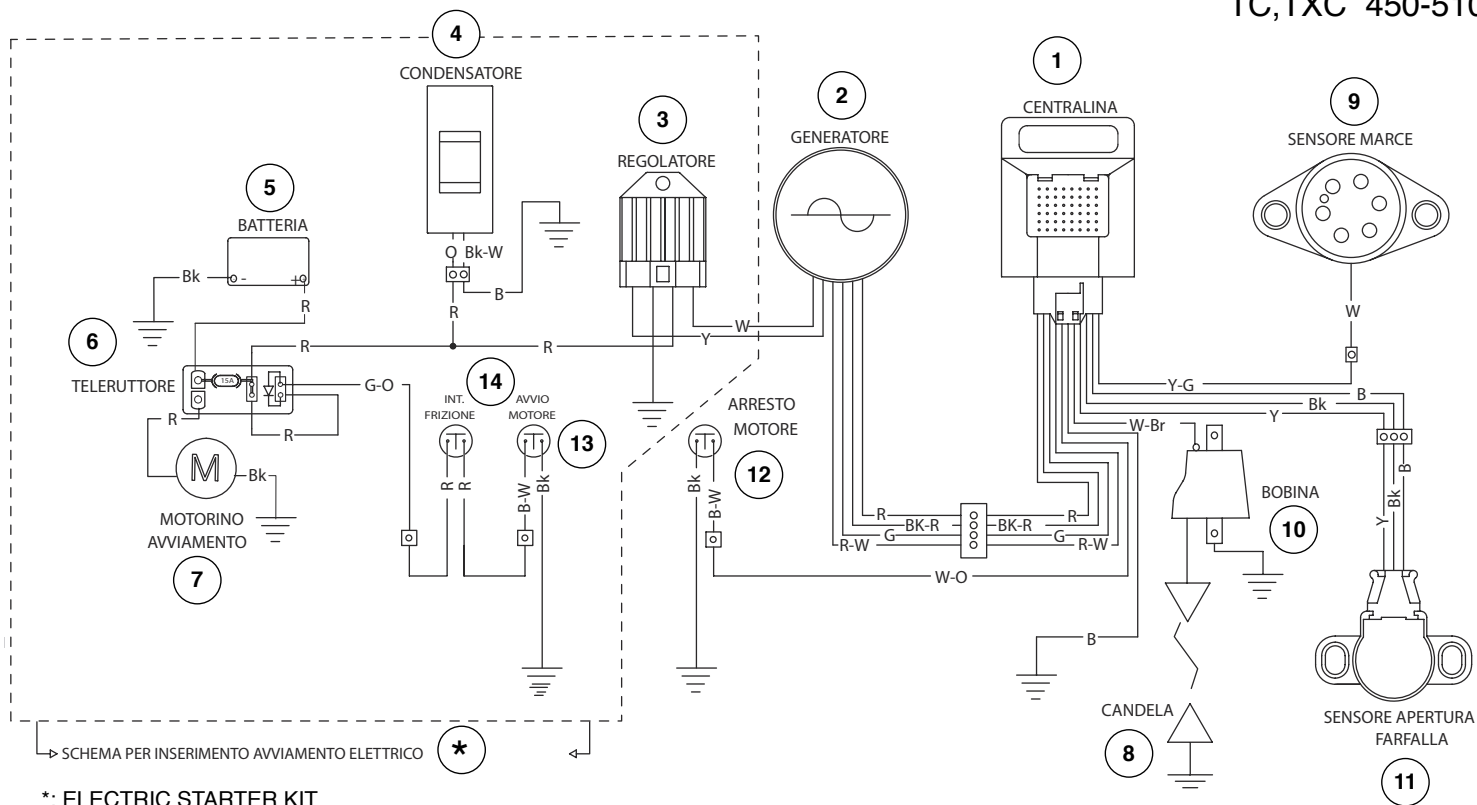
KEY TO ELECTRIC DIAGRAM (TC,TXC 450-510)

1. Electronic power unit
2. Alternator
3. Voltage regulator
4. Condenser
5. Battery
6. Electric start remote control switch
7. Starting motor
8. Spark plug
9. Gear shift position sensor
10. Electronic coil
11. Carburetor throttle position sensor
12. Engine stop
13. Engine start
14. Clutch microswitch

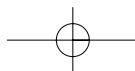


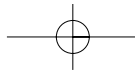


TC, TXC 450-510



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BATTERY

The sealed battery does not require any maintenance work. When electrolyte leaks, or other failures to the electrical system are detected, apply to the HUSQVARNA Dealer.

If the vehicle remains unused for long periods, it is recommended to remove battery from electrical system and store it in a dry place.

- After an intensive use of the battery, it's advisable a standard low charge (12V-6Ah battery: 0.6A for 8 hours).
- Rapid recharging is advised only in situations of extreme necessity since the life of lead elements is drastically reduced (6A for 0.5 hours with 12V-6Ah batteries).

BATTERY CHARGER

To gain access to the battery (2):

- first turn counterclockwise fastening rear pin (1) then remove the saddle;

- first remove the BLACK or BLUE negative cable, then the RED positive cable (when reassembling, first connect the RED positive cable, then the BLACK or BLUE negative cable);
- remove the battery (3) from its housing.

Check, using a voltmeter, that battery voltage is not less than 12,5 V.

If not, the battery needs to be charged.

Using a battery charger with a constant voltage, first connect the RED positive cable to the battery's positive terminal then the BLACK or BLUE negative cable to the battery's negative terminal.

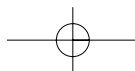
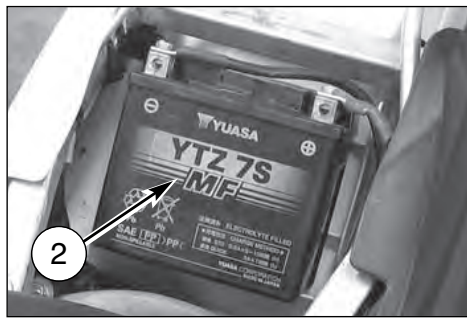
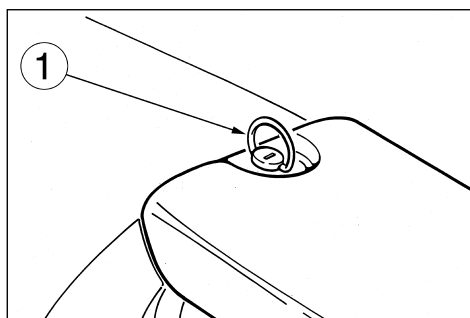
Apply to the constant voltage of 14,4 V a current of "x" Ampere as results in the below diagram (depending on the amount of charging required).

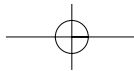
The voltage reaches a constant value only after a few hours, therefore it is suggested NOT to measure it immediately after having charged or discharged the battery.

Always check the charge level before reinstalling it on the vehicle.

The battery should be kept clean and the terminals coated with grease.

WARNING*: The battery contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote: EXTERNAL - Flush with water. INTERNAL - Drink large quantities of water or milk. After milk take magnesia, beaten eggs or vegetable oil. Call physician immediately. Eyes: Flush with water for no less than 15 minutes and get prompt medical attention.

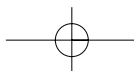


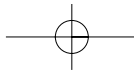


WARNING*: Batteries produce explosive gas, ventilate when charging or using in enclosed space. When using a battery charger before turning on the charger. This procedure prevents sparks at the battery terminals which could ignite any battery gases.

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INDICATIVE VALUES RELATIVE TO THE CHARGING TIME DEPENDING ON BATTERY STATUS		
VOLTAGE * (V)	% CHARGE	CHARGE TIME (THE "AMPERE" RATED CURRENT TO APPLY IS: 0,1x BATTERY RATED CAPACITY)
> 12,7	100	-
~ 12,5	75	4h
~ 12,2	50	7h
~ 12,0	25	11h
~ 11,8	0	14h





HEADLAMP BULBS REPLACEMENT (TE-SMR)

To gain access to the headlamp bulbs, proceed as follows:

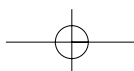
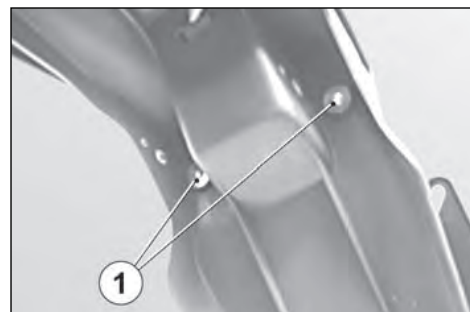
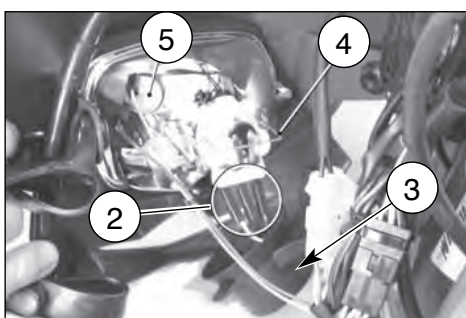
- remove the two fastening elastics (1) and the headlamp holder;
- remove the two filaments bulb connector; (2) and the boot (3)
- release the bulb holding spring (4) and then the bulb itself.

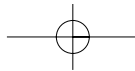
To replace the parking light bulb (5) extract it from the inside cover.

After replacement, reverse operations for reassembly.

REAR TAIL LIGHT BULB REPLACEMENT (TE-SMR)

Remove the two fastening screws (1) in the inner side of the rear fender and the lens (2).





Pull the lamp (3) inside, turn it counterclockwise then remove it from the lamp holder.

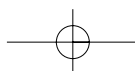
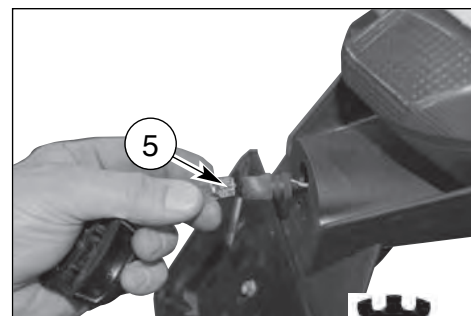
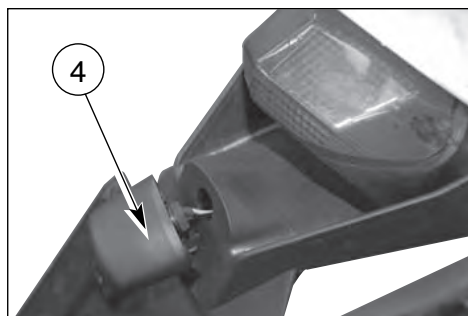
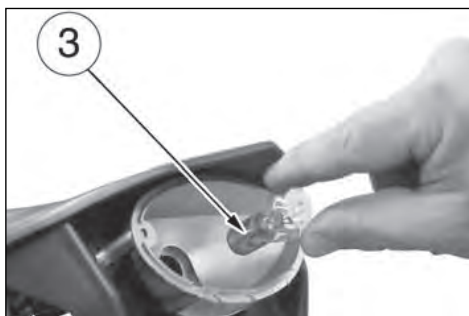
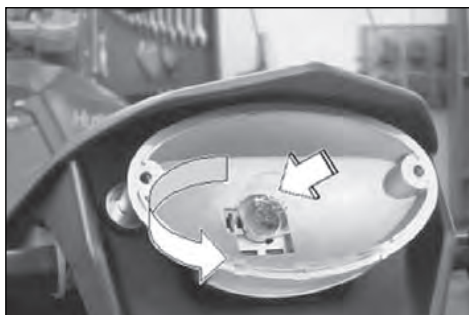
After replacement, reverse operations for reassembly.

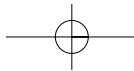
NOTES: make sure not to tighten the screws excessively.

REPLACING THE NUMBER PLATE LAMP (TE- SMR)

Pull out the number plate lampholder (4) from the back of the vehicle. Pull out the lampholder and the bulb. Rotate the bulb (5) to remove from the lampholder.

Once the bulb has been replaced, reverse the above procedure.





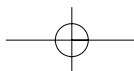
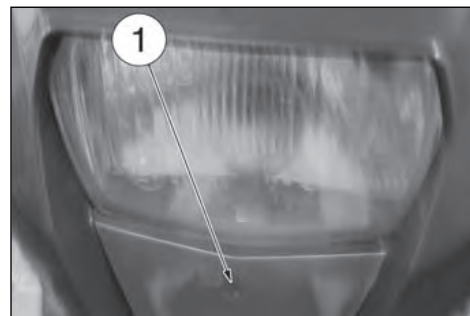
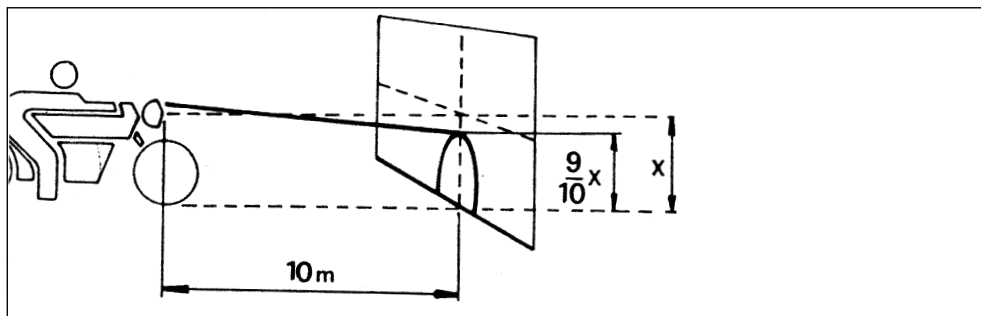
ADJUSTMENT OF HEADLIGHT (TE- SMR)

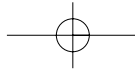
When checking the proper orienting of headlight, inflate tires at right pressure, sat a person on the saddle and place the motorcycle perpendicular with its longitudinal axis 10 meter (33 ft) from a wall or screen. Then trace an horizontal line equal to the height of headlight center and a vertical one in line with its longitudinal axis.

If possible, execute this operation in a shadowy place.

When the low beam is on, the upper boundary limit between dark and lit zone should be $\frac{9}{10}$ th of headlight center from ground.

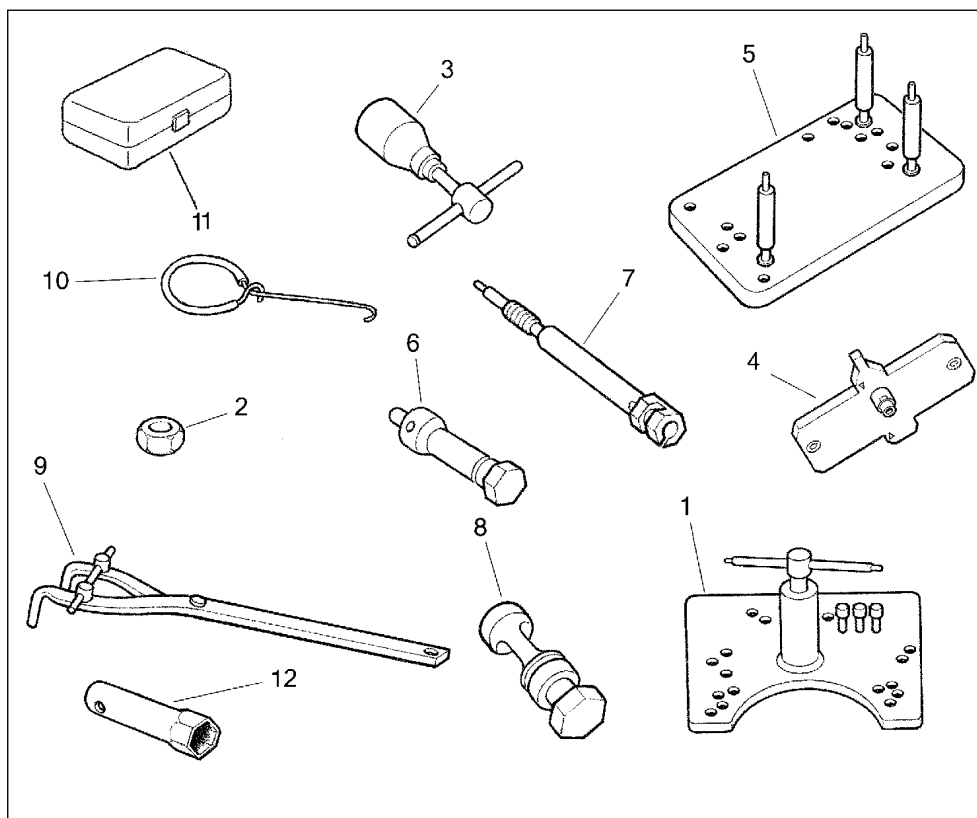
Adjust the preadlamp aiming by turning screw (1) to lower or lift the high beam.



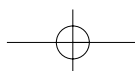


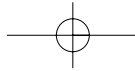
SPECIAL TOOLS

1	1517 94702	Crankcase puller
2	8000 A1580	Crankshaft guard
3	8000 A1559	Flywheel extractor (TC)
3	8000 B0144	Flywheel extractor (TE-SMR)
4	8000 A1512	Ignition checking tool
5	8A00 90622	Support for assy
6	8000 A5773	Half cone assembling tool (250: intake and exhaust)
6	8A00 A5773	Half cone assembling tool (450-510: intake)
6	8000 A5773	Half cone assembling tool (450-510: exhaust)
7	8000 A1625	Dial gauge holding toll
8	8000 A1579	Half cone disassembling tool
9	8000 79015	Clutch hub retaining wrench
10	1519 84701	Spring hook
11	8000 A9634	Diagnosys kit (TE-SMR)
12	8000 95749	Spark plug wrench



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TIGHTENING TORQUES

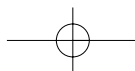
ENGINE

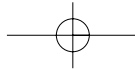
Application	Threading	± 5%	
Camshaft cap fastening screw	M6x1	12 Nm	8.7 ft/lb
Rocker arm axle plug	M14x1,5 (+LOCTITE 243)	25 Nm	18.4 ft/lb
Cylinder head cover fastening screw	M6x1	8 Nm	5.8 ft/lb
Cylinder head fastening nut	M8x1,25	15 Nm	10.8 ft/lb
Cylinder head and cylinder fastening nut	M10x1,5 (+MOLIKOTE HSC)	37 Nm+90°	27.5 ft/lb+90°
Oil hose to cylinder head fastening screw	M10x1	15 Nm	10.8 ft/lb
Oil hole plug on conrod pin	M14x1 (+LOCTITE 243)	20 Nm	14.5 ft/lb
Primary drive driving gear fastening nut	M18x1,25 (+LOCTITE 243)	180 Nm	130 ft/lb
Centrifugal disc on INTAKE CAMSHAFT fastening screw	M6x1 (+LOCTITE 243)	8 Nm	5.8 ft/lb
Timing chain slider fastening screw	M8x1,25	12 Nm	8.9 ft/lb
Crankcase bearings plates fastening screw	M6x1 (+LOCTITE 272)	11 Nm	7.9 ft/lb
Engine oil drain plug	M16x1,5	25 Nm	18.4 ft/lb
Engine oil filter plug	M14x1,5	25 Nm	18.4 ft/lb
Engine oil filter cartridge cover fastening screw	M5x0,8 (+LOCTITE 243)	6 Nm	4.3 ft/lb
Carburetor union fastening screw (TC-TXC)	M4x0,7 (+LOCTITE 272)	3 Nm	2.2 ft/lb
Alternator fastening nut	M12x1	75 Nm	55.3 ft/lb
Stator plate fastening screw	M6x1 (+LOCTITE 272)	8 Nm	5.8 ft/lb
Spark plug	M10x1	10÷12 Nm	7.4÷8.9 ft/lb
Pick-up fastening screw	M5x0,8 (+LOCTITE 272)	6 Nm	4.3 ft/lb
Clutch hub and disc housing fastening nut	M18x1	75 Nm	55 ft/lb
Starting gears stop plate fastening screw	M6x1 (+LOCTITE 243)	8 Nm	5.8 ft/lb
Gearbox forks driving shaft fastening screw	M8x1,25 (+LOCTITE 243)	20 Nm	14.5 ft/lb
Gear control click and plate fastening screw	M6x1 (+LOCTITE 243)	8 Nm	5.8 ft/lb
Gear shift position sensor fastening screw	M5x0,8 (+LOCTITE 243)	6 Nm	4.3 ft/lb
Water pump rotor fastening nut	M5x0,8 (+LOCTITE 243)	3,9 Nm	2.9 ft/lb
Water pump body fastening screw	M6x1 (+LOCTITE 542)	8 Nm	5.8 ft/lb
Drive sprocket seal ring plate fastening screw	M5x0,8 (+LOCTITE 243)	6 Nm	4.3 ft/lb

CHASSIS

Application	Threading	± 5%	
Rear frame lower fastening screw	M8x1,25	25,5 Nm	18.8 ft/lb
Engine guard fastening screw	M6x1	14,7 Nm	10.8 ft/lb
Rear chain roller fastening screw	M8x1,25	26,95 Nm	19.9 ft/lb
Side stand fastening screw	M8x1,25 (+LOCTITE 243)	11,75 Nm	8.7 ft/lb
Rear frame upper fastening screw	M8x1,25	25,5 Nm	18.8 ft/lb
Frame to engine plate fastening screw	M8x1,25 (+LOCTITE 270)	35,3 Nm	26 ft/lb
Engine lower fastening screw	M8x1,25	35,3 Nm	26 ft/lb
Clutch and front brake controls clamp fastening screw	M6x1	4,9 Nm	3.6 ft/lb
Throttle control holders fastening screw	M6x1	4,9 Nm	3.6 ft/lb
Front brake hose upper fastening screw (TE, SMR)	M10x1	19 Nm	14 ft/lb
Front brake hose upper fastening screw (TC-TXC)	M10x1	24,7 Nm	18.2 ft/lb
Rear brake control pedal fastening screw	M10x1,25 (+LOCTITE 243)	41,65 Nm	30.7 ft/lb
Rear brake pump fastening screw	M6x1	10,4 Nm	7.7 ft/lb
Front brake pump plate fastening screw (SMR)	M6x1	10,4 Nm	7.7 ft/lb
Rear brake fluid tank fastening screw	M6x1	2,45 Nm	1.8 ft/lb
Rear stop control switch (TE, SMR)	M10x1	19 Nm	14 ft/lb
Front control switch connector fastening screw (SMR)	M2x0,4	0,8 Nm	0.6 ft/lb
Rear brake pedal adjusting cam fastening screw	M6x1	14,7 Nm	10.8 ft/lb
Front brake hose guide plate fastening screw	M6x1	6 Nm	4.4 ft/lb
Front brake tank cap fastening screw (SMR)	M6x1	4,9 Nm	3.6 ft/lb
Front fork legs fastening screw	M8x1,25	25 Nm	18.4 ft/lb
Front wheel axle fastening screw	M6x1	10,4 Nm	7.7 ft/lb
Steering bearings adjusting ring nut	M25x1	3,45 Nm	2.5 ft/lb
Steering pivot fastening nut	M24x1	83,3 Nm	61.4 ft/lb
Handlebar upper clamp	M8x1,25	28,4 Nm	20.9 ft/lb
Handlebar holder fastening screw	M10x1,5	21,1 Nm	15.6 ft/lb
Front fork legs guard fastening screw	M5x0,8	7,85 Nm	5.8 ft/lb
Front fork legs ring guard fastening screw	M5x0,8	2,45 Nm	1.8 ft/lb
Rear swing arm axle fastening nut	M16x1,5 (+LOCTITE 243)	122,5 Nm	90.3 ft/lb
Rear swing arm to rocker arm fastening nut	M12x1,25	80 Nm	59 ft/lb

92





TIGHTENING TORQUES

CHASSIS

± 5%

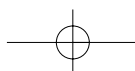
Application	Threading		
Tie rod to rocker arm fastening nut	M12x1,25	80 Nm	59 ft/lb
Frame to tie rod fastening nut	M12x1,25	80 Nm	59 ft/lb
Rocker arm to tie rod lubricator	M6x1	2,95 Nm	2.2 ft/lb
Rear shock absorber to frame fastening pivot	M10x1,25	52,4 Nm	38.6 ft/lb
Rocker arm to frame fastening pivot	M10x1,25	52,4 Nm	38.6 ft/lb
Chain guide to rear swing arm fastening screw (TE-SMR)	M8x1,25	25 Nm	18.4 ft/lb
Chain guide to rear swing arm front fastening screw (TC)	M8x1,25 (+LOCTITE 243)	10,4 Nm	7.7 ft/lb
Chain guide to rear swing arm rear fastening screw (TC)	M6x1 (+LOCTITE 243)	10,4 Nm	7.7 ft/lb
Bracket to chain guide fastening screw (TE-SMR)	M6x1 (+LOCTITE 243)	2 Nm	1.5 ft/lb
Chain slider and rear brake hose clamp lower fastening screw	M5x0,8	4,4 Nm	3.2 ft/lb
Chain slider and rear brake hose clamp rear fastening screw (TCXC)	M5x0,8	4,4 Nm	3.2 ft/lb
Chain guard fastening screw (TE-SMR)	M5x0,8	4,4 Nm	3.2 ft/lb
Chain adjuster fastening nut	M8x1,25	4,4 Nm	3.2 ft/lb
Spoiler to fuel tank fastening screw	M6x1	6 Nm	4.4 ft/lb
Front number holder upper fastening screw (TC-TXC)	M6x1	6 Nm	4.4 ft/lb
Front number holder lower fastening screw (TC-TXC)	M6x1	10,4 Nm	7.7 ft/lb
Rear shock absorber guard fastening screw	M6x1	6 Nm	4.4 ft/lb
Rear fender front fastening screw	M6x1	10,4 Nm	7.7 ft/lb
Rear fender rear fastening screw	M6x1	6 Nm	4.4 ft/lb
Front fender fastening screw	M6x1	10,4 Nm	7.7 ft/lb
Radiator guard fastening screw	M6x1	6 Nm	4.4 ft/lb
Side panel fastening screw	M6x1	6 Nm	4.4 ft/lb
License plate fastening screw	M6x1	6 Nm	4.4 ft/lb
Rear reflector fastening nut	M4x0,7	1,9 Nm	1.4 ft/lb
Brake hose ring to front fairing fastening screw	ø 3,5	1,9 Nm	1.4 ft/lb
Turn signals fastening screw	M6x1	6 Nm	4.4 ft/lb
Front headlamp fastening screw	ø 3,9	1,45 Nm	1 ft/lb
Electric start remote control switch cables fastening screw	M6x1	10,4 Nm	7.7 ft/lb
Fuel tank front rubber pad fastening screw	M6x1	10,4 Nm	

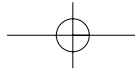
CHASSIS

± 5%

Application	Threading		
Fuel cock fastening screw	ø5,5	2,45 Nm	1.8 ft/lb
Fuel tank rear fastening screw	M6x1	10,4 Nm	7.7 ft/lb
Air filter box front fastening screw	M6x1	10,4 Nm	7.7 ft/lb
Air filter box flange fastening nut	M5x0,8	3,45 Nm	2.5 ft/lb
Front brake caliper fastening screw	M8x1,25	25,5 Nm	18.8 ft/lb
Brake hoses lower fastening screw	M10x1	19 Nm	14 ft/lb
Front wheel axle fastening screw (SMR)	M10x1,5	51,45 Nm	38 ft/lb
Front brake caliper to caliper holding plate fastening screw (SMR)	M10x1,5	25,5 Nm	18.8 ft/lb
Brake caliper holding plate to front fork (SMR)	M10x1,5	25,5 Nm	18.8 ft/lb
Front wheel axle fastening screw (TE-TC-TXC)	M20x1,5	51,45 Nm	38 ft/lb
Front brake disc fastening screw (TE-TC-TXC)	M6x1 (LOCTITE 243)	14,7 Nm	10.8 ft/lb
Front brake disc fastening screw (SMR)	M8x1,25	34,7 Nm	25.6 ft/lb
Rear brake disc fastening screw (TE-TC-TXC)	M6x1 (LOCTITE 243)	14,7 Nm	10.8 ft/lb
Front wheel nipple	M4,07x0,75	4,4 Nm	3.2 ft/lb
Rear wheel nipple	M4,5x0,75	4,4 Nm	3.2 ft/lb
Rear wheel sprocket fastening nut	M8x1,25 (+LOCTITE 243)	34,3 Nm	25.3 ft/lb
Rear wheel axle fastening nut	M20x1,5	142,1 Nm	104.8 ft/lb
Drive sprocket cover fastening screw	M6x1	10,4 Nm	7.7 ft/lb
Exhaust silencer fastening screw	M6x1	10,4 Nm	7.7 ft/lb
Exhaust pipes to cylinder head fastening screw	M6x1	10,4 Nm	7.7 ft/lb
Instrument fastening screw	ø4,8	3,45 Nm	2.5 ft/lb
Radiator fastening screw	M6x1	7 Nm	5.2 ft/lb

NE

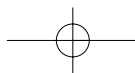


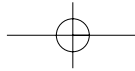


KIT

Nr. Code	Denomination
1 8000 A1320	R.H. crankcase guard kit (TE-TC)
2 8000 A4295	Carburetor KEIHIN 37 Kit (TC-TXC 250) RACING
2 8000 A4296	Carburetor KEIHIN 41 Kit (TC-TXC 450/510)-RACING
2A 80A0 A6211	Hand guards kit (TE)
3 8000 B0157	Engine guard (TE-TC-TXC)
4 8000 B0152	Compl. footrest Kit (TE-SMR)
5 8000B0150	Blinkers Kit (TE-SMR)
6 8000A6441	Hook Kit for race starting phase (TC-TXC)

*: Not for USA/CDN

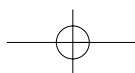
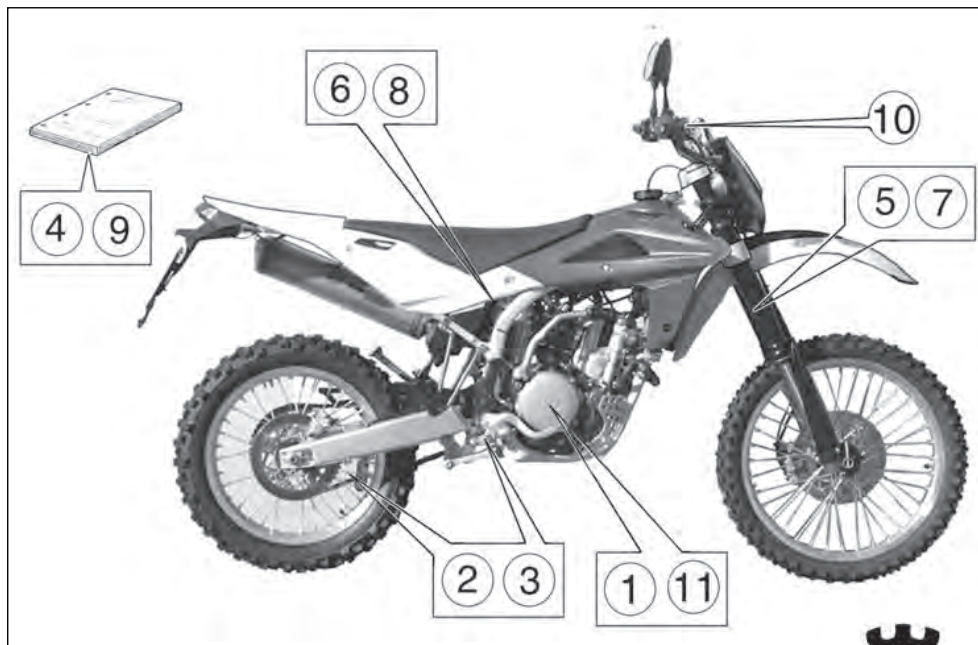


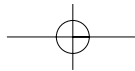


OPTIONAL PARTS LIST (TE)

1- Engine seals kit (250)	8000 80373
Engine seals kit (450-510)	8000 80364
2- Rear sprocket	8A00 96837 (Z=47) & 8B00 96837 (Z=48) 8C00 96837 (Z=49) 8D00 96837 (Z=50) §
3- Drive sprocket	8000 63827 (Z=12) 8000 63828 (Z=13) * 8000 63829 (Z=14) 8000 63830 (Z=15)
4- Workshop manual	8000 B0148
5- Front fork oil (1000 cm ³ container)	8000 80260
6- Rear shock absorber oil (500 cm ³ container)	8000 88231
7- Front fork spring+spacer kit *	(K=4,5 N/mm) *
8- Rear shock absorber spring	(K=5,4 Kg/mm) §
Rear shock absorber spring	(K=5,6 Kg/mm) §
9- Spare parts catalogue	8000 B0149
10- Brake fluid (250 cm ³ container)	8000 71445
11- Engine gasket kit (250)	8000 A5755
Engine gasket kit (450-510)	8000 A5982

*: STANDARD
§: STANDARD on 250 model
&: STANDARD on 450-510 model





OPTIONAL PARTS LIST (TC)

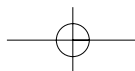
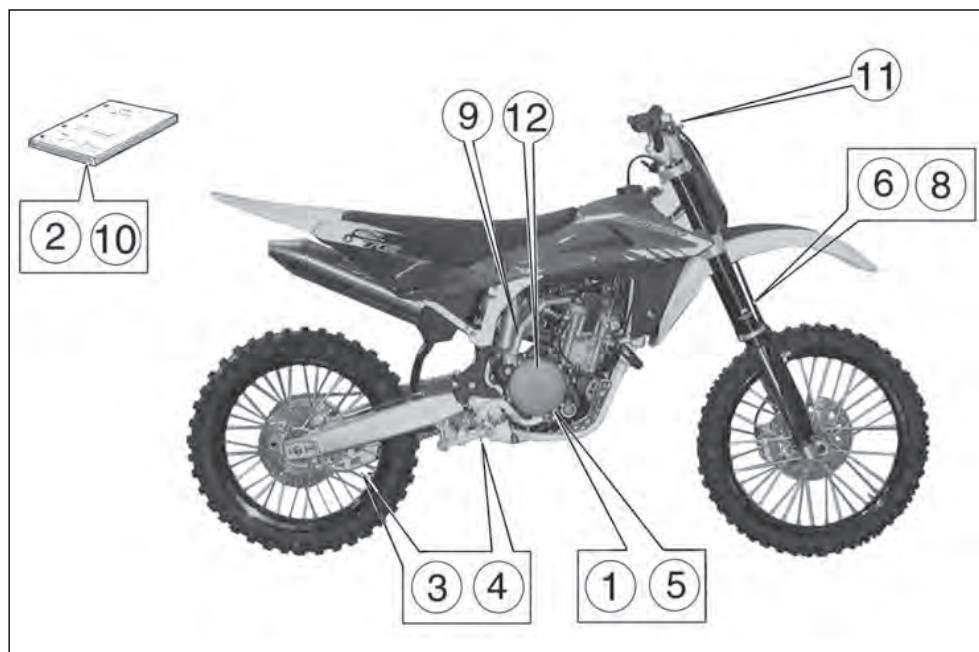
1- Engine seals kit (250)	8000 A5735
Engine seals kit (450-510)	8000 A5736
2. Workshop manual	8000 80148
3. Rear sprocket	8A00 96837 (Z=47) && 8B00 96837 (Z=48) 8C00 96837 (Z=49) 8D00 96837 (Z=50) §, &
4. Drive sprocket	8000 63827 (Z=12) § 8000 63828 (Z=13) 8000 63829 (Z=14) &, @ 8000 63830 (Z=15)
5. Engine gasket kit (250)	8000 A5755
Engine gasket kit (450-510)	8000 A5982
6. Front fork oil (1000 cm3 container)	8000 80260
8- Front fork spring+spacer kit	(K=4,8 N/mm) § (K=5' N/mm) & @
9- Rear shock absorber spring	(K=5,4 Kg/mm) § (K=5,6 Kg/mm) & @
10. Spare parts catalogue	8000 80149
11. Brake fluid (250 cm3 container)	8000 71445
12. Electric starter kit	8000 80455

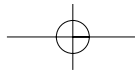
*: STANDARD

§: STANDARD on 250 model

&: STANDARD on 450 model

@: STANDARD on 510





OPTIONAL PARTS LIST (TXC)

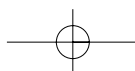
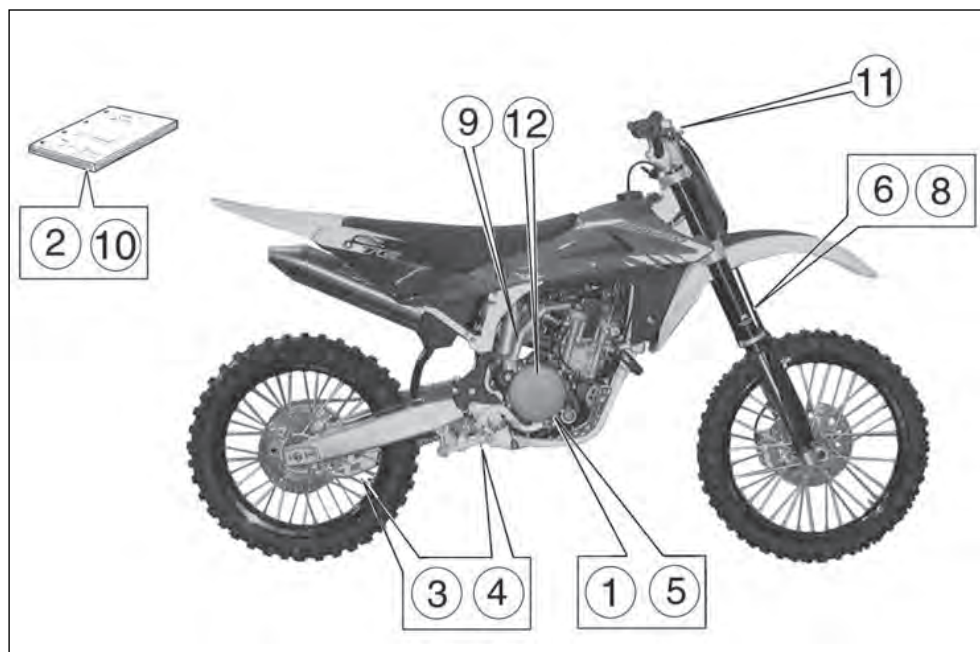
1- Engine seals kit (250)	8000 A5735
Engine seals kit (450-510)	8000 A5736
2. Workshop manual	8000 B0148
3. Rear sprocket	8A00 96837 (Z=47) 8B00 96837 (Z=48) 8C00 96837 (Z=49) 8D00 96837 (Z=50) §
4. Drive sprocket	8000 63827 (Z=12) 8000 63828 (Z=13) * 8000 63829 (Z=14) 8000 63830 (Z=15)
5. Engine gasket kit (250)	8000 A5755
Engine gasket kit (450-510)	8000 A5982
6. Front fork oil (1000 cm3 container)	8000 80260
8- Front fork spring+spacer kit	(K=4,8 N/mm) § (K=5 N/mm) & @
9- Rear shock absorber spring	(K=5,4 Kg/mm) § (K=5,6 Kg/mm) & @
10. Spare parts catalogue	8000 B0149
11. Brake fluid (250 cm3 container)	8000 71445
12. Electric starter kit	8000 B0455

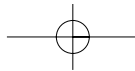
*: STANDARD

§: STANDARD on 250 model

&: STANDARD on 450 model

@: STANDARD on 510

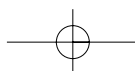
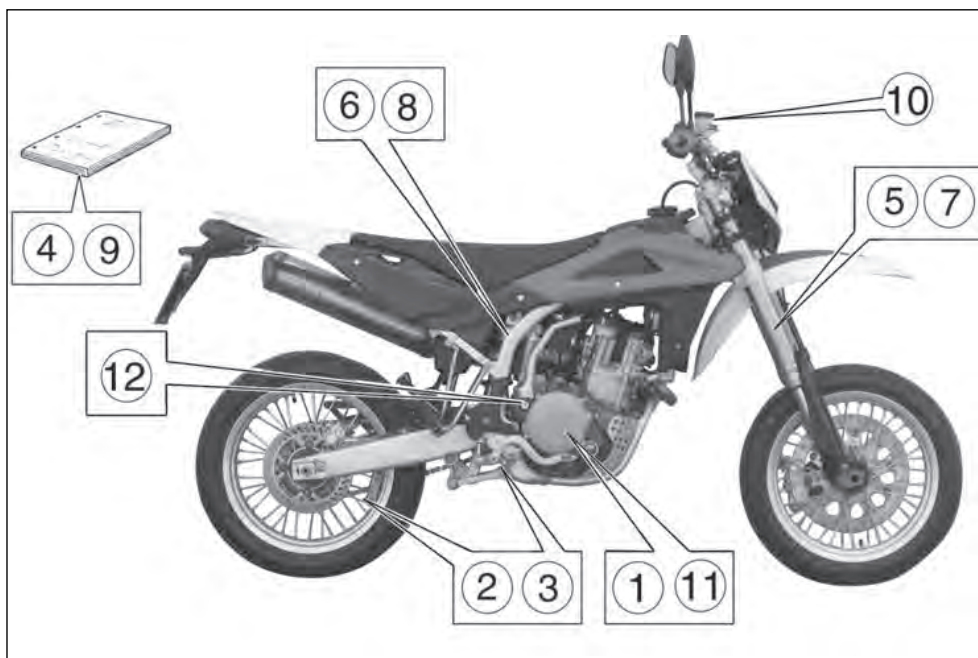


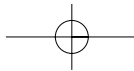


OPTIONAL PARTS LIST (SMR)

1- Engine seals kit	8000 B0364
2- Rear sprocket	8000 A4859 (Z=42) *
	8A00 A4859 (Z=43)
	8B00 A4859 (Z=44)
	8G00 96837 (Z=45)
3- Drive sprocket	8000 63829 (Z=14) *
4- Workshop manual	8000B0148
5- Front fork oil (1000 cm3 container)	8000 80260
6- Rear shock absorber oil (500 cm3 container)	8000 88231
7- Front fork spring+spacer kit (K=5 N/mm)	8000 98803 *
8- Rear shock absorber spring (K=6,4 Kg/mm)	8000 98520 *
9- Spare parts catalogue	8000 B0149
10- Brake fluid (250 cm3 container)	8000 71445
11- Engine gasket kit	8000 A5982
12- Kick starter kit	8000 B0591

*: STANDARD





APPENDIX

AFTER-RACE CHECK POINTS

After racing, first clean the motorcycle and then inspect the entire motorcycle, with special attention to the items listed in «MAINTENANCE» table (Appendix A), such as the air cleaner, carburetor, brakes, etc.
Carry out general lubrication, and make adjustment as necessary.

STORAGE (TC-TCXC)

When the motorcycle is to be stored for any length of time, it should be prepared for storage as follows:

- Clean the entire motorcycle thoroughly.
- first carry out the operation mentioned hereunder, then fill the tank with fuel mixed with a stabilizer:
place the hose (1) in a basin, loosen the drain screw (2) set on the lower side of the basin, then drain the fuel and tighten the screw again.

WARNING

Never litter the environment with fuel, and let the engine running in open air, never in closed rooms.

- Lubricate the drive chain and all the cables.
- Spray oil on all unpainted metal surfaces to prevent rusting. Avoid getting oil on rubber parts or in the brakes.
- Set the motorcycle on a box or stand so that both wheels are raised off the ground. (If this cannot be done, put boards under the front and rear wheels to keep dampness away from the tire rubber).
- Tie a plastic bag over the exhaust pipe to prevent moisture from entering.
- Put a cover over the motorcycle to keep dust and dirt from collecting on it.

To put the motorcycle back into the use after storage.

- Make sure the spark plug is tight.
- Fill the fuel tank.
- Run the engine to warm the oil then drain the oil.
- Put in fresh transmission oil (page 31).
- Check all the points listed under the inspection and Adjustment Section (Appendix A).
- Lubricate the points (listed in the Lubrication Section (Appendix A).

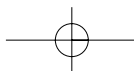
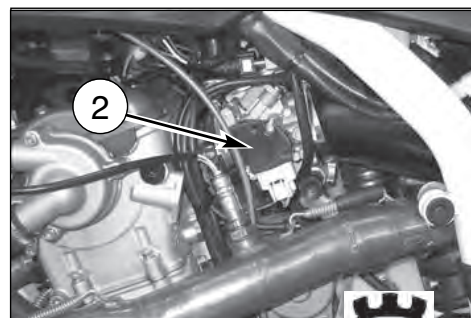
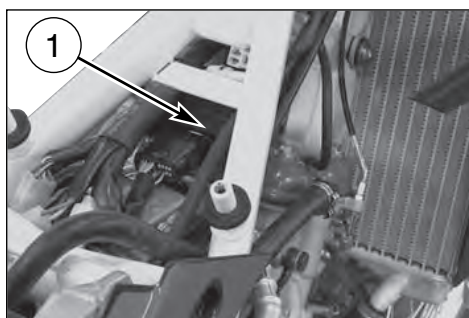
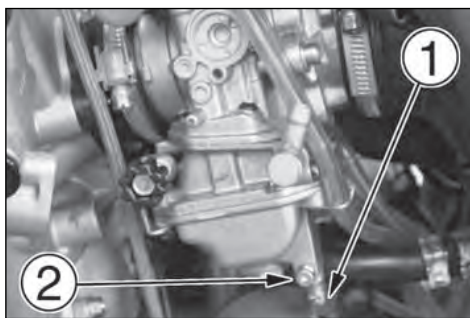
CLEANING

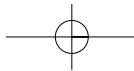
IMPORTANT RECOMMENDATION

Premised that, before the motorcycle washing, it is necessary to protect opportunely from the water the following parts:

- a) Rear opening of the muffler;
- b) Clutch and brake levers, hand grips, handlebar commutators;
- c) Air cleaner intake;
- d) Fork head, wheel bearings;
- e) Rear suspension links,

it is necessary ABSOLUTELY TO AVOID THAT HIGH PRESSURE JETS OF WATER OR AIR come to contact with THE ELECTRICAL PARTS AND FUEL INJECTION PARTS, especially the electronic control unit (1) and the sensors group M.A.Q.S. (2).





1) Preparation for washing

Before washing, precautions must be taken to keep water out of the following places:

- Rear opening of the muffler :
- Cover with a plastic bag secured with rubber bands.
- Clutch and brake levers, hand grips, engine stop button:
- Cover with plastic bags.
- Air cleaner intake:
- Close up the opening with tape, or stuff in rags.

2) Where to be careful

Avoid spraying water with any great force near the following places:

- C Air cleaner
- C Under the fuel tank:

If water gets into the ignition coil or into the spark plug cap, the spark will jump through the water and be grounded out. When this happens, the motorcycle will not start and the affected parts must be wiped dry.

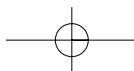
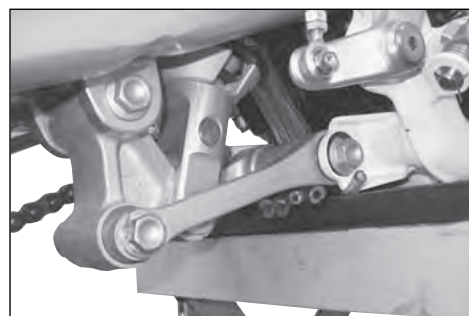
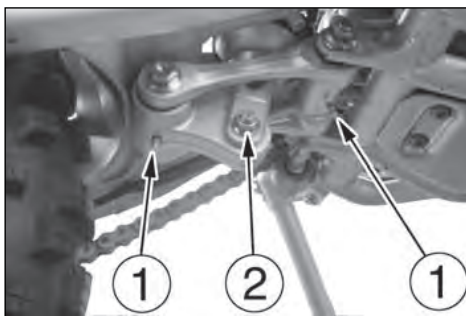
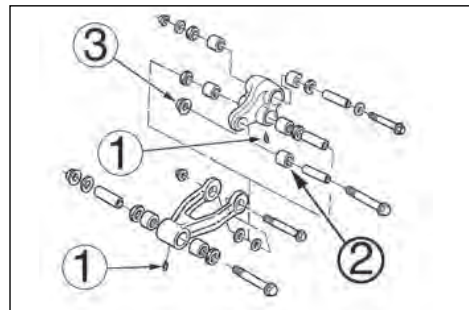
- C Fork head, wheel bearings.
- C Rear suspension links.

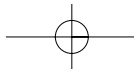
3) After washing

- Remove the plastic bags, and clean the air cleaner intake.
- Lubricate the points listed in the Maintenance Table (Appendix A).
- Briefly warm-up the engine
- Test the brakes before riding the motorcycle.

WARNING*: Never wax or lubricate the brake disc. Loss of braking and an accident could result. Clean the disc with an oilless solvent such as acetone. Observe the solvent warnings.

When remove greasers (1) to lubricate rear suspension link needle bearings, it's necessary to lubricate shock absorber lower needle bearing (2) too: remove nut (3) and bushing.



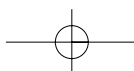


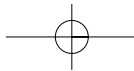
PRE -DELIVERY INSPECTION

Description	Operation	Pre-delivery	Description	Operation	Pre-delivery
Engine oil	Check level	☐	Tyres	Check pressure	☐
Two-stroke mix oil level	Check level	☐ *	Side stand	Check operation	☐
Coolant	Check / Restore level	☐	Side stand switch	Check operation	☐
Cooling system	Check for leakage	☐	Electrical equipment	Check operation	☐
Electric fans	Check operation	☐ ***	Instrument panel	Check operation	☐
Spark plugs	Check / Replace	☐	Lights / Visual signals	Check operation	☐
Throttle body / Carburettor	Check and adjust	☐	Horn	Check operation	☐
Brakes / Clutch fluid	Check level	☐	Headlight	Check operation	☐
Brakes / Clutch	Check operation	☐	Ignition switch	Check operation	☐
Brakes / Clutch	Check lines for leakage	☐	Locks	Check operation	☐
Throttle control	Check operation	☐	Screws and nuts	Check / Tighten	☐
Throttle control	Check / Adjust play	☐	Hose clamps	Check / Tighten	☐
Choke control	Check operation	☐	General lubrication		☐
Flexible controls and transm.	Check / Adjust	☐	General test		☐
Drive chain	Check / Adjust	☐			

* : only for motorcycles with 2 stroke engine

*** : only for some models





NOTES FOR USA/CDN MODEL

DISCLAIMER OF WARRANTY

IN ACCEPTING DELIVERY OF THIS MOTORCYCLE THE BUYER OR TRANSFeree ACKNOWLEDGES THAT HE HAS THOROUGHLY INSPECTED THE MOTORCYCLE, AND FURTHER AGREES TO ACCEPT THE MOTORCYCLE AS IS WITH ALL DEFECTS OR FAULTS, CONCEALED OR OBVIOUS. HE FURTHER AGREES THAT NO WARRANTIES ATTACH, EXPRESS OR IMPLIED, INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE. THE BUYER OR TRANSFeree INDEMNIFIES AND HOLDS HARMLESS **CAGIVA U.S.A., MV Agusta Motor S.p.A.**, THEIR AGENTS AND EMPLOYEES. FOR ANY FAILURE OF PERFORMANCE, COST OF SERVICE, OR REPAIR. THE BUYER FURTHER ACKNOWLEDGES THAT THIS MOTORCYCLE IS NOT INTENDED FOR USE ON PUBLIC STREETS, ROADS, HIGHWAYS, OR TRAILS UNDER PUBLIC JURISDICTION AND THAT USE ON SUCH MAY VIOLATE STATE AND FEDERAL LAW.

Noise emission warranty

MV Agusta Motor S.p.A. warrants that this exhaust system, at the time of sale, meets all applicable U.S. EPA Federal noise standards. This warranty extends to the first person who buys this exhaust system for purposes other than resale, and to all subsequent buyers. Warranty claims should be addressed to Cagiva U.S.A. 2300 MARYLAND ROAD.

WILLOW GROVE, PA 19090-4193

215-830-3300



TE

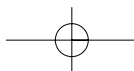


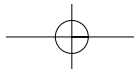
TC-TXC



SMR

102





Tampering warning

Tampering with Noise Control System Prohibited.

Federal law prohibits the following acts or 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, and
- (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

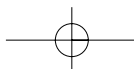
Among those acts presumed to constitute tampering are the acts listed below.

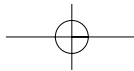
- 1) Removal of, or puncturing the muffler, baffles, header pipes or any other component which conducts exhaust gases.
- 2) Removal or puncturing of any part of the intake system.
- 3) Lack of proper maintenance.
- 4) Replacing any moving part of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

Warning statement

This product should be checked for repair or replacement if the motorcycle noise has increased significantly through use.

Otherwise, the owner may become subject to penalties under state and local ordinances.





SPARK ARRESTER

The TE/TXC/SMR models are equipped with a U.S. Forest Service approved spark arrester for maximum efficiency and performance.

" SPARK ARRESTER" MAINTENANCE AND CLEANOUT INSTRUCTIONS

Proceed as follows:

A: First turn counterclockwise fastening rear pin (1) then remove saddle, screws (2) and L.H. side panel (3).

Using an 8 mm T-shaped spanner on the outside and a 10 mm T-shaped spanner on the inside, remove the locking screw (4) of the muffler.

B: Remove the spring (5) and with an 8 mm T-shaped spanner remove the screw (8); then pull out the muffler.

Note*: If silencer or exhaust are difficult to remove, help to slide them apart by tapping gently with a rubber or plastic hammer.

C: remove the six rivets (6) and the endcap (7) from silencer's body;

D: examine SPARK ARRESTER conditions and remove, if necessary, carbon particles from the SPARK ARRESTER screen;

E: if necessary, inflate air on the SPARK ARRESTER screen, in the opposite direction in respect of the exhausted gas flow;

F: assemble the front endcap on the silencer's body, mounting the screws in the correct position, providing a tight connection between endcap and silencer's body, using, if necessary, a silicone paste;

G: re-assemble the silencer on motorbike, then L. H. side panel and saddle.

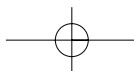
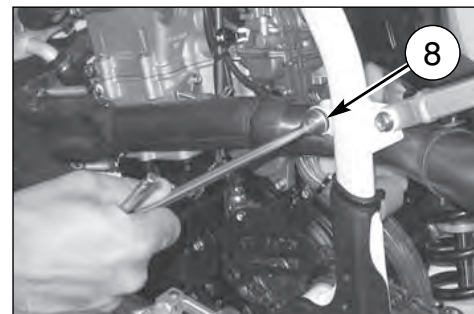
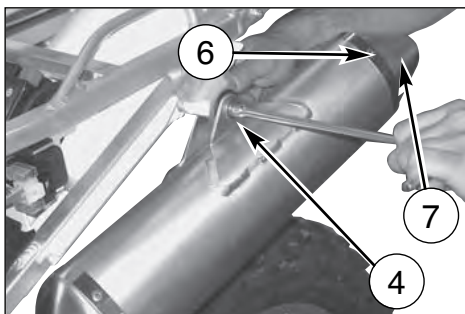
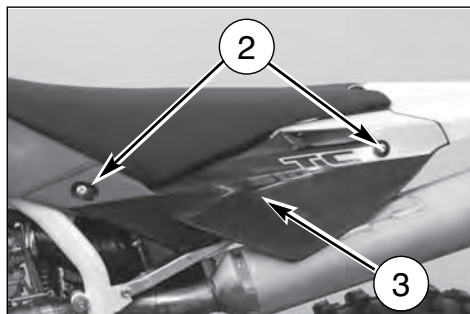
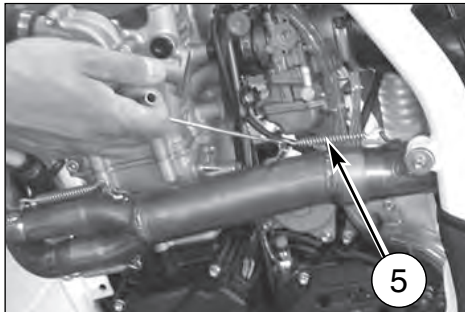
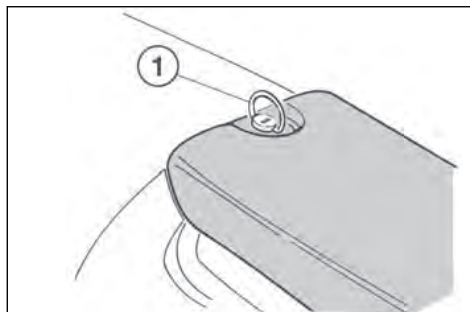
Due to the SPARK ARRESTER position on the silencer, if you need only to check the SPARK ARRESTER conditions you can:

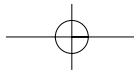
A: disassemble the silencer from motorbike;

B: check SPARK ARRESTER conditions simply looking into the silencer from front endcap opening;

C: if the check is positive, you can proceed in re-assembling the silencer on the motorbike;

D: if the check is negative, proceed with the maintenance and cleanout procedure.





NOTES FOR "AUS" MODEL

Tampering Warning:

Tampering with Noise Control System Prohibited. Federal law prohibits the following acts or causing therefor:

- 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, and
- 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 of, or puncturing the muffler, baffles, header pipes or any other component which conducts exhaust gases.
- 2) Removal or puncturing of any part of the intake system.
- 3) Lack of proper maintenance.
- 4) Replacing any moving part of the vehicle, or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.

This product should be checked for repair or replacement if the motorcycle noise has increased significantly through use. Otherwise, the owner may become subject to penalties under state and local ordinances.



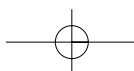
TE

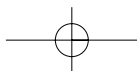
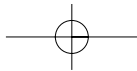


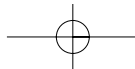
TC



SMR







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