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You can read the recommendations in the user guide, the technical guide or the installation guide for HUSQVARNA SM 125 S. You'll find the answers to all your questions on the HUSQVARNA SM 125 S in the user manual (information, specifications, safety advice, size, accessories, etc.). Detailed instructions for use are in the User's Guide.

User manual HUSQVARNA SM 125 S
User guide HUSQVARNA SM 125 S
Operating instructions HUSQVARNA SM 125 S
Instructions for use HUSQVARNA SM 125 S
Instruction manual HUSQVARNA SM 125 S

1-Dual Purpose 125-06 5-09-2005 15:19 Pagina 1



wre 125



sm 125 s

Ove non diversamente specificato i dati e le prescrizioni si intendono validi per tutti i modelli.
Unless otherwise specified, data and figures refer to all models.
Si non n'est spécifié, les données et les prescriptions se réfèrent à tous les modèles.
Falls nicht anders angegeben sind die technischen Daten und Anweisungen für sämtliche Modelle gültig.
Si no se especifica de otra manera, los datos y las prescripciones son válidos para todos los modelos.



DUAL PURPOSE wre 125 - sm 125 s / 2006

CARATTERISTICHE - USO - MANUTENZIONE
SPECIFICATIONS - OPERATION - MAINTENANCE
CARACTERISTIQUES - UTILISATION - ENTRETIEN
MARKMALE - GEBRAUCH - WARTUNG
CARACTERISTICAS - USO - MANTENIMIENTO



1



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Manual abstract:

@@@ Check the level and if necessary, top up. @@ Your new 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.

@@@@@ Note Note G References to the "left" or "right" of the G Le indicazioni di destra e sinistra si motorcycle are in the sense of a person riferiscono ai due lati del motociclo rispetto al facing forwards. senso di marcia. G Z: G A: AUS: B: BR: CDN: CH: D: E: F: FIN: GB: I: J: USA: n° denti Austria Australia Belgio Brasile Canada Svizzera Germania Spagna Francia Finlandia Gran Bretagna Italia Giappone, Stati Uniti d'America G Z: G A: AUS: B: BR: CDN: CH: D: E: F: FIN: GB: I: J: USA: number of teeth Austria Australia Belgium Brazil Canada Switzerland Germany Spain France Finland

Great Britain Italy Japan United States of America G Dove non diversamente specificato, i dati e G Where not specified, all data and the instructions are referred to any and all le prescrizioni si riferiscono a tutte le Countries. 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. PRECAUTIONS FOR CHILDREN WARNING G 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. G To prevent the vehicle from tipping over, never park it on soft or uneven ground, nor on asphalt strongly heated by the sun. G 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. Parts Replacement When parts replacement is required, use only Husqvarna ORIGINAL parts.

HUSQVARNA OWNER'S WARRANTY AND SERVICE COUPONS In addition to this Owner's Manual, a Warranty booklet is provided for each new owner. These procedures have been worked service personnel. It will be the owners responsibility to take care of these periodic services. Bring the coupon booklet along when you visit your dealer at the specified mileages to have your motorcycle inspected and serviced. Have your dealer sign the service coupon stubs for required proof of service during the warranty period.

Dealer charges for the recommended Service Procedures are nominal - you will be repaid with long, trouble-free service and will protect your investment in a quality Husqvarna product. 1) The motorcycle is identified by: - serial number of the motorcycle stamped on the steering tube right side; - serial number of the engine stamped on the upper part of the left half crankcase; - colour code stamped on the plate placed on the frame, to the side of battery (to gain access to it, remove the saddle according to instructions on page 110 "AIR FILTER"). When ordering spare parts do not forget to state the motorcycle serial number and the color code. Write this code on the present owner's manual so as to remember it should the adhesive plate come off. Engine serial number 3. KEYS The motorcycle is supplied with two wrenches (one is a reserve) for intervention on ignition switch (1), steering lock (2) and helmet lock (3). Note*: Preserve the spare key in a safe place. Made up of rectangular and square high tensile steel tubes. Progressive SOFT DAMP with hydraulic single damper and adjustable preload spring Wheel stroke 11. 43(sms) Kerb weight, without fuel .

Oil in each fork rod. 2) The cock set on left side of tank has three positions: OFF - closed; no fuel outlet; ON - open; fuel outflows from the main flow; RES - reserve; fuel outflows from the reserve flow. When running, should feed problem ensue, set cock lever on RES position. Before starting the engine, set the lever in ON position. Remember that the lever shall ALWAYS be in OFF position after stopping the motorcycle. WARNING*: Be careful not to touch the hot engine while operating the fuel valve. 2A) When filling up, do not exceed the lower pipe unit limit and make sure that once the operation is done, the tap (1) is screwed tight.), fill up the tank with 1% mixture instead of petrol only. 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. 3) Starter lever (1) of carburettor is used to enrich the mixture during the start operation. Pull the lever upwards to open the starter, or push downwards to close it. 4) The ignition switch (1) has three positions: From position OFF turn the key rightwards; in the first IGNITION position the start and the instruments will be on; in the second position the parking lights will be on. The key can be extracted when in OFF position only and when the parking lights are on. If one of the two keys gets lost, use the ROUGH key supplied to make another key.

wARNING Turn the ignition key on "IGNITION" position. With engine off, ALWAYS check that the two acoustic signals warning that the exhaust valve opens and closes accurately; (this "CHECKING PROCEDURE" points out that the valve is neither scaled nor blocked and the engine is running smoothly. Note*: Always remove key from ignition switch when motorcycle is left unattended. WARNING LIGHTS The motorcycle is equipped with a digital instrument; on the instrument are located 5 warning lights too: 1- BLUE warning light "HIGH BEAM" 2- GREEN warning light "LIGHTS" 3- GREEN warning light "BLINKERS" 4. NOTES - At every connection with the battery, 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 (ignition key in OFF position), the instrument doesn't also show its functions. - The instrument functions are the following, as shown below. 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. 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. 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).



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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. 5- SPEED / STP 1 / RPM (figure 5) - SPEED: motorcycle speed maximum 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.

6- SPEED / AVS 1 / RPM (figure 6) - SPEED: motorcycle speed maximum 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). 7- SPEED / V MAX / RPM (figure 7) - SPEED: motorcycle speed maximum 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. To set to zero TRIP 2, push the knob SCROLL (A) for more than 3 seconds; - RPM: engine r. 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. ; both vertical LED indicator and numerical value are on. 4A) The steering lock (1) is set to the right of the steering sleeve on the frame; to block it, turn leftwards the front wheel and the key. If one of the two keys gets lost, use the rough key supplied to make another key.

RIGHT SIDE HANDLEBAR CONTROLS (Fig. @@@@) With poor road grip conditions, avoid sharp brakings. @@@@ Neutral position (N) is between first (low) and second gears. @@To shift from first gear to neutral, lift lever half its full stroke. @@When starting the engine, it is normally necessary to shift transmission to neutral position.

CAUTION*: Do not shift gears without disengaging the clutch and closing the throttle. When the motorcycle is standing still, difficulty may be experienced in shifting gears. The difficulty arises when transmission gears are not lined up to permit engagement. In this case, proceed as pointed out on page 60.

ENGINE RUNNING AND MOTORCYCLE STANDING STILL Engage the clutch very slightly and, at the same time, apply slight pressure to the shift lever to make the shift.

ENGINE STOP AND MOTORCYCLE STANDING STILL Move the motorcycle backward and forward with the clutch fully disengaged while maintaining a slight pressure on the shift lever. IMPORTANT Do not, under any circumstances, attempt to force the shift lever as this may damage the shift mechanism.

Never shift gears without fully disengaging the clutch. RIDING Note*: If you are not familiar with operating the motorcycle read paragraphs on "CONTROLS" (Pag. 28) before riding this motorcycle. PRERIDING CHECKS Any time you ride your motorcycle, make a general inspection first and proceed to check the following: dessous du réservoir et a deux positions: - check the fuel, coolant, motor and gearbox oil levels (page (30-100-92-98); DO NOT ADTions: clean or replace the spark plug. - The carburettor can be dirty: clean it. The engine starts, but turns irregularly: - The spark plug is dirty or in bad conditions: clean or replace the spark plug. - Spark plug with faulty heat rating: replace the spark plug. The carburettor floods: - Float valve and/or valve seat worn out or damaged: replace the damaged elements.

The alternator fails to charge, or the charge is insufficient: - The voltage regulator cables are badly connected or in short circss; - Lift tank (4) taking care of the feed pipe, and set it in a position where it is possible to work on the air filter; - Loosen screw (6) and remove filter (7); - Separate filter (5) from frame (8).

AIR FILTER AND CLEANING Wash filter with gasoline and dry it fully. Plunge filter in special oil for filters, then wring it to drain superfluous oil. 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. IMPORTANT Accurately clean the air filter from time to time to avoid losses of power, overheating, and excessive consumption of fuel. SPARK PLUG (Fig. 20) The spark plug should be removed, cleaned, checked and gap adjusted according the description on the "Periodical mainten ance card". Remove any grease and dirt located around the plug base before removing it. Plug should be made as soon as removed, because deposits and the colour of the insulator provide useful information about spark plug heat range, carburation, lubrication, ignition system and about general condition of the engine.

A plug with rust brown to tan powdery deposit on the ceramic insulator, around the base of the central electrode, indicates that carburation, ignition system and spark-plug heat range are correct. White, dry, glassy looking deposits indicate an overheated plug, causing too weak airfuel mixture at hot running engine or improper ignition timing. a black , sooty deposit indicates the air- fuel mixture is too rich , or faulty ignition. Before attempting to install the spark plug, clean, using a small metal brush or a sand blast cleaner. adjust the gap with a feeler gauge.

Check the condition of the threads in the cylinder head and plug. Apply a few drops of the penetrating oil on the plug threads, and turn the plug by hand until finger tight. @@ (Tightening torque 2-3 Kgm; 20-30 Nm). @@CAUTION*: Never use a spark plug of an improper heat range. cAUTION*: The spark plug must be securely tightened.

@@@@@ 06 in. @@@@@@ Before lubricating the chain clean it carefully. On dusty roads, or in poor road conditions, more frequent lubrication is necessary. to disassemble the motorcycle chain , remove the connecting link after extracting the springlock. When assembling, take care that the opening of the connecting link springlock is turned in the opposite direction with regard to the direction of rotation of the chain. Note*: Never fit a new chain on a sprocket and crown worn out. The maintenance of sprocket, chain, crown, and chain tightener rollers, must be effected according to the periods pointed out in the "Periodical Maintenance Card". 23-24) The clutch is adjusted by stretching the cable using the adjusting unit positioned on the handlebar. as a rule it is sufficient to operate on the handlebar register to restore the clearance due to the flexible transmission stretch. The control lever must always have an empty stroke C (3 mm; 0.

To adjust this clearance, act on register 2 after taking out rubber cap 1; turn the register in the direction indicated by arrow A to reduce the clearance C; turn it in the direction indicated by arrow B to increase the clearance.



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The adjustment can be also effected with tightener (1) set on the right of the frame. Take care to tighten properly the lock nut. If the clutch slips under load or drags in disengaged position after play has been adjusted, it must be taken apart for inspection. **FRONT BRAKE ADJUSTMENT** As the control lever clearance is preadjusted, do not tamper with it. in case of irregularities, apply to a dealer. **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 motorcycle under such conditions, have the brake checked immediately by an authorized HUSQVARNA dealer. **REAR BRAKE PEDAL POSITION ADJUSTMENT** (Fig. 25) 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 for lowering or rising the pedal; - the operation done, tighten the screw (2). 26) The rear brake foot pedal should have a (A) 5 mm (0.2in.) idle stroke before starting the true braking action. Should this not happen as follows: - loosen nut (2); - operate the pump rod (1) to increase or decrease the idle stroke; - tighten nut (2) at the end of the operation.

ATTENTION*: When the idle stroke figures are not met, the brake pads will be subjected to a fast wear that may bring to the **TOTAL INEFFICIENCY OF THE BRAKE**. 27) Check the pad wear according to the descriptions on the "Periodical maintenance card"; their thickness must not be less than the notch for checking the wear (for the front pad); or less than 1 mm - 0. A) Front brake: the oil level has never to be under the mark "MIN" shown by the window positioned on the pump tank. B) Rear brake: the oil level must be between the marks "MIN" and "MAX" of the pump tank. It is important, also to carefully inspect hoses and connections to find leakages or wear marks.

If necessary tighten connections taking care to prevent hose torsion. **IMPORTANT** Should you have any doubt about their efficiency (fig. **HYDRAULIC SYSTEM BLEEDING** It is important to do this according to the descriptions on the "Periodical maintenance card" Carry out the operation even if an increase of the idle stroke is found on the lever or on the control pedal. It is recommended that you see your local dealer for this service. Front brake pump with oil tank 3. Brake fluid quickly ruins painted surfaces; any spilled fluid should be completely wiped up immediately. In case of contact, flush thoroughly and call a doctor if your eyes were exposed. **FRONT SUSPENSION** For the regular fork operation, both legs must be provided with the necessary oil quantity (see page 24). Should the oil be replaced or the fork inspected, apply to dealers. Instructions for these two operations are found in the service manual.

30) The rear shock absorber is driven by a linkwork system of the hydropneumatic type with a spring which can be adjusted as follows: - unscrew the upper counter ring nut (2); - operate adjusting ring nut (1) unscrewing it to obtain a spring release, or screwing it to have a stronger spring load. **WARNING***: Be careful not to touch hot exhaust pipe while adjusting the shock absorber. 31) Place a support under the engine to lift the wheel from the ground proceeding as follows: - Loosen the screw (1) which fix the wheel pin on the left side. - Loosen the four screws (2) which block the wheel pin to the fork legs.

TIRES Care should be taken to keep the tires properly inflated. See tire data for correct tire inflation pressure (page 24). **The exhaust valve electronic control includes the following parts:** - Control unit for valve opening - Valve control motor 12 V - 3.3 W All these devices are fastened to the frame under the saddle and under the tank. Main components of the electric system: - 12V-35/35W two-light front headlight and 12 V - 3 W parking light bulb; - Turn indicators with bulbs 12 V - 10 W; - 12 V - 4 Ah Battery; - No. 2 fuses of 15A and one of 3A.

- Tail light with stop light 12 V 21 W and parking light bulb 12 V - 5 W. Do not use fuses having a different amperage from the prescribed one. **Battery** is of the sealed type and does not need any maintenance. **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.

37) To gain access to the turn signal bulbs, loosen cross-slotted screws (1) fixing the lens; replace the bayonet joint bulb and set the lens in its seat again. Pull the lamp (3) inside, turn it counterclockwise then remove it from the lamp holder. Turn signal lens screw From a vertical wall; - ensure that ground is flat and optical axis of head lamp is vertical with respect to the wall; - the motorcycle should rest on both wheels in vertical position; - measure the height of the headlamp centre from the ground and draw a cross at the same height on the wall; - when traffic beam is switched on, the upper limit between the dark and lit zones must be not over 9/10 the height of the headlamp centre from the ground. Adjust the headlamp aiming by turning screw (1) to lower or lift the high beam. Remove the saddle from the front fixing screw.

42) The helmet lock is placed on the motorcycle left hand side in front of the rear turn indicator. **NOTE** Never drive with the helmet fastened to the baggage grid. **PROLONGED INACTIVITY** If the motorcycle is to remain inactive over long periods it is advisable to carry out the following operations: - clean the motorcycle; - first carry out the operation mentioned hereunder, then fill the tank with fuel mixed with a stabilizer: A) close the cocks, set a basin under the carburettor cup, and disassemble the cup to drain the fuel from the carburettor and pipes. Otherwise, and keeping the motorcycle in vertical position, idle the engine until the fuel is exhausted. **WARNING:** Never litter the environment with fuel, and let the engine running in open air, never in closed rooms. - remove the spark plug and introduce a few drops of oil in the cylinder, then rotate the engine by hand to distribute a protective oil film on inner walls; - rest the engine on a wooden stand to make the wheels clear of the ground. Deflate the tires; - remove the battery and store it well charged in a dry place. Battery check and charge should be performed after the vehicle has been idle for more than one month; - protect the motorcycle with a canvas. **MOTORCYCLE CARE** Clean your motorcycle periodically, bearing in mind the following: - clean the engine using petrol and dry with clean cloth; - wash varnished parts of frame with water and sponge, then dry with chamois cloth; - with the exclusion of the engine, never use solvents, petrol, alcohol or petrol to avoid damaging the paintwork; - rub chromium plated components with vaseline and clean with chamois cloth; - be careful not to wet electrical connections.



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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, or 2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are the acts listed below. 1) Removal of, or puncturing the muffler, baffles, header pipes or any other component which conducts exhaust gases. 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. .



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