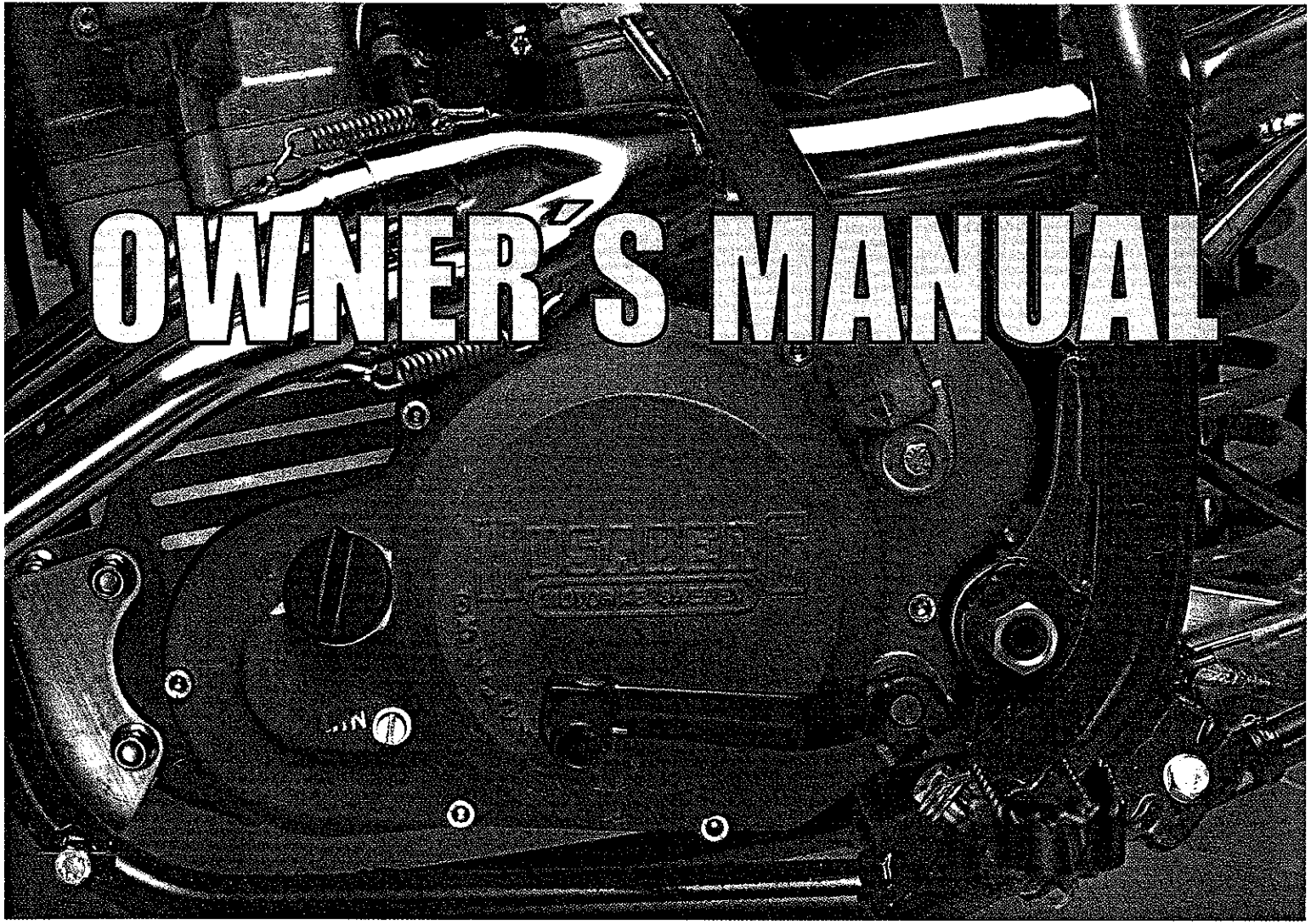

OWNER'S MANUAL

CONTENTS

Dear client,

We feel ourselves privileged and honoured to be the supplier of your choice of motorcycle. We know that our product will give you year's of fun and performance though the Husaberg motorcycles all are based upon decades of experience and dedication and you will surely feel some of it through the inborn lively spirit of your bike.

Although mainly designed and constructed for competition purposes it is still very rider-friendly, although with a charachter of a "thoroughbred horse in combination with a roaring lion". In order to get the most out of your "beast"; we highly recommend you to carefully read this Owner's Manual through before any use of the motorcycle. We also recommend you to pay your outmost attention to the following page regarding safety. Always remember the fundamental base of all activities on two wheels -

"Do not overestimate your capabilities, follow the domestic regulations and do think about your surroundings"

Although the Owner's Manual is put together and written in a way that will make it possible for an average mechanical experienced person to take care of the maintenance, we recommend you to let an authorized Husaberg dealer take care of it.

Some of the maintenance has to be done by an authorized dealer in order to fulfill the terms of warranty.

If you follow the advice regarding the set-up and of course also regarding the vital maintenance of the motorcycle; the bike will provide a long useful life and maintained level of performance (read: joy and satisfaction - the reason to your choice of brand).

The personnel of Husaberg Motor AB Sweden

SAFETY

Protection:

Always protect yourself with proper clothing and protective apparel.

Always wear a helmet and goggles when riding.

Motorcycle:

The motorcycle may become dangerous to ride if it is modified or if any other parts than original Husaberg parts are used.

Always keep your motorcycle in a safe state and in the best of conditions.

Regular cleaning and maintenance are extremely vital in order to avoid any mechanical damages that may be hazardous to you and/or your surroundings.

Transport:

Always transport your bike upright in order to avoid any leakages of oil and/or fuel. Such fluids may increase the risk of fire.

Always make sure that the bike is properly fastened in a safe and firm position during transportation.

Riding:

Always check the motorcycle for any damages and any necessary adjustments before you are starting the bike (see "Pre-ride inspection").

Though the Husaberg motorcycle has a very high level of performance; always ride with care and do not overestimate your capacitiess. Get to know your bike really well before you try to get the most out of it.

Never lend your motorcycle to any other rider unless you are sure that he/she is fully capable of handling it.

Always obey all local and federal regulations and laws valid within the territory.

Never ride in terrain unfamiliar to you unless inspected and guaranteed by the local authorities.

ATTTENTION: Never ride your motorcycle under the influence of alcohol, drugs, barbiturates or any other kind of medical treatments hazardous to your riding performance.

PRE-RIDE INSPECTION

Make it a habit to give your motorcycle an inspection before and after every ride. Always check all bolts and nuts and retighten if necessary for your own safety. Also remember that a clean and well lubricated bike makes for a safer ride as well as a longer life and higher value of the machine. The following checklist is to be regarded as a summary of the main important items to be controlled and, if necessary; to be adjusted or replaced:

Engine oil:	Check the level and fill up if necessary. Check for any leakages in the casing.	**Page 11-**
Ignition:	Check the sparkplug cap/HV lead for damages. Clean the inside of the ignition cover.	**Page 13-**
Radiator:	Check the coolant level and fill up if necessary. Check for leakages and/or damages on the cells and hoses/attachments.	**Page 15-**
Airfilter/s:	Clean, or if necessary, replace the filter/s.	**Page 15-**
Carburettor:	Check the function of the throttle/cable and adjust/replace any damaged parts if necessary. Adjust the idle- and/or mixture-screw if necessary.	**Page 17-**
Clutch:	Check the function and adjust if necessary.	**Page 19-**
Decompression:	Check the function of the semi-automatic decompressionlever and adjust if necessary.	**Page 19-**
Driveline:	Check and adjust/replace the chain if necessary. Check the sprockets and replace if necessary.	**Page 21-**
Suspensions:	Check the operation of the frontfork and the shock absorber and adjust if necessary. Check and tighten the swingarm- and linkage-bolts if necessary.	**Page 23-**
Wheels:	Check the airpressure of the tyres and fill up if necessary. Check the spokes and tighten if necessary.	**Page 27-**
Brakes:	Check the level of brakefluid and fill up if necessary. Check for any leakages and the function of the brakes. Adjust levers and/or replace hoses/pads if necessary.	**Page 29-**
Fuel:	Check the level and fill up if necessary. Check for any leakages in the fuellines.	**Page 33**
Steering:	Check the clearance of the steeringhead bearing and adjust if necessary.	**Page 35**
Controls/lighting:	Check the function of the speedometer or odometer (if incl.in equipment). Check the functions of the front-, tail, and brake-lights (and any occuring turn signals).	

IDENTIFICATION NUMBERS

The Vehicle Identification Number (V.I.N) is placed on the right side of the steeringhead (fig. 6 A-1).

The Engine Number is placed on the right side of the engine just below the cylinder (fig. 6 B-1).

STEERING LOCK

The lock (if incl. in equipment) is placed on the right side of the steeringhead (fig. 6 A-2).

We recommend you to follow the conditions of your insurance regarding the use of anti-theft devices.

IGNITION LOCK (electric start models)

The lock (only electric start models) is placed either in the housing of the speedometer, Type A (fig. 6 C-1) or in a bracket on the right side of the handlebar; Type B (fig. 6 D-1).

Type A:

The first position (PARK/horizontal position) means that the bike can not be started. No lights in function.

The second position, clockwise, (AUS/OFF) means that the bike can be started with the kick starter but not with the electric starter. Available lights in function.

The third position, clockwise, (EIN/ON) means that the bike can be started with both the kick starter and the electric starter. Available lights in function.

Type B:

The horizontal position means that the bike can not be started. No lights in function.

The second position, clockwise, means that the bike can be started with both the kick starter and the electric starter. No lights in function.

The third position, clockwise, means that the bike can be started with both the kick starter and the elctric starter. Available lights in function.

Fig. 6 A

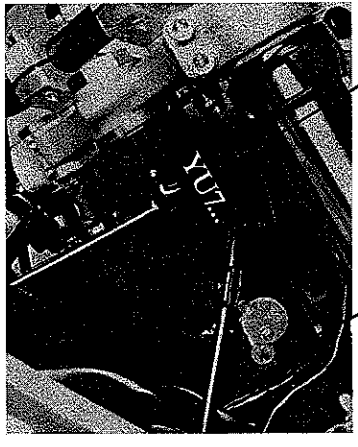


Fig. 6 C

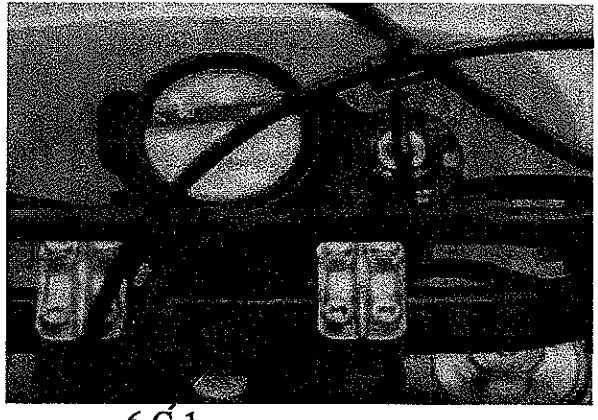


Fig. 6 B

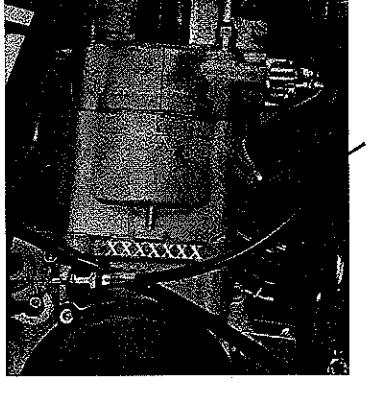
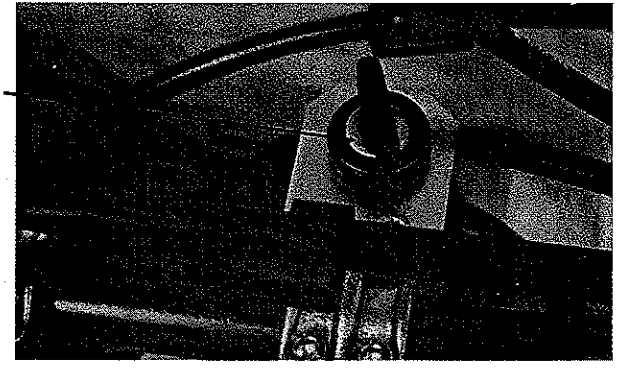


Fig. 6 D



CONTROLS

Fig. 8 A-1 Clutchlever

Fig. 8 A-2 Combination-switch Type I:

Headlight switch (Parking - Off - Low & High beam), Engine shortcircuit button, Turn signalswitch and Horn button.

Fig. 8 B-1 Combination-switch Type II:

Headlight switch (Off - Low & High beam), Engine shortcircuit button, Horn button.

Fig. 8 C-1 Engine shortcircuit stop button (FC-models)

Fig. 8 A-3 Frontbrake lever

Fig. 8 A-4 Twistgrip (electric start models), incl. Engine shortcircuit stop switch.

Fig. 8 D-1 Twistgrip (kickstart models).

Fig. 8 A-5 Filler cap fuel tank.

Fig. 8 A-6 Speedometer or odometer (if incl. in equipment).

Fig. 8 A-7 Front fork adjustment; compression damping.

Fig. 8 A-8 Front fork adjustment; rebound damping.

Fig. 8 A

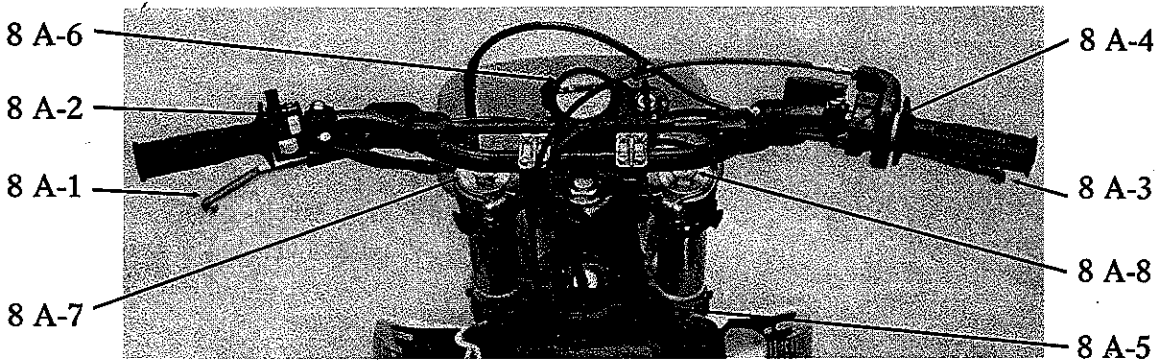


Fig. 8 B

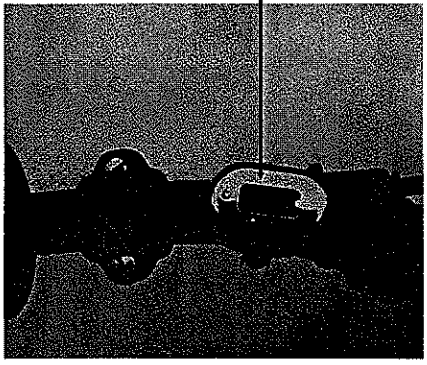


Fig. 8 C

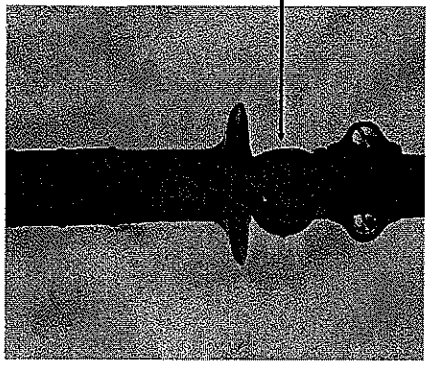
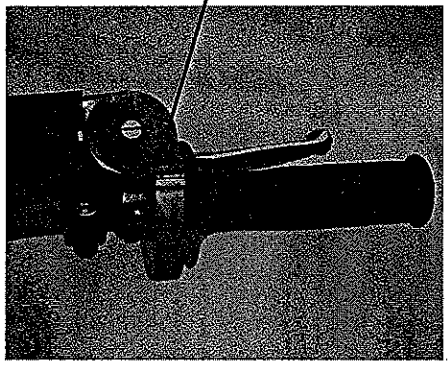


Fig. 8 D



STARTING INSTRUCTIONS

Kickstart models:

Follow the checklist on page 5.

Turn the fuel tap/s (fig. 10 A-1) to position ON.

Cold engine: Turn the chokelever (fig 10 A-2) to position ON.

Warm engine: Chokelever should be in OFF position.

Put the gearshift lever (fig. 10 B-1) into neutral.

With the throttle fully closed, make a distinct kick all the way through the operational orbit of the kickstart lever. If the engine does not start, let the kickstart lever return all the way back in order to provide maximum distance for the kickstart lever and also activating the additional semi-automatic decompression-system.

Cold engine: Warm the engine up (the throttle a little bit opened) with the choke on until it runs smoothly.

Engine idling, pull the clutch lever fully towards the handlebar and engage the 1st gear by pushing the gearshift lever downwards.

Open the throttle slightly at the same time as you slowly and gentle release the clutchlever.

Electric start models:

Follow the checklist on page 5.

Turn the fuel tap (fig. 10 A-1) to position ON.

Cold engine: Turn the chokelever (fig. 10 A-2) to position ON.

Warm engine: Chokelever in OFF position.

Put the gearshift lever (fig. 10 B-1) into neutral.

With the throttle fully closed, push the electric start button.

Cold engine: Warm the engine up (the throttle a little bit opened) with the choke on until it runs smoothly.

Engine idling, pull the clutch lever fully towards the handlebar and engage the 1st gear by pushing the gearshift lever downwards.

Open the throttle slightly at the same time as you slowly and gentle release the clutchlever.

The electric start models are all equipped with kickstarters. Follow the instructions on the left ("Kickstart models) if the kickstarter is used.

ATTTENTION: Never ride in a too low or too high gear -
Never let the engine run for more than one minute while stationary
It may cause severe mechanical damages

Fig. 10 A

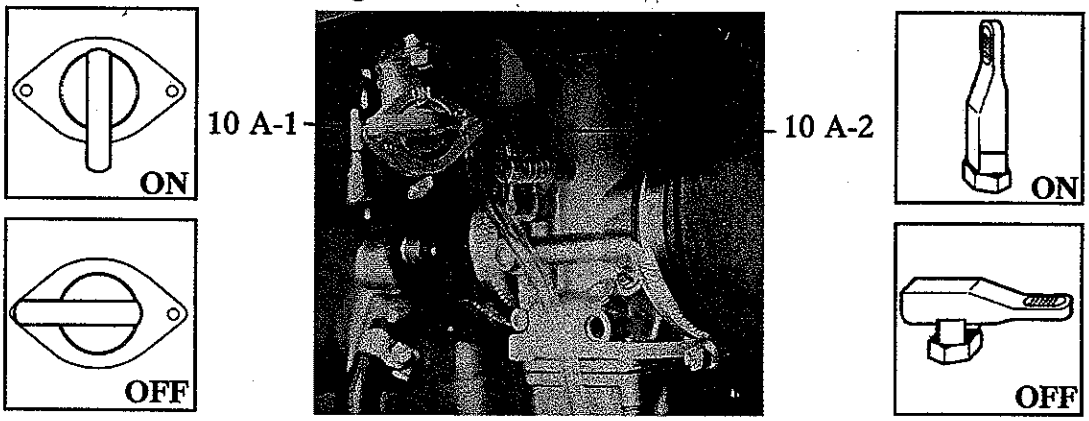
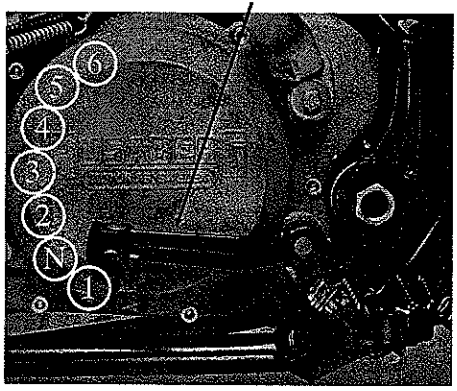


Fig. 10 B

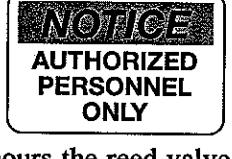


Lubrication system:

Always use a synthetic oil of a well-known brand, viscosity SAE 5W-50. Depending on the basic design of the engine;competition purposes = low weighted & small sized engine thus giving small capacity of oil, it is vital that the oil is frequently changed.

Packed into the crate of a totally new motorcycle is an additional microfilter. The filter installed in the engine, and the engine oil, has to be changed after the first two hours of operation. The washable filter has to be fully cleaned at the same time.

After the first change of oil and filter (incl. cleaning of the rewashable filter) the interval is maximum 10 hours in between change of oil and cleaning of the rewashable filter and every 20 hours regarding exchange of the microfilter.



After every 150 hours the reed valve of the lubrication system has to be changed (placed in the lefthand crankcase).

Oil-/filter-change and cleaning of filter:

The oil is preferably changed when the engine is warm

Attention: (take care - the oil could be very hot).

Drain the oil by removing the oildrainplug (fig. 12 A-1, wrench No. 13) and the attached washable filter.

While the oil drains, remove the fuel tank (see "Fuel") and the clutch cable from the lever on the engine (fig. 12 A-2). Remove the cover of the microfilter (fig. 12 A-3) by removing the two allen screws (allen key No. 4) and pull out the cover and filter by using a M 6 screw as a puller into the center of the cover.

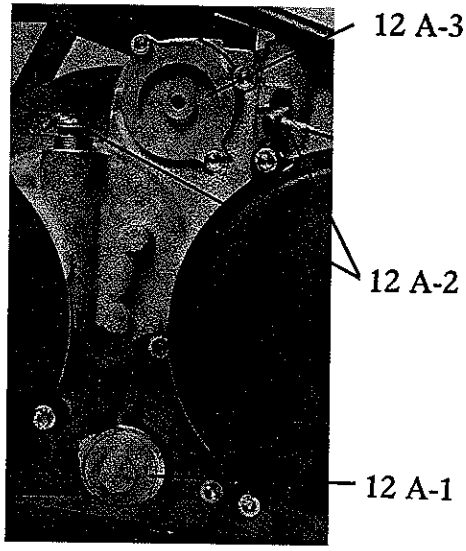
Lubricate the surface of the cover's O-ring (in order to avoid any damages on the O-ring). Insert the microfilter in reverse order of the disassembly.

Refit the oildrainplug and the attached, well cleaned, washable filter.

Refill the engine with adequate amount of oil; 1,0 litres, through the filler hole (fig. 12 B-1). Correct level of oil as shown beside. Whenever checking the oil level the motorcycle/engine has to be in an upright position.

ATTTENTION: Service more frequently when riding under hard conditions

Fig. 12 A



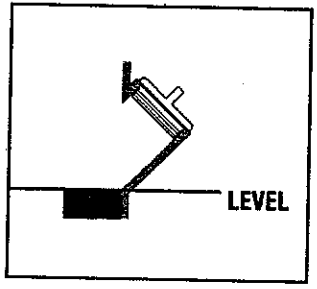
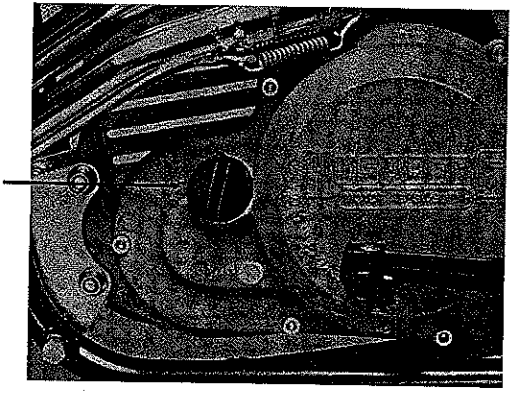


Fig. 12 B



MAINTENANCE

Ignition:

The ignition system is a CDI-system which means that there is no contact-breaker to change or any other moving parts apart from the flywheel. However, the system has to be checked and cleaned frequently for maximum durability and performance.

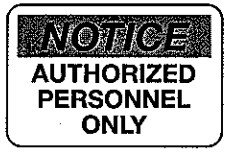
The inside of the ignition cover (fig. 14 A-1) the flywheel (fig. 14 B-1) and surroundings are preferably cleaned after every time the motorcycle has been used (cover removal; three allen screws, allen key No. 4). Due to the heat of the engine a condensation is built up around the stator and flywheel which could cause the system to work improperly. Check the surface of the cover for any damages in order to avoid any leakages.

Check the spark plug (fig. 14 C-1) frequently for wear and the colour of the electrode coating (spark plug wrench delivered together with the motorcycle, article No. 270007-01). The colour ought to be pale brown. A dark or black colour means that the carburettor's setting is on the rich side and a light or white colour means that it is too lean (see section "Carburettor").

The correct gap between the electrodes is 0,7mm and the recommended spark plug is NGK C8E.

Tightening torque 12 Nm.

Ignition timing:



Remove the cover of the ignition and the sprocket cover (fig. 14 A-2, allen key No. 4).

Use the Holding tool (article No. 270009-01) as shown (fig. 14 B-2) in order to hold the flywheel.

Remove the flywheel nut, **clockwise** (wrench No. 15).

Screw a Flywheel puller (fig. 14 D-1, article No. 270002-01), clockwise (wrench No. 18) into the center of the flywheel.

Release the flywheel from the crankshaft with the help of the Flywheel puller (wrench No. 19).

Release the stator (fig. 14 E-1) slightly (three screws, screwdriver No.) and turn it to 33° BTDC.

Tighten the three screws (torque 8 Nm).

Refit the flywheel and tighten the flywheel nut (torque 50 Nm) and refit the cover.

Fig. 14 A

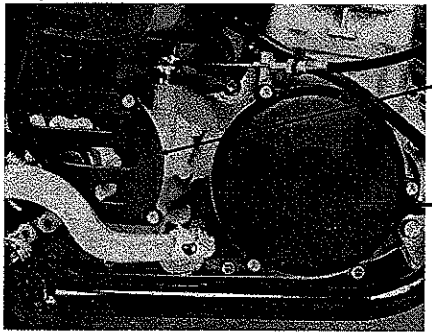


Fig. 14 B

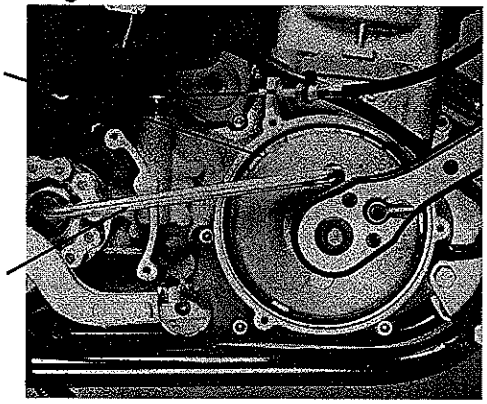


Fig. 14 C

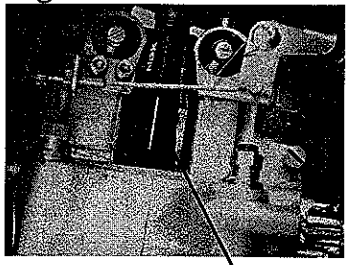


Fig. 14 D

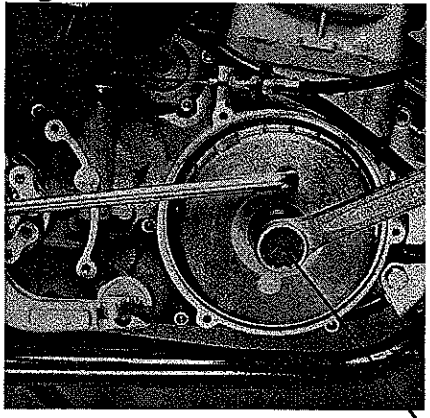
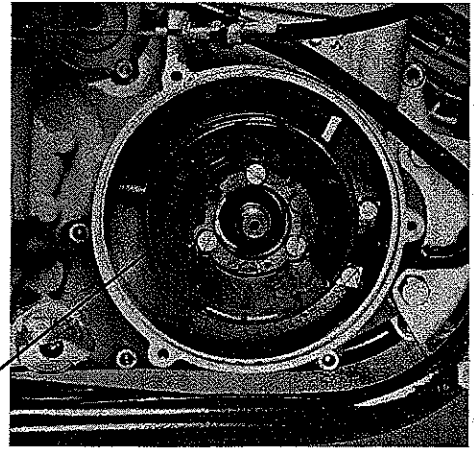


Fig. 14 E



MAINTENANCE

Radiator:

Make sure that the radiator always is filled by checking that the coolant fluid is visible after removal of the radiator filler cap (fig. 16 A-1). A mixture of 50% water and 50 % glycol with corrosion inhibitor is recommendable.

Check all connections and hoses for any leakages. Check the radiator cells for any leakages.

Airfilter:

Two different airfilter systems are used; one larger airfilter (all FC-models) and two smaller filters (all other models).

In order to avoid any engine damages or lack of power the filter/s has/have to be frequently cleaned or replaced.

Always use a well-known brand of filteroil after washing the filter/s carefully by using an airfilter cleaning solvent of a well-known brand.

Always check the surface/s of the filter/s attachment/s and the filter basket/s for any damages.

Always check the surfaces behind the filter/s for any loose particles and carefully clean the surfaces.

Airfilter removal:

FC-models (one airfilter):

Remove the seat (fig. 16 B , one allen screw on each side, allen key No. 5)

Remove the allen screw holding the airfilter basket (fig. 16 C-1 , allen key No. 5).

Pull the airfilter basket out of the airfilter.

Wash the filter carefully.

Soak the filter in filteroil and squeeze it slightly for any superfluous oil.

Put in the airfilter basket into the filter.

Assembly in reverse order of disassembly.

All other models (two airfilters):

Remove the seat (see above)

Remove the lefthand radiator spoiler (one hexagon bolt attached to the radiator - wrench No. 10 , three screws attached to the fuel tank - screwdriver).

Remove the two allen screws holding the two separate airfilter baskets (fig. 16 D-1, allen key No. 5).

The rest as above.

WARNING: Do not check coolant level while engine is hot !

Fig. 16 A

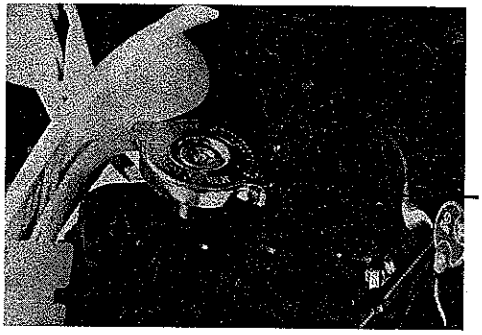


Fig. 16 B

Fig. 16 C

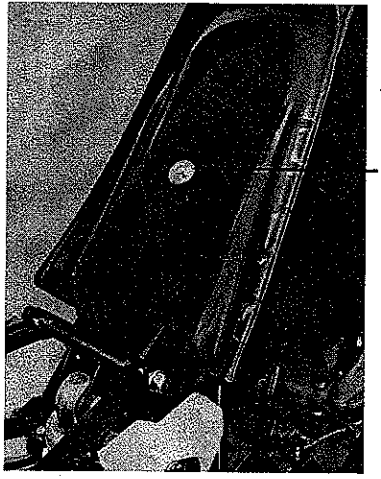
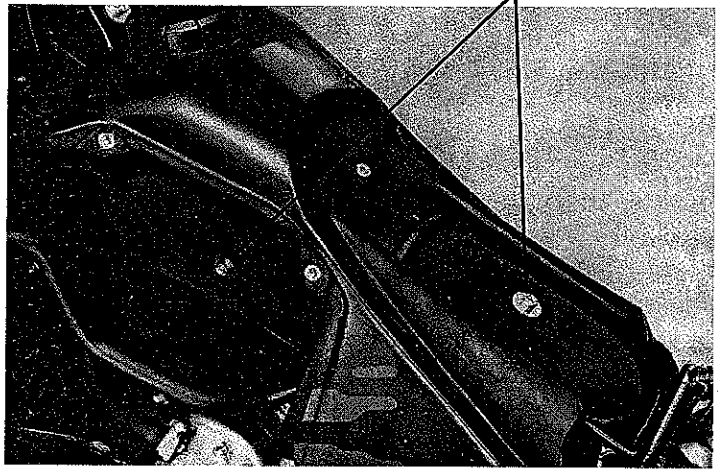


Fig. 16 D



MAINTENANCE

Carburettor:

Always make sure that the throttle (fig. 18 A-1) returns to a fully closed position.

Always make sure that the twistgrip (fig. 18 A-2) and cable (fig. 18 A-3) move easily. The tube on top of the carburettor (fig. 18 A-4) is the point there the cable wears out first and this is a vital part of the cable to be inspected.

Always check the intake manifold and the airfilter tube for any cracks and/or leakages and replace if necessary.

Always keep the twistgrip and cable well cleaned and lubricated.

Always keep the choke lever's shaft well greased.

Always eheck that the overflow tubes on each side of the carburettor are positioned in a vertical position straight from the outlets and not crossed nor hanging over the carburettor.

Always ensure that an appropriate fuel is used (minimum 98 octane) in order to get the most out of the motorcycle and to ensure a proper function of the motorcycle.

Carburettor setting:

To ensure an easy start of the engine, a high level of performance and a reduction of any risk of engine damages the carburettor has to be correctly set and adjusted.

The carburettor has an idle-screw (fig. 18 B-1) and a mixture-screw (fig. 18 B-2) that has to be correctly adjusted. In order to carry out a proper adjustment of these, the engine has to be warm.

With the twistgrip fully closed, turn the idle-screw to a position that makes the engine run smoothly at idling speed (approximately 1600-1800 rpm).

Adjust the mixture-screw to a position of a maximum idling speed.

If the engine now runs in a too high idling speed unscrew the idle-screw until a satisfying idling speed is established.

A guideline regarding the mixture-screw is 2-3 turns from its bottom position on the flatslide carburettors (400cc-models) and 1-2½ turns on the roundthrottle carburettors (501cc- and 600cc-models).

Depending on the altitude and the humidity, the adjustment may have to be changed whenever riding under various conditions.

Fig. 18 A

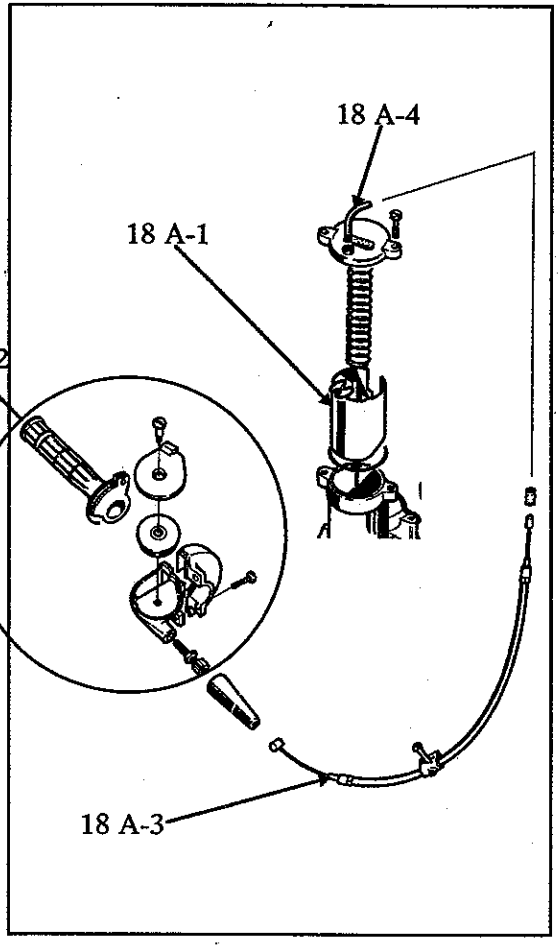
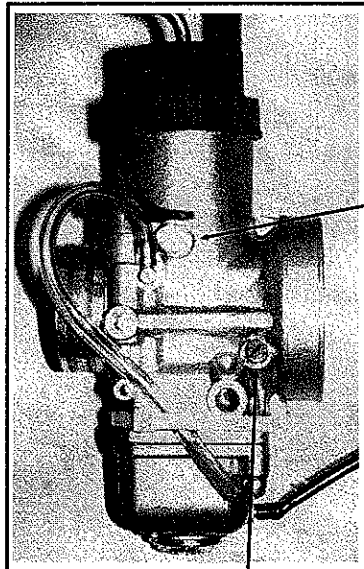
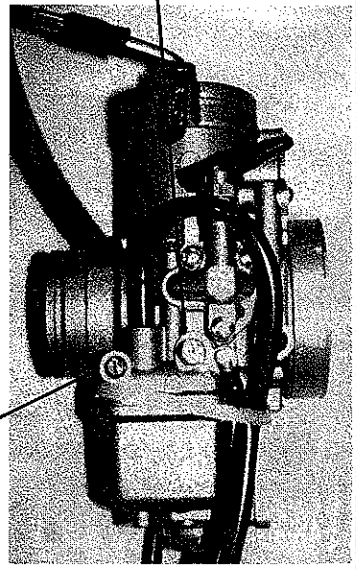


Fig. 18 B



VHSB 38

400 - models



PHM 40

501 & 600 - models

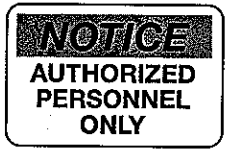
MAINTENANCE

Clutch:

Always ensure a clearance in the clutchlever on the handlebar as shown (fig. 20 A-1).

Always keep the cable (fig. 20 A-2) well lubricated and make sure that it moves easily.

Adjust the cable by either adjusting the lower adjustment on the cable/engine (fig. 20 B-1) or the upper adjustment on the cable/clutchlever (fig. 20 A-3). Adjustment is done by loosening the lock nuts before turning the adjustment-screws.



The clutch has a pushrod that needs to be adjusted by shims (article No. 230113-15, 230113-20, 230113-25) if necessary.

If the whole package of discs measures 20,0 mm or less the shim has to be replaced by a thinner one.

If the package of discs measures less than 19,6 mm the discs are to be replaced.

Semi-automatic decompression:

Although the kickstart models all are equipped with a fully automatic decompression system, activated by the camshaft, they are also equipped with a system activated by the kickstart. The system activated by the kickstart overlaps the fully automatic system whenever the camshaft may be in an unfavourable position before start.

Always make sure that the clearance of the lever (fig. 20 B-2) is as shown.

Always keep the cable well lubricated and make sure that it moves easily.

Adjustment semi-automatic decompression:

Put the engine in TDC. This is easiest done by removing the cover of the flywheel (see "Ignition") and the valve inspection covers (see "Valves") and then, using a wrench No. 15, turning the flywheel, **clockwise**, until both the intake and the exhaust valves are without any pressure from the rockerarms.

Adjustment is done by loosening the locknut (fig. 20 B-3, wrench No. 10) before turning the adjustment-screw (fig. 20 B-4, wrench No. 8).

ATTTENTION: Less clearances than the required cause severe engine damages

Fig. 20 A

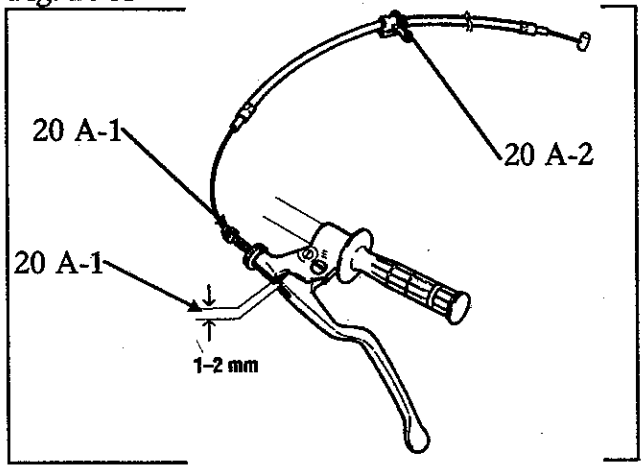
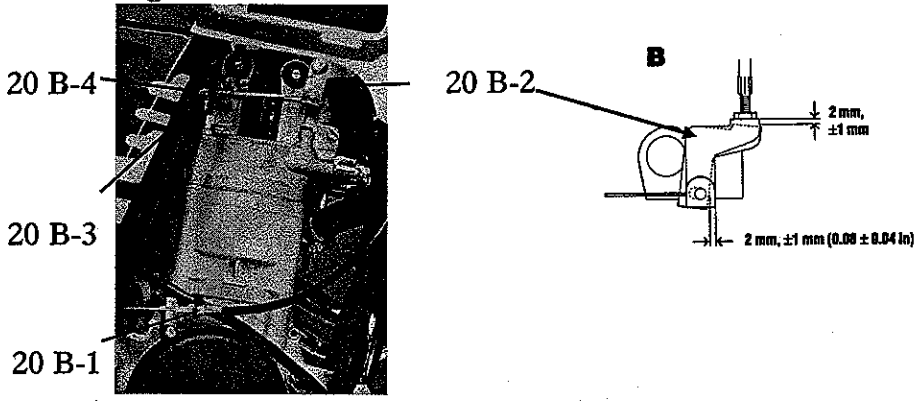


Fig. 20 B



MAINTENANCE

Driveline:

The Husaberg motorcycle is delivered with a chain of O-ring type. If properly serviced it will last for a long time.

Always keep the chain well cleaned and lubricated.

Always make sure that the chain is properly tensioned.

Always make sure that the chain is not showing signs of wear that may cause it to break or causing damage to the front- and/or rear-sprocket.

Always check the front- and rear-sprocket for any wear that may cause damage to the chain.

Whereafter changing to a new O-ring chain, always follow the recommendations of the supplier regarding maintenance and wear limits.

Chain tension:

Control of the tension is done when the bike is in an upright, unloaded, position (wheels on the ground and no centerstand used).

Press the chain down, using just a minor force, as shown (fig. 22 A).

When properly tensioned you should be able to just barely touch the swingarm protection at the position as shown (fig. 22 A-1) with the chain.

If the chain needs to be adjusted:

Loosen the rear wheel axle by loosening the nut (fig. 22 B, wrench No. 27).

Loosen the two locknuts on the chain tensioners on each side of the swingarm (fig. 22 C-1, wrench No.13).

Adjust the chain with the chain tensioner bolts (fig. 22 C-2, wrench No.13) to a correct tension.

Retighten the locknuts on the chain tensioners.

Retighten the rear wheel axle.

Chain lubrication:

Remove the rear wheel (see "Rear wheel").

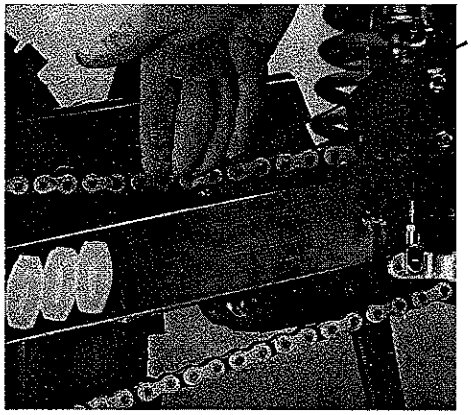
Remove the swingarm by removing the linkage-system and the swingarm (see "Linkage-system").

After cleaning of the removed chain (use a suitable solvent), wipe it off with a clean and dry cloth.

Lubricate the chain (use a well-know brand of O-ring lubrication).

Assembly in the reverse order.

Fig. 22 A



22 A-1

Fig. 22 B

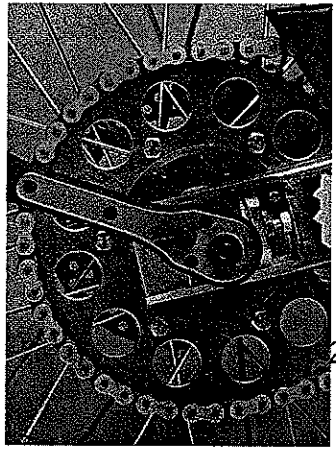
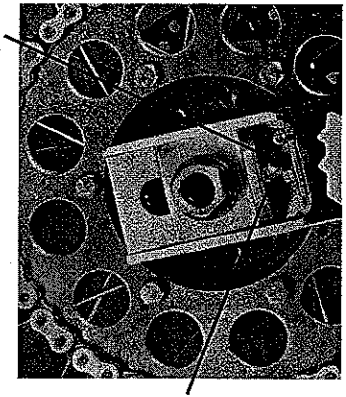


Fig. 22 C

22 C-1



22 C-2

MAINTENANCE

Front suspension:

The Husaberg motorcycle is delivered with an adjustable front fork from WP. For a maximum performance it needs to be adjusted according to the riding conditions and the rider's weight and preferences.

The front fork is pre-adjusted from the factory as follows:

FC- and FX-models:

Compression damping (left leg):

Adjustment screw (fig. 24 B-1) in 13th position from the bottom position.

Rebound damping (right leg):

Adjustment screw (fig. 24 B-2) in 12th position from the bottom position.

FE-models:

Compression damping (left leg):

Adjustment screw (fig. 24 B-1) in 10th position from

Static spring deflection/oilchange:

Put the motorcycle on a centerstand in order to get the front wheel off the ground.

Measure the distance A1 (fig. 24 A-1).

Put the motorcycle on the ground (both wheels on the ground and unloaded).

Grab the handlebar and push the front fork firmly down a couple of times.

Measure the distance A1 once again which now ought to be 20-35 mm less than the first time.

If the distance is outside these 20-35 mm the pre-load of the front fork has to be adjusted. The pre-load ought to be in between 5-20 mm.

Fig. 24 A

24 A-1

Fig. 24 B

24 B-1

24 B-2

MAINTENANCE

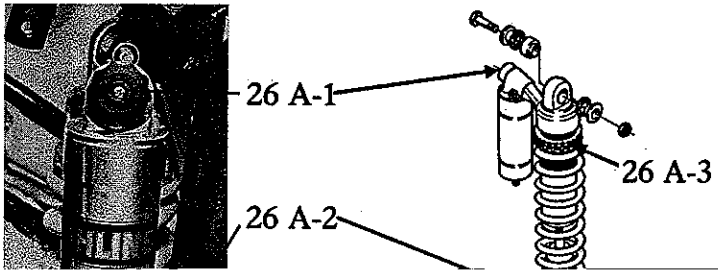
Rear suspension:

The Husaberg motorcycle is delivered with an

Static spring deflection:

Put the motorcycle on a centerstand in order to get the

Fig. 26 A



MAINTENANCE

Front wheel:

Always check the front wheel for any damages in the rim, the spokes and the nipples.

Check the bearings for any wear and/or damages.

Retighten any loose spokes (spoke wrench No. 5.5) -

Important - all spokes have to be equaly tensioned.

Removal of front wheel:

Remove the hexagon bolt (fig. 28 A-1, wrench No. 16).

Remove the two hexagon bolts (fig. 28 A-2, wrench No. 10) on each side of the front fork legs.

Remove the front wheel axle and remove the front wheel.

Check the wear of the brakepads at the same time.

Assembly of front wheel:

Put the front wheel in by first sliding the brake disc into the brake caliper (in between the two pads)

Rear wheel:

Always check the rear wheel for any damages in the rim, the spokes and the nipples.

Check the bearings for any wear and/or damages.

Retighten any loose spokes (spoke wrench No. 6) -

Important - all spokes have to be equaly tensioned.

Removal of rear wheel:

Remove the nut on the right side of the swingarm (fig. 28 B-1, wrench No. 27).

Remove the wheel axle and the chain tensioner-sledges on each side and push the wheel forward.

Slip the chain off the wheelsprocket and remove the rear wheel.

Check the wear of the brakepads at the same time.

Assembly of rear wheel:

Put the rear wheel in by first sliding the brake disc

Fig. 28 A

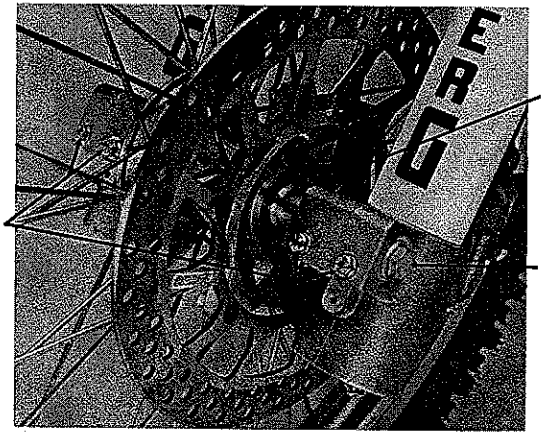
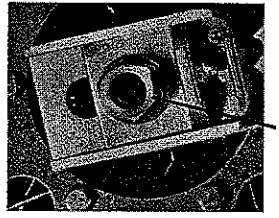
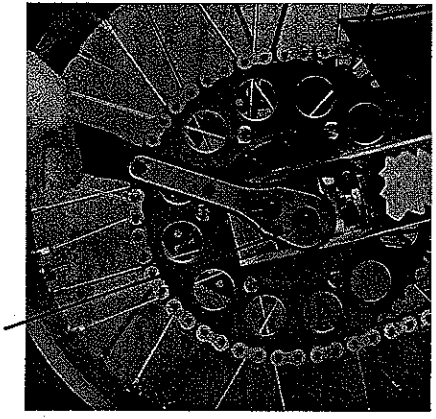


Fig. 28 B





MAINTENANCE

Front brake:

The Husaberg motorcycle is equipped with a Brembo

Air bleeding of brakeline:

Ensure that the air nipple (fig. 30 P.3 - remark No. 9)

MAINTENANCE

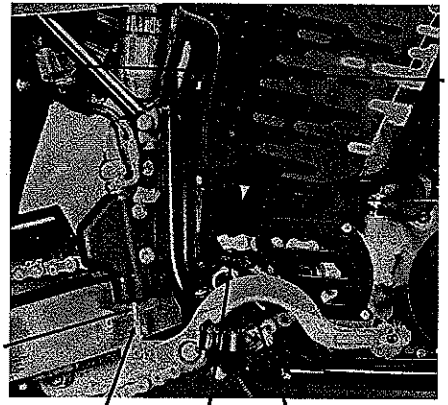
Rear brake:

The Husaberg motorcycle is equipped with a Brembo hydraulic disc brake. As everything else in connection

With the brake lever fully in its bottom position; close the air nipple and then release the lever.

Repeat the above mentioned steps until no more air is

Fig. 32 A



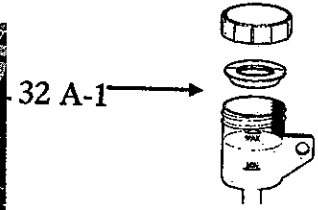


Fig. 32 B

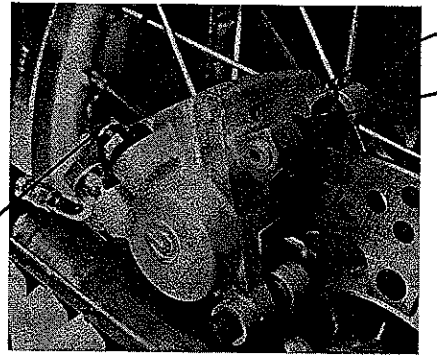
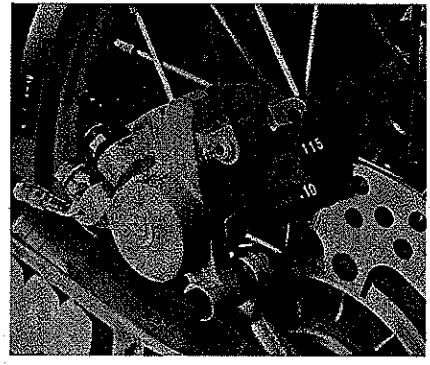


Fig. 32 C



MAINTENANCE

Fuel:

The Husaberg motorcycle is developed and designed for competition use and this makes a high

Remove the clamp holding the vacuum hose (the hose between the small tube on the cylinder head and the

MAINTENANCE

Linkage-system:

The linkage-system has to be frequently checked and serviced in order to avoid any damages on the parts in the system and/or the frame and the swingarm.

It should be dissasembled after every 50 hours in order to be checked, cleaned and lubricated.

(2+1 pcs) for any damages or wear. Replace if necessary.

Check the bearings (2 pcs) and the bushings (2 pcs) in the swingarm for any damage or wear. Replace if necessary.

Clean every part thoroughly and [illegible]

MAINTENANCE

Steering head bearing adjustment:

The clearance has to be checked frequently.

Put the motorcycle on a centerstand with the front wheel fully off the ground.

Turn the handlebar in both directions. It should not be either too easy nor too hard to move. Also move it front and backwards in order to check the clearance (no "clicking" sound).

To adjust, loosen the two allen screws on each side of the upper tripleclamp (fig. 36 A-1, allen key No. 6), loosen the locknut on top of the top tripleclamp (fig. 36 A-2, wrench No. 32) and turn the adjustment nut (fig. 36 A-3) until appropriate clearance is obtained. The easiest way to feel this is by turning it in until you feel a slight resistance when moving the steering from left to right and vice versa and then turn the adjustment nut ¼ of a turn back (counter clockwise).

Retighten the locknut on top of the tripleclamp and then retighten the four bolts on the tripleclamp.

ATTTENTION: **Do not use a highpressure jet-cleaning equipment on surfaces around bearings and other fragile components.**

Valves:

The clearances between the valve adjustment screws and the valve stems have to be checked after 2 hours of operation when the engine is brand new or any part of the valves, valve-seats or rockerarms have been changed.

The interval between the check of the clearences is then every 20 hours.

Valve adjustment:

Remove the fuel tank (see "Fuel").

Remove the two valve inspection covers (fig. 36 B-1): two allen screws on each cover (allen key No. 4) and the gaskets.

Put the engine in TDC (both the intake and the outlet valves unloaded).

Check the clearance of the valves (0.10 mm) and adjust if necessary by loosening the locknut (wrench No. 10) and then by adjusting the screw into appropriate clearance.

Refit in the reverse order of disassembly. Replace the gaskets of the inspection covers if necessary.

Fig. 36 A

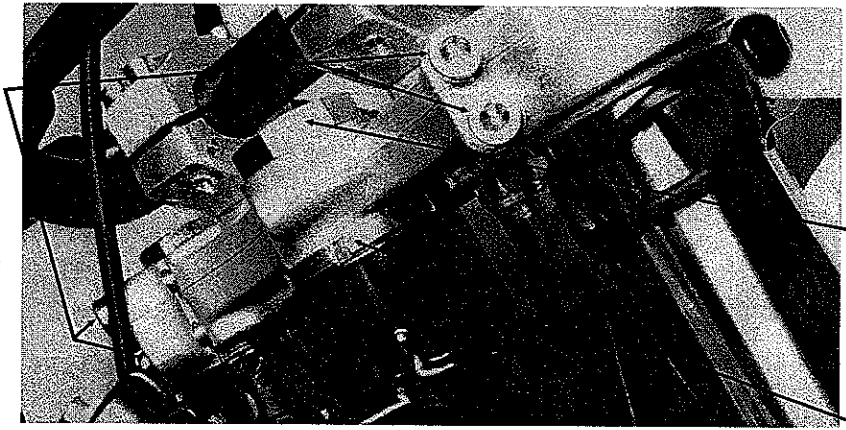


Fig. 36 B

TECHNICAL SPECIFICATION

	Enduro-models	Motocross-models	Elduro-models	Desert-models
Clutch	7 friction- and 8 steel clutchdiscs in oil bath.			
Gearbox	6-speed	4 or (6)-speed	6-speed	6-speed
Primary ratio:	29/78 - 2,690	29/78 - 2,690	29/78 - 2,690	29/78 - 2,690
Gear ratios:	Wide ratio	Close ratio	Wide ratio	Semi-wide ratio
1st gear	13/34 - 2,615	15/33 - 2,133	13/34 - 2,615	15/33 - 2,133

TECHNICAL SPECIFICATION

	Enduro- and Elduro-models	Motocross- and Desert-models
Frame	Heat-treated (DIN) 25CrMo4-steel	
Subframe	Heat-treated (DIN) 25CrMo4-steel	
Caster	28,5°	
Front suspension	Hydraulic frontfork ø 50 mm WP 5060 HUSABERG-E / 280 mm	Hydraulic frontfork ø 50 mm WP 5060 HUSABERG-MX / 280 mm
Rear suspension	Linkage system / central shockabsorber ÖHLINS HUSABERG 3491 / 324 mm	Linkage system / central shockabsorber ÖHLINS HUSABERG 3481 / 324 mm
Front brake	Brembo hydraulic, ø 260 mm stainless steel disc, twin piston floating caliper	
Rear brake	Brembo hydraulic, ø 220 mm stainless steel disc, single piston floating caliper	
Front rim/tyre	D.I.D 1.60 x 21" / 90/90 - 21"	EXCEL 1.60 x 21" / 90/90 - 21"
Rear rim/tyre	D.I.D 2.15 x 18" / 140/80 - 18"	EXCEL 2.15 x 19" / 130/70 - 19" (FC) EXCEL 2.15 x 18" / 130/80 - 18" (FX)
Front tyre airpressure	Offroad use - 0,8 bar (12,0 psi) Street use - 1,0 bar (14,5 psi)	Offroad use - 0,8 bar (12,0 psi)
Rear tyre airpressure	Offroad use - 0,8 bar (12,0 psi) Street use - 1,0 bar (14,5 psi)	Offroad use - 0,8 bar (12,0 psi)

TECHNICAL SPECIFICATION

Enduro models	Eldoro models	Motocross models	Desert models

TECHNICAL SPECIFICATION

	All models
Engine oil / capacity	Synthetic SAE 5W-50 (min. SAE 15W-50) / 1,0 Litre
Fuel / capacity	RON 98 / 8,5 Litres (FE & FX) 7,5 Litre (FC)
Cooling liquid / capacity	50% Anti-freeze (with corrosion inhibitor) and 50% water / 1,3 Litres
Frontfork oil	WP SAE 5
Brakefluid:	DOT 4
Lubrication of bearings	Molybdenum sulphide grease
Valve clearance	0,10 mm
Ignition timing	33° BTDC
Sparkplug / gap	NGK C8E / 0,7 mm
Clutch cable clearance	1-2 mm
Decompression cable clearance	2 mm ± 1 mm
Wearlimit brakepads	1,5 mm
Wearlimit clutchdiscs	19,6 mm
Service limits (max. time limits):	
Engine oil	2 hours (brand new or previously disassembled engine) Then after every 10 hours
Microfilter (outlet filter)	2 hours (brand new or previously disassembled engine) Then after every 20 hours

TECHNICAL SPECIFICATION

	All models	
	Torques:	Use of threadlock liquid
M4	6 Nm	
M5	8 Nm	
M6	10 Nm	
M8	25 Nm	
M10	40 Nm	
M12/14/16	100 Nm	
Screw reedvalve:	5 Nm	Yes
Screw ignition stator:	8 Nm	
Screw valve inspection cover:	5 Nm	
Screw valve cover:	10 Nm	
Screw crankcase:	10 Nm	
Screw transmission cover:	10 Nm	
Screw gearshift lever:	10 Nm	Yes
Screw kickstart lever:	10 Nm	Yes
Screw cylinderhead (M6):	10 Nm	
Nut cylinderstud:	44 Nm	
Screw upper timing sprocket:	25 Nm	Yes
Nut primary gear:	80 Nm	
Nut flywheel:	50 Nm	
Spark plug:	12 Nm	
Locknut valve adjustment screw:	12 Nm	
Oildrainplug:	12 Nm	

HUSABERG

MOTOR AB · SWEDEN

Enduroväg