



# Your PDF Guides

You can read the recommendations in the user guide, the technical guide or the installation guide for HUSQVARNA TE 250. You'll find the answers to all your questions on the HUSQVARNA TE 250 in the user manual (information, specifications, safety advice, size, accessories, etc.). Detailed instructions for use are in the User's Guide.

**User manual HUSQVARNA TE 250**  
**User guide HUSQVARNA TE 250**  
**Operating instructions HUSQVARNA TE 250**  
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**Manual abstract:**

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. @@@@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. 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 The cost for substituting 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. 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 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. Note G References to the "left" or "right" of the motorcycle are in the sense of a person facing forwards.

G G 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 G Where not specified, all the data and the instructions are referred to any and all Countries. Engine serial number Engine serial number Air bleeding screw on front fork leg 15. Dry sump with two oil pump rotor and cartridge filter IGNITION Type . Progressive with hydraulic single shock absorber Wheel stroke (TC-TXC-TE). Dia 320 mm (SMR) with hydraulic control; floating caliper (TE, TC, TXC) or fixed radial caliper (SMR) REAR BRAKE Type. Cold tire pressure (front TC). (G) Road use (\*) In case of racing use FRAME Type Steel single tube cradle (roud, rectangular, ellipsoidal tubes); light alloy rear frame 37 Transmission oil Oil and oil filter replacement . 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 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 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. 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. 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 14). 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. 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.



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**wARNING\***: Do not overfill the tank. After refueling, make sure the tank cap (2) 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. **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 3 warning lights too: high beam, blinkers and fuel reserve. 1- BLUE warning light "HIGH BEAM" 2- GREEN warning light "BLINKERS" 3- ORANGE warning light "Fuel reserve" (1,8 l - 1. NOTES - When linked to 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, the instrument doesn't also show its functions. - The instrument functions are the following, as shown below. **IMPORTANT::** in case of FUEL INJECTION SYSTEM malfunction on the right side of the instrument display will be displayed the warning message "FAIL": (see page 17): in this case contact your local HUSQVARNA Dealer. 1- SPEED (Km/h or mph) / ODO (figure 1) - SPEED: motorcycle speed- maximum value: 299 Km/h or 299 mph; - ODO: odometer- maximum value: 99999 km; To replace kilometers with miles or miles with kilometers proceed as follows: 2- SPEED / CLOCK (figure 2) - SPEED: motorcycle speedmaximum value: 299 Km/h o 299 mph; - CLOCK: clock- Reading from 0:00 to 23:59:59; 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; 1) set to figure 1, stop the engine and push the knob SCROLL (A); 2) start the engine pushing and holding the button SCROLL (A) until the symbol "Km/h" will be displayed; 3) then the symbols "Km/h" and "Mph Miles" will be displayed alternatively. Push again the SCROLL (A) button when the unit you wish to use is displayed. To setup the TRIP, push the SCROLL (A) button holding down more than 3 seconds 4- SPEED / CHRONO (STP) (figure 4) - SPEED: motorcycle speedmaximum value: 299 Km/h o 299 mph; - STP 1: miles/kilometers covered time; - Reading from 0:00 to 99:59:59 (the data will be lost after battery detachment). To activate the function STP 1, push the knob SCROLL (A) for more than 3 seconds. The instrument display shows even then informations of the "Neutral" condition and of any possible "Malfunction" of the FUEL INJECTION SYSTEM; this last condition is showed with absolute priority with respect to any other information. **NEUTRAL**: if the speed is under 20 Km/h (12,5 mph), the "Neutral" condition the instrument displays the N character before the value of the speed. 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.

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. **HANDLEBAR COMMUTATOR (TE-SMR) CONTROLS**: 1) 2) High beam flash (self cancelling) Selection control High beam Selection control Low beam Left turn signals (automatic return)

Right turn signals (automatic return) To deactivate the turn signals, press the control lever after its returning to center.

**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. On models TE and SMR as stop switch, during the braking action, causes the rear light to come on. The operator must release the lever after each gear change to al adjuster on the handlebar). 3) pull the starter knob (BLACK knob 2 for cold starting\*, RED knob 3 for warm starting) 4) lower the starter pedal (4) until a certain resistance is noticed (piston at T. \*: after a prolonged inactivity of the motorcycle or in presence of a low external temperature. 5) pull the lever (5) and lower further, by a limited stroke, the pedal until the abovementioned resistanc 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. **FIRST** remove the screw (1) then **SLOWLY** open the R. 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. **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). **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. **NOTE** In case of throttle control cables (1) and (2) replacement it is necessary to respect, during reassembly, the measure Á (10mm/0. Then reassemble guard cover (B) using screw (3) and adjust throttle control cables on handlebar as described at side.



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**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 (TXC 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). 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÷ Loosen the spark plug then tighten it again to the torque of 10÷ Spark plugs which have cracked insulators or corroded electrodes should be replaced.

**AIR FILTER CHECK** Turn rear pin (1) counterclockwise, remove the saddle from the front afstening screw. **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. While re-inserting the filter into its housing, make sure 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. *se si avverte gioco occorrerà eseguire la regolazione operando come segue:* - 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. **LOCK ADJUSTMENT** The lock can be changed, using the adjusting units on the sides of the steering tube, as follows: loosen the ring nut (1) and turn the adjusting screw (2) until you have the desired angle, then tighten the ring nut again (1).

**CAUTION\***: Do not ride a motorcycle with damaged steering stem bearings. **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. The level of the fluid in pump reservoir must never be below the minimum value (1), which can be checked from the window on **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. For SMR model, check the level on the fluid reservoir. A decrease of the fuel level will let air into the system, hence an extension of the level stroke.

**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. In case of contact, flush thoroughly with water and call a doctor if your eyes were exposed. **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). **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, operate 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 INEFFECTIVENESS**.



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**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. The lever position can be adjusted for any driver hand size. 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 10. **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. @@@@Work on the spring preload to lower the motorcycle rear side.

@@@@The level can either be too low or too high. @@@@Remove plug (B) and turn register (A) clockwise until the position of fully closed is reached then, turn back by the mentioned clicks. @@C) AIR VENT (to carry out after each competition, or monthly). @@Fit the cap back in.

@@@@@ proceed as follows: 1. With motorcycle on the stand, measure distance (A). 2. @ 3. With somebody's help, take the new distance (A). @@@@Return then back for the mentioned clicks.

@@@Return then back for the mentioned clicks. In order to obtain a smooth braking action, turn the register anticlockwise. A) Chain should be checked, adjusted and lubricated as per the Maintenance Chart to ensure security and prevent excessive wear. , if it is too loose or too taut), 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. 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). - measure the distance "A" between 1st pin center and 21 st pin center.

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. 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.

@ 5 - If the chain has been cut, reassemble using a joint. @@@@In this case, a chain fleeting from the sprocket may ensue. @@@@ SMR: remove the two screws (A) and the brake caliper. @@@@After removal, lay down the wheel with brake disc on top. 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. Now, pump for a while, pushing the handlebar downwards until you are sure that the fork legs are perfectly aligned. 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 Kg<sub>m</sub>/ 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. 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. **BRAKES** The mayor components are brake master cylinder with its lever (front) or pedal (rear), brakeline, caliper assembly and disc. Front brake pump with oil reservoir (TE, TC,TXC) 2. Don't operate the brake lever or pedal while removing the pads. **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.

**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. Do not attempt to ride the motorcycle until the brake lever or pedal are fully effective.



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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. **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. \* 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. - Attach a clear plastic hose to the bleeding valve on the brake caliper and turn the other end of the hose into a container. - 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 58). After the brake fluid replacement, it is necessary to operate the braking system bleeding (see pages 60 and 63). 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. 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).

- 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). During the bleed operation the fluid level inside the reservoir must never be lower than the minimum level. 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). - 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. 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. During the bleed operation the fluid level inside the reservoir must never be lower than the minimum level. As the braking fluid is a very corrosive substance, in the case it comes in contact with your eyes wash them abundantly with water. - Attach a clear plastic hose to the bleed valve (1) on the caliper and turn the other end of the hose into a container. - 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. During the bleed operation the fluid level inside the reservoir must never be lower than the minimum level. 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.



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First turn counterclockwise fastening rear pin (1) then remove saddle, screws (2) and L. 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. NOTE: When difficulties are found in removing the muffler, lightly beat with a rubber or plastic hammer. 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. Remove the saddle after turning the locking back pin (1) anticlockwise, loosen the screws (2) with an 8-mm T-shaped spanner and remove the side panel (3) (do the same on the right side).

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. NOTE\*: When difficulties are found in removing the muffler, lightly beat with a rubber or plastic hammer. Note\*: if the rim is badly, it should be replaced. 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. If the wheel axle cannot be straightened within the max. ELECTRICAL COMPONENTS LOCATION

(TESMR) The ignition system includes the following elements: - Generator (1), in oil bath, on the inner side of L. Side of cylinder head; - Starting motor 12V-450W (6) behind the cylinder; - Electric start remote control switch (8) on the left side of the rear frame.

The electric system includes the following elements: - Battery 12V-6Ah (7) under the saddle; - Flashing indicator device (17) on the left side of the rear frame;

- Headlamp (20) with two filaments bulb of 12V-35/35W and parking light bulb of 12V-3W; - Rear tail-light (21) with stop bulbs of 12V-21W and parking light bulb of 12V 5W; - Turn signals bulb (22) of 12V-10W; Red Red/Black Sky blue Violet White White/Blue White/Black White/Green White/Red

White/Violet White/Yellow Yellow Yellow/Black Yellow/Brown Yellow/Green Yellow/Orange Yellow/Sky blue Yellow/Red 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. 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. 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.

HEADLAMP BULBS REPLACEMENT (TE-SMR) To gain access to the headlamp bulbs, proceed as follows: - remove the upper fastening screw of the headlamp carrier to the instrument panel support (A); - push forward the headlamp carrier (B) and pull it towards the high (C) in order to uncouple from the two lower supports. - 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.

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. 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 9/10 th of headlight center from ground. Adjust the preadlamp aiming by turning screw (1) to lower or lift the high beam. 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. @@Avoid getting oil on rubber parts or in the brakes.

@@@- 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. - Run the engine to warm the oil then drain the oil. - Put in fresh transmission oil (page 29). 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.



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**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 any parts of the **INJECTION SYSTEM**, especially the electronic central unit (1) and the M. After washing - Remove the plastic bags, and clean the air cleaner intake. - Lubricate the points listed in the Maintenance Table (Appendix A). @@Clean the disc with an oilless solvent such as acetone.

@@@Tampering warning Tampering with Noise Control System Prohibited.

@@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.

**SPARK ARRESTER** The TE/TXC/SMR models are equipped with a U. " **SPARK ARRESTER**" **MAINTENANCE AND CLEANOUT INSTRUCTIONS** Proceed as follows: A: First turn counterclockwise fastening rear pin (1) then remove saddle, screws (2) and L. 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. 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. 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. 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. 35 Adjusting the suspensions according to the track special conditions . 30 Check of front brake fluid level .

**SILENCIADOR DE ESCAPE (TC-TE-TXC)** El silenciador reduce la ruidosidad de escape pero también forma parte integrante de la instalación de escape por lo que sus condiciones influyen sobre las prestaciones de la moto. **SILENCIADOR DE ESCAPE (SMR)** El silenciador reduce la ruidosidad de escape pero también forma parte integrante de la instalación de escape por lo que sus condiciones influyen sobre las prestaciones de la moto. .



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