



# INDEX

<u>Introduction</u>	Page 1	<u>Maintenance</u>	
<u>Safety</u>	Page 2	Chain driving	Page 22-23
<u>Pre-ride inspection</u>	Page 3	Front suspension	Page 24-25
<u>General information</u>		Rear suspension	Page 26-27
Identification numbers	Page 4-5	Front wheel	Page 28-29
Steering lock	Page 4-5	Rear wheel	Page 28-29
Ignition lock/switch	Page 4-5	Front brake	Page 30-31
<u>Controls</u>	Page 6-9	Rear brake	Page 32-33
<u>Starting procedure</u>	Page 10-11	Fuel	Page 34-35
<u>Maintenance</u>		Swingarm	Page 35
Lubrication system	Page 12-13	Steering head bearings	Page 36-37
Ignition	Page 14-15	Wheel bearing renewal	Page 36-37
Radiator	Page 16-17	Valves	Page 38-39
Airfilter	Page 16-17	<u>Specifications</u>	Page 40-43
Carburettor	Page 18-19	<u>Carburettor std. jettings</u>	Page 44
Clutch	Page 20-21	<u>Torque values</u>	Page 45
Decompression system	Page 20-21	<u>Engine maintenance</u>	Page 46-47
		<u>Wiring diagrams</u>	Page 48-55

Dear client,

We feel ourselves privileged and honoured to be the supplier of your choice of motorcycle. We know for sure that our product will give you years of fun and performance though the Husabergs are based upon decades of experience in racing and a dedication hard to find elsewhere. You're bound to feel this through the inborn lively spirit of your bike.

Although mainly designed and constructed for competition purposes it is still very rider-friendly, however with a character 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 and 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 at least the parts we've mentioned under:



Also, some of the maintenance has to be performed 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 Husaberg of yours will provide a 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 adequate clothing and protective apparel.

Always wear a helmet, goggles and boots.

## MOTORCYCLE:

The motorcycle may become dangerous to ride if it is modified or if any other parts than original Husaberg parts are used. The use of other parts than original makes the warranty no longer valid.

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 hazardous to you and/or your surroundings.

## TRANSPORTATION:

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 deterioration/damages and any necessary adjustments before you start the motorcycle (see "Pre-ride inspection").

Though the Husaberg motorcycle has a very high level of performance; always ride with care and do not overestimate your capabilities. Get to know your Husaberg motorcycle 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.

**ATTENTION:** 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

3

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

<b>Engine oil:</b>	Check the level and fill up if necessary. Check for any leakages in the casing.	<b>Page 12-</b>
<b>Ignition:</b>	Check the sparkplug cap/HV lead for damages.	<b>Page 14-</b>
<b>Radiator:</b>	Check the coolant level and fill up if necessary.	
	Check for leakages and/or damages of the cells and hoses/attachments.	<b>Page 16-</b>
<b>Airfilter/s:</b>	Clean, or if necessary, replace the filter/s.	<b>Page 16-</b>
<b>Carburettor:</b>	Check the function of the throttle/cable and adjust/replace any damaged parts if necessary. Adjust the idling- and/or mixture screw if necessary.	<b>Page 18-</b>
<b>Clutch:</b>	Check the function and adjust if necessary.	<b>Page 20-</b>
<b>Decompression:</b>	Check the function of the semi-automatic decompression lever and adjust if necessary (non-electrical starter models only).	<b>Page 20-</b>
<b>Chain driving:</b>	Check and adjust/replace the chain if necessary. Check the sprockets and replace if necessary.	<b>Page 22-</b>
<b>Suspensions:</b>	Check the operation of the front fork and the shock absorber and adjust if necessary. Check and tighten the swingarm if necessary.	<b>Page 24-</b>
<b>Wheels:</b>	Check the air pressure of the tyres and fill up if necessary.	
	Check the spokes and tighten if necessary.	<b>Page 28-</b>
<b>Brakes:</b>	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.	<b>Page 30-</b>
<b>Fuel:</b>	Check the level and fill up if necessary. Check for any leakages in the fuel lines.	<b>Page 34</b>
<b>Steering:</b>	Check the clearance of the steering head bearings and adjust if necessary.	<b>Page 36</b>
<b>Controls:</b>	Check the function of the speedometer or odometer (if incl.in equipment).	
<b>Lighting:</b>	Check the functions of the front-, tail-, and brake lights (and any occurring turn signals).	

# GENERAL INFORMATION

## IDENTIFICATION NUMBERS

The Vehicle Identification Number is placed on the right side of the steering head (Fig. 5A-1).

The Engine Number is placed on the right side of the engine, just below the cylinder (Fig. 5B-1).

## STEERING LOCK

The lock (if incl. in equipment) is placed on the right side of the steering head (Fig. 5A-2).

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

## IGNITION LOCK

The ignition lock (all Elduro-models except some US-models) is either placed to the right of any speedometer (Fig. 5C) or in a separat bracket.

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

The second position, clockwise, means that the bike can be started with the kick starter but not with the electrical starter. Available lights in function.

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

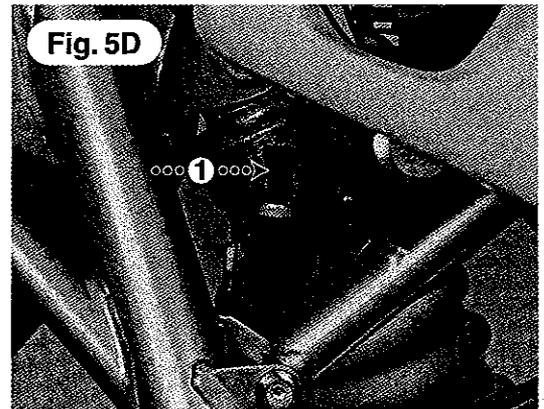
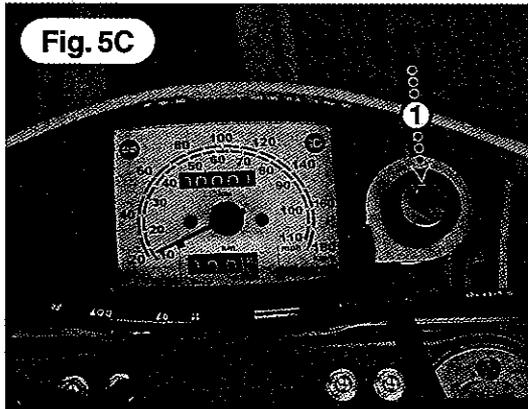
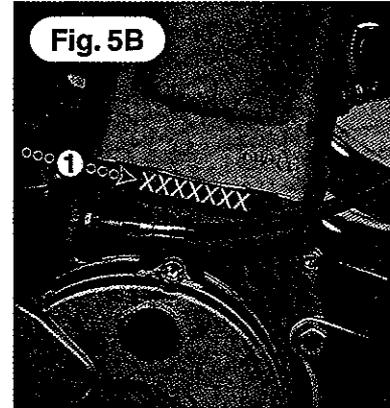
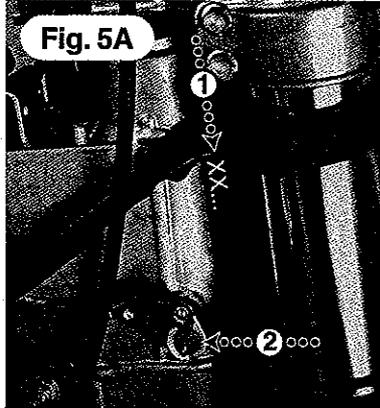
## IGNITION SWITCH

The ignition switch (only some electrical starter US-models) is placed underneath the front of the lefthand sidepanel (Fig. 5D-1).

The bottom position of the knob; the bike can not be started with the electrical starter but still with the kick starter. Battery is disconnected from the system. Available lights in function if the motor is running.

The outer position of the knob; the battery is connected. Electrical starter in function and available lights in function.

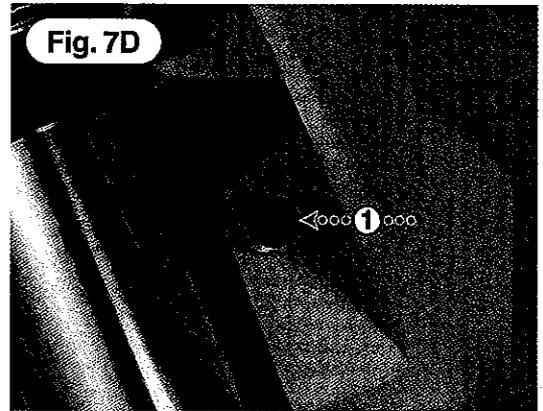
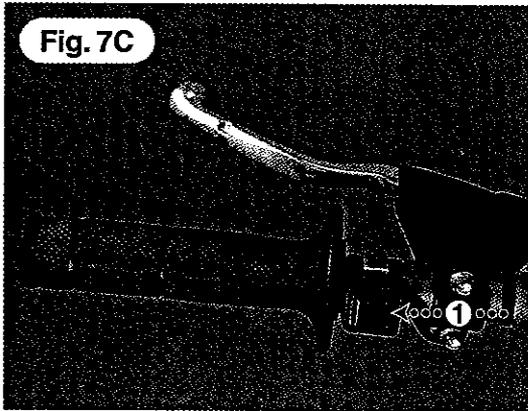
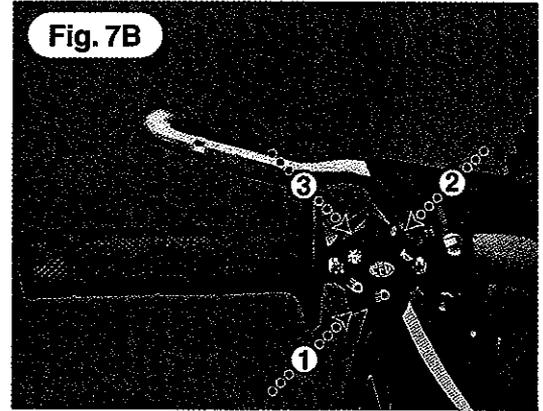
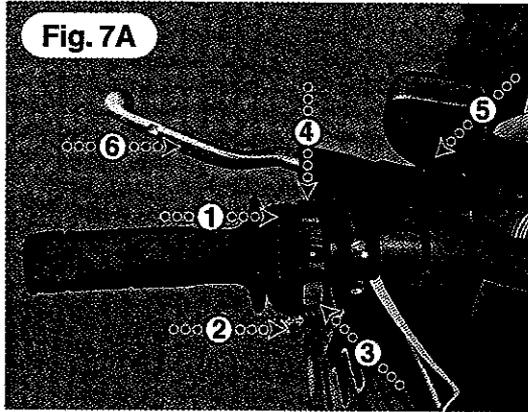
# GENERAL INFORMATION



# CONTROLS

- Fig. 7A    Combination switch Type I:  
1- Headlight switch (Parking - Off - Low - High beam)  
2- Turn signal switch  
3- Horn button  
4- Engine shortcircuit button  
  
5- Clutch cable adjustment (upper)  
6- Clutch lever
- Fig. 7B    Combination switch Type II:  
1- Headlight switch (Off - Low - High beam)  
2- Horn button  
3- Engine shortcircuit button
- Fig. 7C    1- Engine shortcircuit button (Motocross and Enduro-US models)
- Fig. 7D    1- Light switch (On - Off, Enduro-US models)

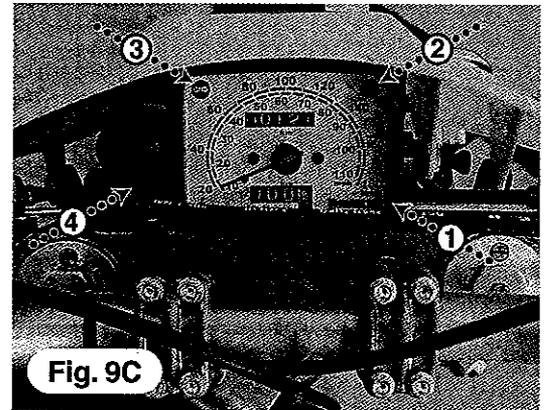
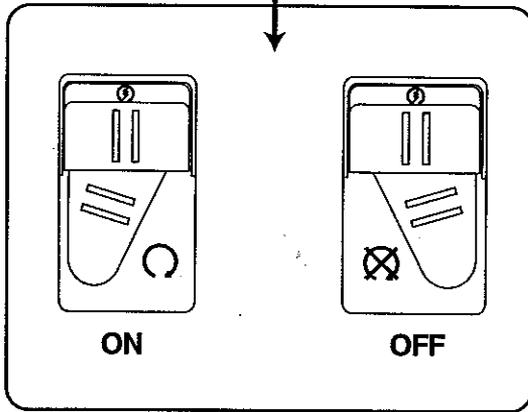
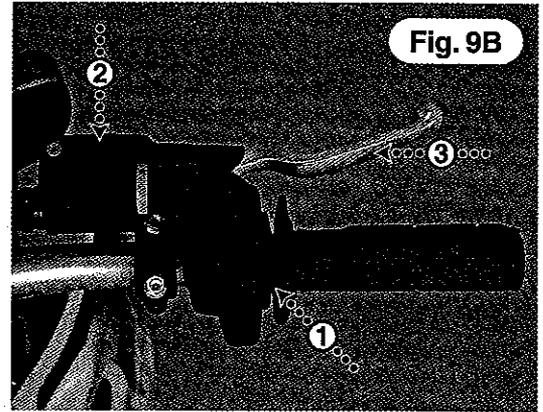
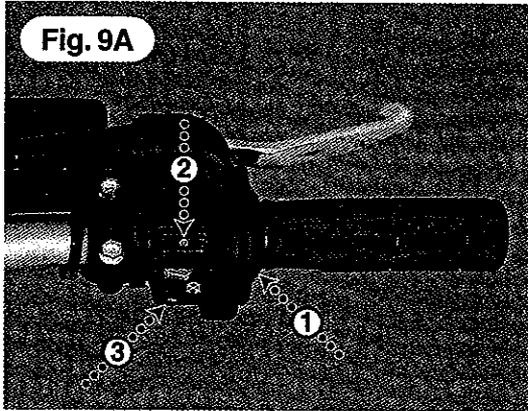
# CONTROLS



# CONTROLS

- Fig 9A    1- Twistgrip (electrical starter models)  
          2- Engine shortcircuit switch
- Fig. 9B    1- Twistgrip (non-electrical starter models)  
          2- Frontbrake fluid reservoir  
          3- Frontbrake lever
- Fig. 9C    1- Speedometer (if incl. in equipment)  
          2- Highbeam indicator lamp  
          3- Turn signal indicator lamp  
          4- Trip meter knob

# CONTROLS



# STARTING PROCEDURE

## **Kick starter models:**

Follow the checklist on page 3.

Turn the fuel tap/s (Fig. 11A-1) to position ON.

Cold engine: Turn the choke lever (Fig 11A-2) to position ON.

Warm engine: Choke lever should be in OFF position.

Put the gearshift lever into neutral.

With the throttle fully closed, make a distinct and long kick all the way through the operational orbit of the kick start lever. If the engine does not start, let the kick start lever return all the way back in order to provide the maximum distance for the kick start 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 gently release the clutch lever.

Shift the gears as soon as adequate rpms have been achieved.

## **Electrical starter models:**

Follow the checklist on page 3.

Turn the fuel tap (fig. 9 A-1) to position ON.

Cold engine: Turn the choke lever (fig. 9 A-2) to position ON.

Warm engine: Choke lever in OFF position.

Put the gearshift lever into neutral.

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

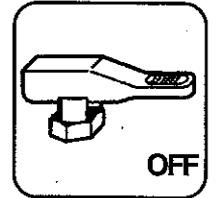
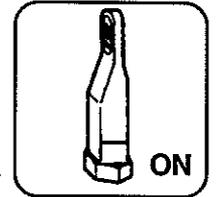
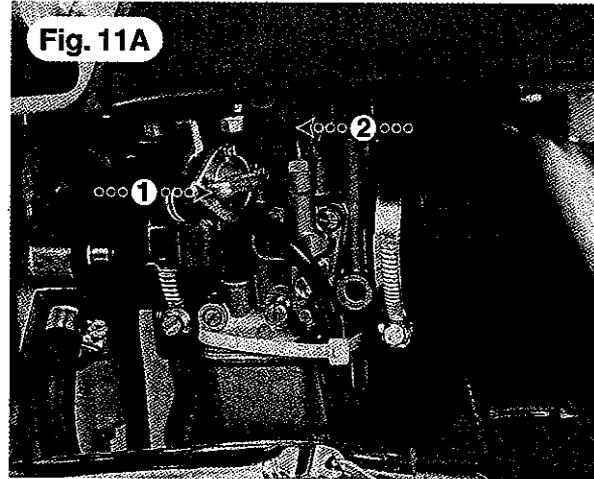
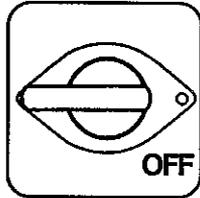
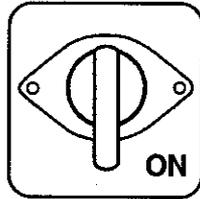
Cold engine: Warm the engine up (the throttle a little bit opened) with the choke on until it runs smoothly. Engine idling, pull the clutch lever fully towards the handlebar and engage the 1st gear by pushing the gearshift lever downwards.

Open the throttle slightly at the same time as you slowly and gently release the clutch lever.

Shift the gears as soon as adequate rpms have been achieved.

The electrical start models are all equipped with kick starters. Follow the instructions on the left (see "Kick starter models") if used. Note that although no additional semi-automatic decompression system is installed in an electrical starter engine the kick starter lever has to be used as described.

# STARTING PROCEDURE



**ATTENTION:** 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

# MAINTENANCE

## 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 - equal to a small sized engine thus giving a 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 oil screen has to be fully cleaned at the same time.

After the first change of oil and filter, incl. cleaning of the oil screen, the intervals are maximum 5 hours (motocross and desert models) or 10 hours (all other models) regarding change of oil and cleaning of the screen and every 25/50 hours regarding exchange of the microfilter.

**ATTENTION - Service more frequently when riding under hard conditions**



After every 100 hours the reed valve of the lubrication system has to be inspected and cleaned.

**Oil and filter change and cleaning of oil screen:**  
The oil is preferably changed while the engine is warm.

### WARNING

**Take care - the oil could be very hot.**

Drain the oil by removing the oil drain plug (Fig. 13A-1, wrench No. 13) and the attached oil screen. While the oil drains, remove the fuel tank if necessary (see "FUEL") and the clutch cable from the lever on the engine (Fig. 13A-2).

Remove the cover of the microfilter by removing the ignition cable clamp (Fig. 13A-3, allen key No. 5) and the two allen screws (Fig. 13A-4, allen key No. 4) and pull out the cover and filter by using one M 6 screw as a puller into the center of the cover.

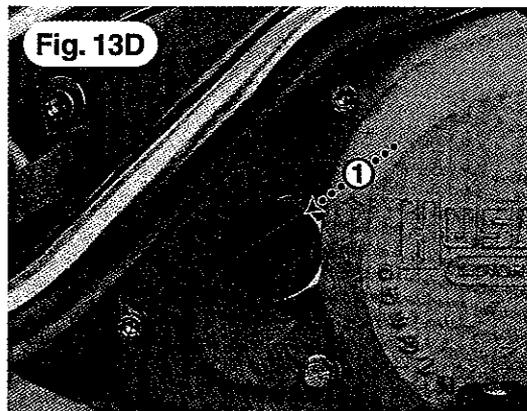
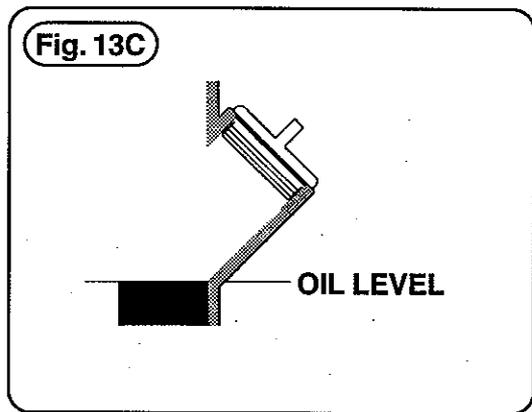
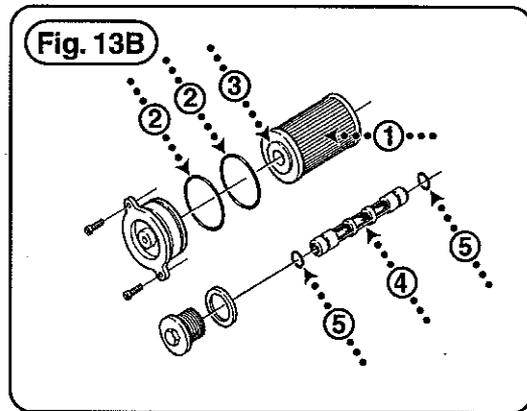
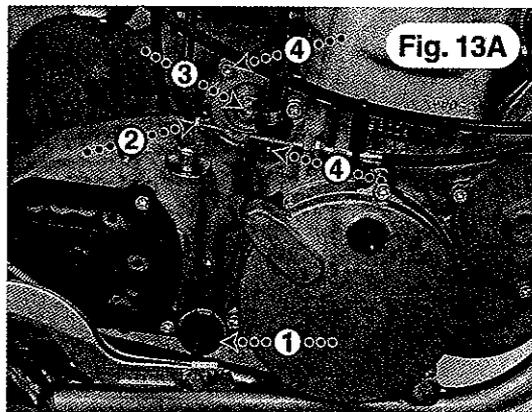
Lubricate the surface of the cover's O-rings and the O-ring of the new microfilter (Fig. 13B-2, 13B-3).

Insert the microfilter in reverse order of disassembly. Refit the oil drain plug and the attached, well cleaned, oil screen.

Refill the engine with the adequate amount of oil; 1,0 litre, through the filler hole (Fig. 13D-1). Correct level of oil as shown.

Whenever checking the oil level the motorcycle/engine has to be in an upright position.

# MAINTENANCE



# MAINTENANCE

## IGNITION:

The ignition system is a CDI-system without any contact-breaker to change or any other moving parts apart from the flywheel. However, the system has to be frequently checked and cleaned for a maximum of durability and performance.

The inside of the ignition cover, the stator, the flywheel and the surroundings are preferably cleaned after every time the motorcycle has been used and/or washed (cover removal; three allen screws, allen key No.5). 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.

Frequently check the spark plug (Fig. 15A-1) for wear and the colour of the electrode coating (spark plug wrench, 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 "CARBURETTOR").

The correct electrode gap is 0,7mm.

Recommended spark plug is NGK C8E.

Tightening torque 12 Nm.

## Ignition timing:



Remove the inspection cover (Fig. 15B-1).

Put the engine in TDC position (see "VALVES").

The ignition is properly set if:

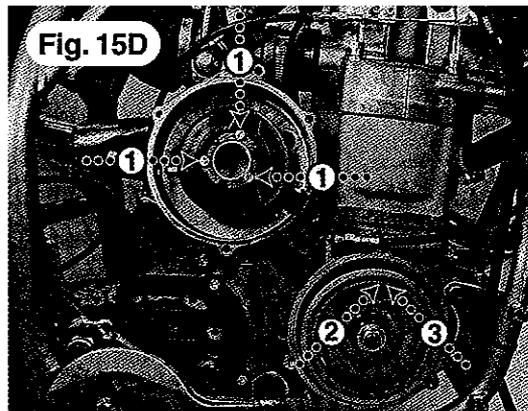
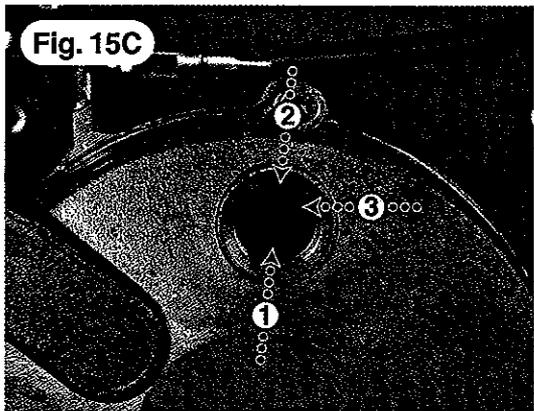
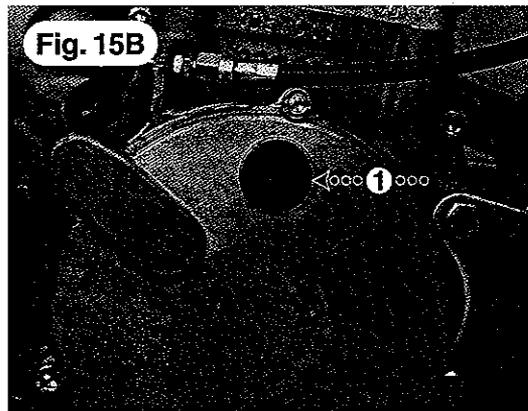
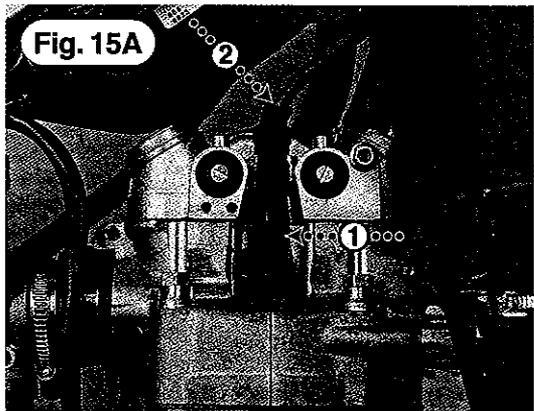
Non-electrical starter models - the left mark on the flywheel (Fig. 15C/D-2) is aligned with the mark on the stator (Fig. 15C-1).

Electrical starter models - the right mark on the flywheel (Fig. 15C/D-3) is aligned with the mark on the stator (Fig. 15C-1).

If the ignition needs to be adjusted, remove the cover, slightly undo the three screws of the stator (Fig. 15D-1) and adjust the stator.

Tighten the screws.

# MAINTENANCE



# MAINTENANCE

## RADIATOR:

Always make sure that the coolant level is correct by checking that the coolant is visible after removal of the radiator filler cap (Fig. 17A-1).

### WARNING:

**Do not check the coolant level while the engine is hot.**

A mixture of 50% water and 50 % anti-freeze with a corrosion inhibitor is recommended.

Check all connections and hoses for any leakages.

Check the radiator cells for any leakages.

## AIRFILTER:

Two different airfilter systems exists; one larger airfilter (all Motocross and Enduro II models ) and two smaller filters (all other models).

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 filter oil after cleaning. Use an airfilter cleaning solvent of a well-known brand.

Always check the surface/s of the filter 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:

### All models with one airfilter:

Remove the seat (Fig. 17B-3 , one hexagon screw on each side of the seat, wrench No.8)

Remove the allen screw holding the airfilter basket (Fig. 17C-1, allen key No. 5).

Pull the airfilter basket out of the airfilter.

Wash the filter carefully.

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

Put the airfilter basket into the filter.

Assembly in reverse order of disassembly.

### All models with two airfilters:

Remove the seat (Fig. 17B-3)

Remove the left-hand radiator spoiler (Fig. 17B-2, one hexagon bolt attached to the radiator - wrench No.8 , Fig. 17B-1, three slotted screws attached to the fuel tank).

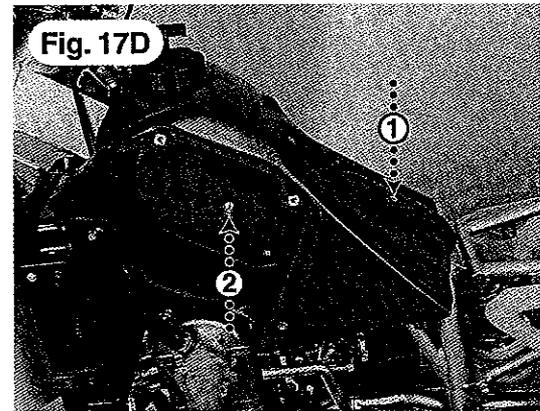
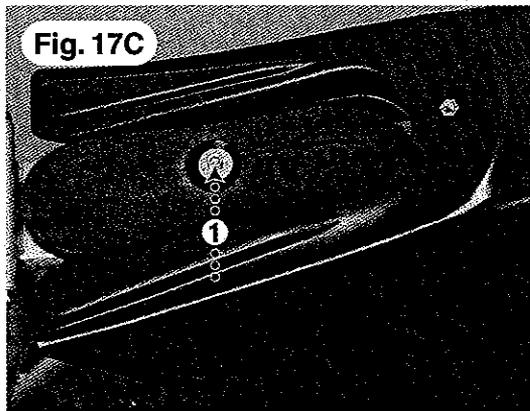
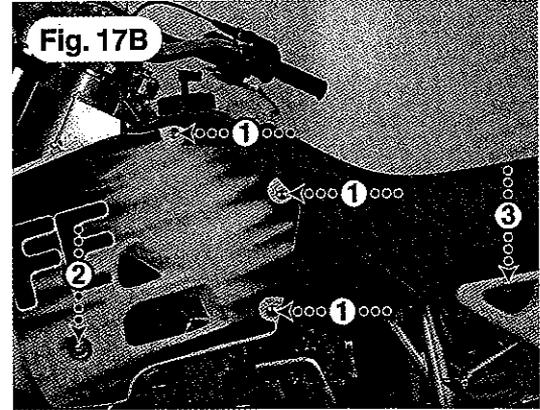
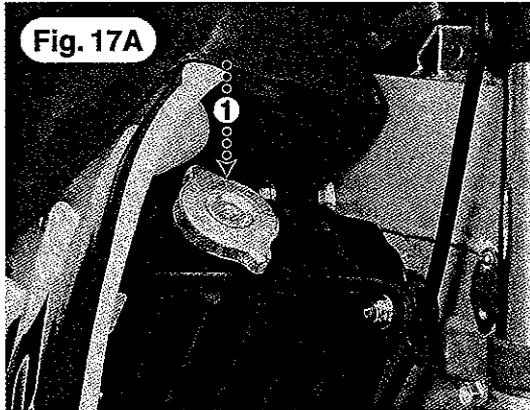
Remove the two allen screws holding the two separate airfilter baskets (Fig. 17D-1, 17D-2), allen key No. 5).

The rest according to above.

## ATTENTION:

**Service more frequently when riding under hard conditions**

# MAINTENANCE



# MAINTENANCE

## **CARBURETTOR:**

Always make sure that the throttle (Fig. 19A-1) returns to a fully closed position.

Always make sure that the twistgrip and cable move easily. Always keep the twistgrip and cable well cleaned and lubricated. The tube on top of the carburettor (Fig. 19A-2) is a point of deterioration to the cable and thus a vital part of the cable to be inspected.

Always make sure of a 1-2 mm clearance in the twistgrip. Adjustment is done by removing the dust protection (Fig. 19B-1), releasing the lock nut (Fig. 19B-2) and adjusting the adjustment screw (Fig. 19B-3).

Always check the intake manifold (Fig. 19C-6) and the airfilter tube (Fig. 19C-5) for any cracks and/or leakages and replace if necessary.

Always keep the shaft of the choke lever (Fig. 19C-3) well lubricated.

Always check that the overflow tubes (Fig. 19C-4) 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 engine.

## **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 idling screw (Fig. 19C-1) and a mixture screw (Fig. 19C-2) that have to be properly adjusted. In order to carry out a proper adjustment of these, the engine has to be warm.

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

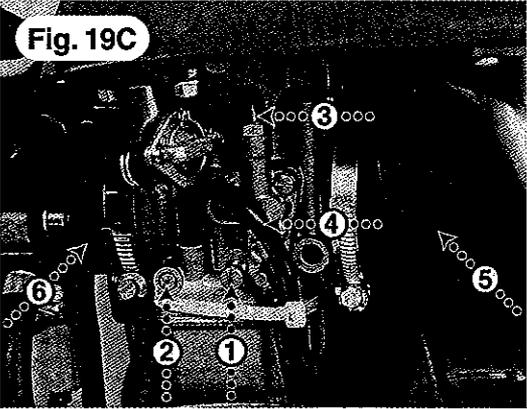
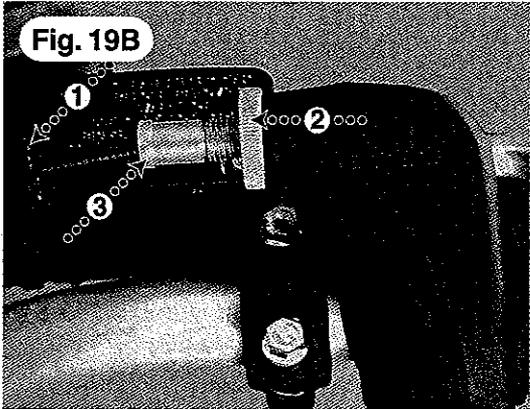
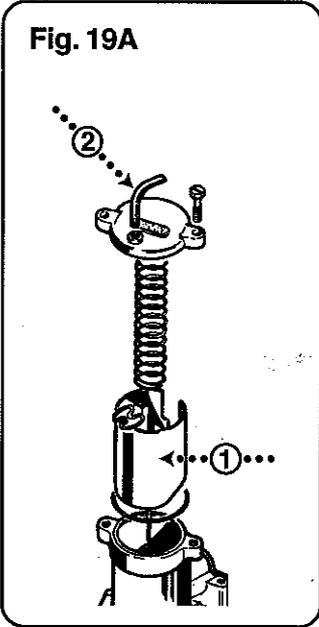
Adjust the mixture screw to a position of a maximum idling speed.

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

A guideline regarding the mixture screw is 1½-2½ turns from the bottom position of the screw.

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

# MAINTENANCE



# MAINTENANCE

## CLUTCH:

Always ensure a clearance in the clutch lever on the handlebar as shown.

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

Adjust the cable by either adjusting the upper adjustment of the cable (attached to the clutch lever, Fig. 21A-1) or the lower adjustment of the cable (attached to the engine, Fig. 21B). The lower adjustment is fastened by a lock nut (Fig. 21B-1) which has to be released before turning the adjustment (Fig. 21B-2) of the cable.



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 SYSTEM:

Although the kick start models are equipped with a fully automatic decompression system, activated by the camshaft, they are also equipped with an additional system activated by the kick start. The system activated by the kick start 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 is as shown.

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

## Adjustment semi-automatic decompression:

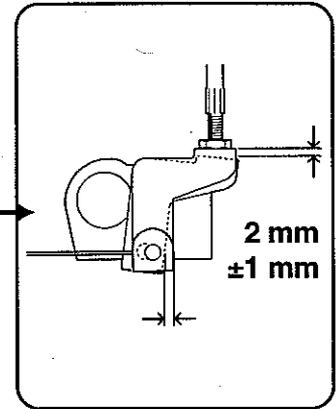
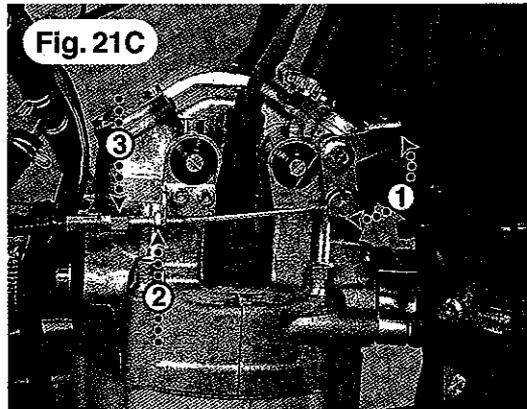
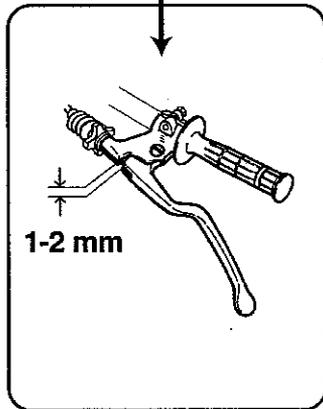
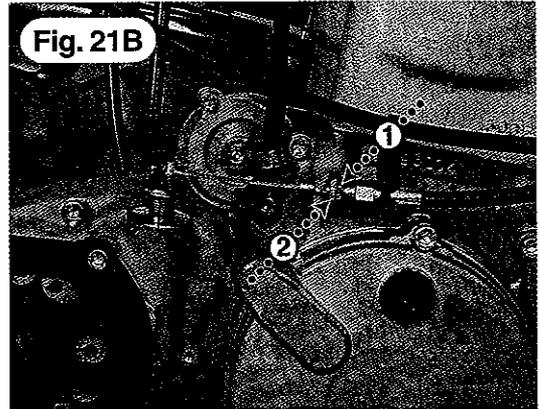
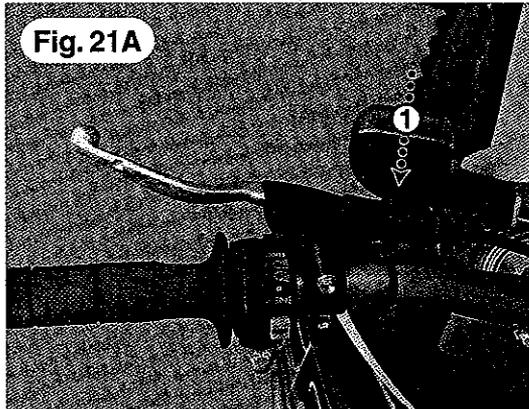
Put the engine in TDC (see "VALVES").

Adjustment is done by releasing the lock nut (Fig. 21C-2, wrench No. 10) before turning the adjustment screw (Fig. 21C-3, wrench No. 10).

## ATTENTION:

**Less clearances than the required  
cause severe engine damages**

# MAINTENANCE



# MAINTENANCE

## CHAIN DRIVING:

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

Always keep the chain well cleaned and lubricated and make sure that the chain is properly tensioned. Always make sure that the chain is not showing any signs of wear that may cause it to break or causing damages to the front- and/or rear sprocket. With the chain tensioned, the maximum wear as shown (Fig. 23A).

Always check the front- and rear sprocket for any wear that may cause damages to the chain (Fig. 23B).

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

## Chain lubrication:

Remove the rear wheel (see "REAR WHEEL").

Remove the swingarm (see "SWINGARM").

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

Lubricate the chain by using a well-known brand of O-ring lubrication.

Assembly in reverse order of disassembly.

## Chain tension control:

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. When properly tensioned you should be able to just barely touch the swingarm protection at the position as shown (Fig. 23C-1) with the chain.

## Chain tension adjustment:

Undo the rear wheel axle by slacking off the nut (Fig. 23D-1, wrench No.27 ).

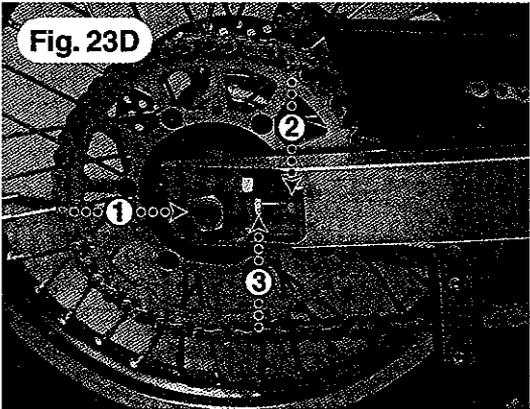
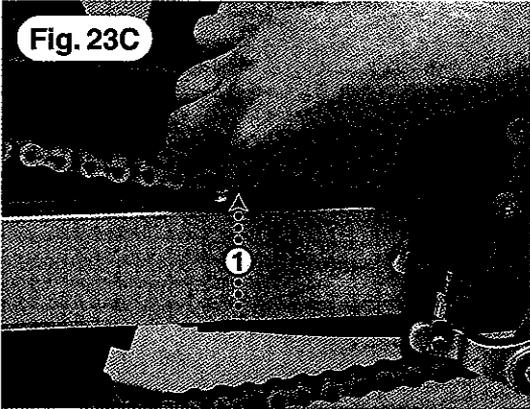
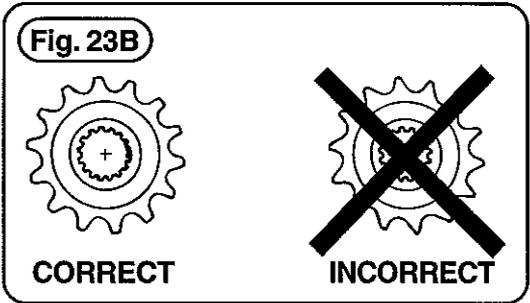
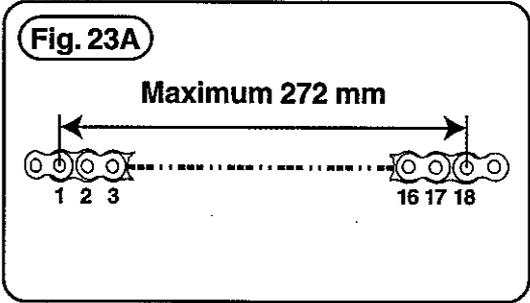
Release the two lock nuts of the chain tensioners on each side of the swingarm (Fig. 23D-2, wrench No.13).

Adjust the chain with the chain tensioner bolts (Fig. 23D-3, wrench No.13) to a correct tension on both sides. Measure the distances in between the swingarm shaft and the rear wheel shaft on each side of the motorcycle and make sure that the distances are exactly the same.

Tighten the lock nuts of the chain tensioners.

Tighten the rear wheel axle.

# MAINTENANCE



**ATTENTION:** Service more frequently when riding under hard conditions

# 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:

### Compression damping (left leg):

Adjustment screw (Fig. 25A-1) in 10th position (Motocross and Desert models) or 9th position (all other models) from the bottom position.

### Rebound damping (right leg):

Adjustment screw (Fig. 25A-2) in 12th position (all models) from the bottom position.

**+ = more damping / - = less damping**

### **Air bleeding of front fork:**

The front fork ought to be bled after every time the motorcycle has been used.

The front fork unloaded; undo the bleed screws (Fig. 25A-3) until you hear the air pass.

Tighten the screws.

### **Static spring deflection/oil change:**

Put the motorcycle on a centerstand in order to get the front wheel off the ground. Measure the distance (Fig. 25B-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 once again which now ought to be 20-35 mm less than the first time.

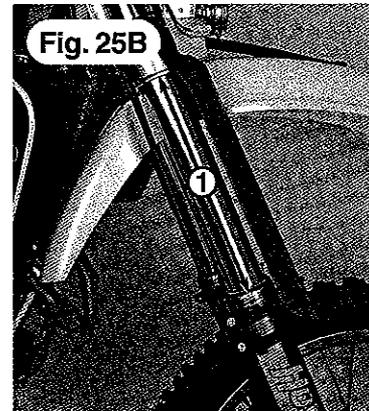
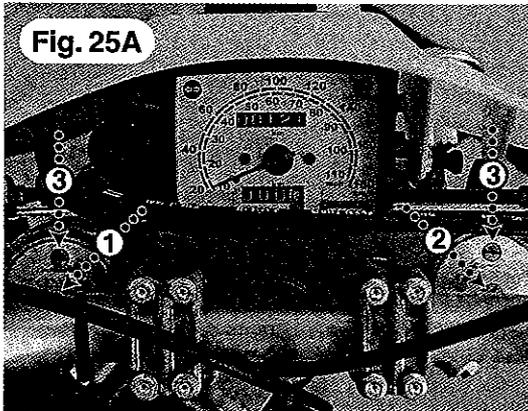


If the distance is outside these 20-35 mm the preload of the front fork has to be adjusted. The preload ought to be in between 5-20 mm.

### **Oil change:**

The oil needs to be changed after every 25 hours for maximum performance and durability. Follow the instructions of the WP Service Manual.

# MAINTENANCE



**ATTENTION:** Service more frequently when riding under hard conditions

# MAINTENANCE

## REAR SUSPENSION:

The Husaberg motorcycle is delivered with an adjustable shock absorber from WP. For a maximum performance it needs to be adjusted according to the riding conditions and the rider's weight and preferences. The shock absorber is pre-adjusted from the factory as follows:

### Compression damping:

Adjustment knob (Fig. 27A-1) in the 8th position (all models models) from the outer, most counterclockwise, position.

### Rebound damping:

Adjustment screw (Fig. 27B-1) in 12th position (Motocross and Desert models) or 10th (all other models) from the bottom, most clockwise position.

**+ = more damping / - = less damping**

### **Static spring deflection:**

Put the motorcycle on a stand in order to get the rear wheel off the ground and the shock absorber fully unloaded. Measure the distance A1 (Fig. 27C).

Put the motorcycle on the ground; both wheels on the ground and the rider, incl. apparel, helmets etc.,

sitting on the seat and the feet on the footrests. Measure the distance A2 (Fig. 27D) which now ought to be 85-100 mm less than distance A1.

If the distance is outside these limits, adjust the preload ring (Fig. 27F-2) by slacking off the lock screw (Fig. 27F-1, allen key No. 6) and then turning the ring.

Tighten the lock screw after an appropriate preload has been achieved.

With the motorcycle still on the ground, but now totally unloaded, measure the distance A3 (Fig. 27E) which now ought to be 10-25 mm less than A1.

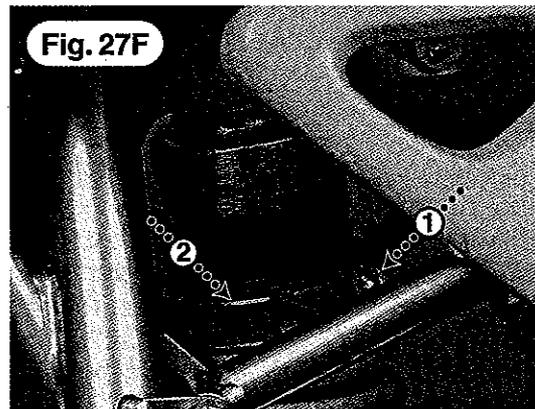
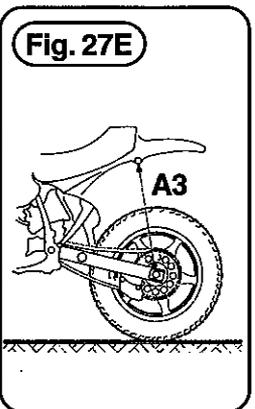
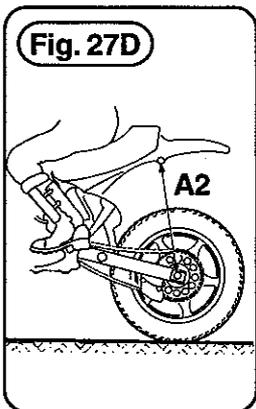
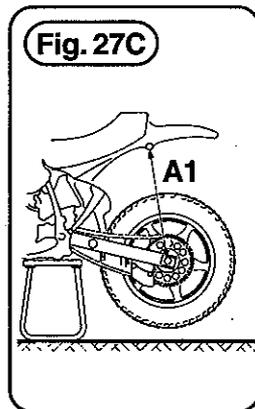
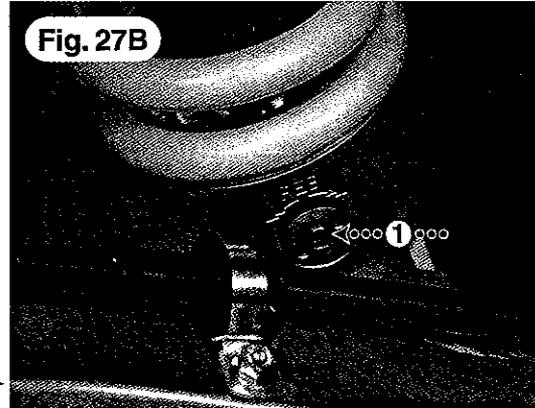
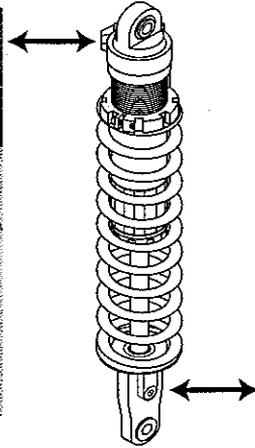
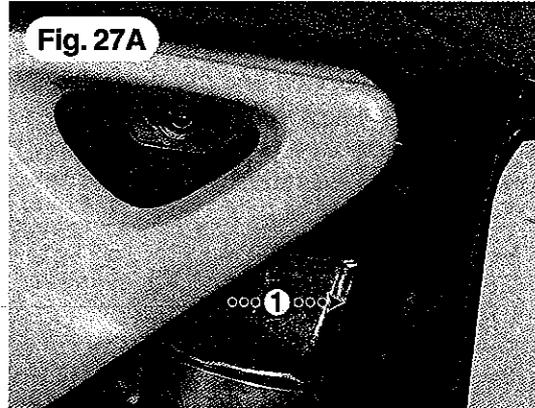
If the distance A3 is less than 10 mm - the spring is too soft. Try to adjust the rings until mean distances have been achieved according to A2 and A3\*.

If the distance is more than 25 mm - the spring is too stiff. Try to adjust the rings as above\*.



\*If not possible - Let **Authorized Personnel** change to an appropriate spring.

# MAINTENANCE



# MAINTENANCE

## FRONT WHEEL:

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

Check the bearings for any wear and/or damages.

Tighten any loose spokes (spoke wrench No.5.5).

**All spokes have to be equally tensioned.**

## Removal of front wheel:

Remove the hexagon bolt (Fig. 29A-1, wrench No 16).

Remove the two hexagon bolts (Fig. 29A-2, wrench No.10) on each side of the front fork legs.

Remove the front wheel axle, incl. spacer and any speedometer gear lever, and remove the front wheel.

Check the wear of the brake pads 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).

Put the cleaned and lubricated wheel axle in, from right to left, with the spacer (Fig. 29A-3) on the left side of the hub and the thicker part of the spacer towards the front fork. The rest in reverse order of disassembly.

Tighten the bolts. **Max. torque of the four M8 bolts (Fig. 29A-2) 15 Nm.**

## REAR WHEEL:

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

Check the bearings for any wear and/or damages.

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

**All spokes have to be equally tensioned.**

## Removal of rear wheel:

Remove the nut on the right side of the swingarm (Fig. 29B-1, wrench No.27).

Remove the wheel axle and the chain tensioner sledges (Fig. 29B-2) on each side and push the wheel forward.

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

Check the wear of the brake pads at the same time.

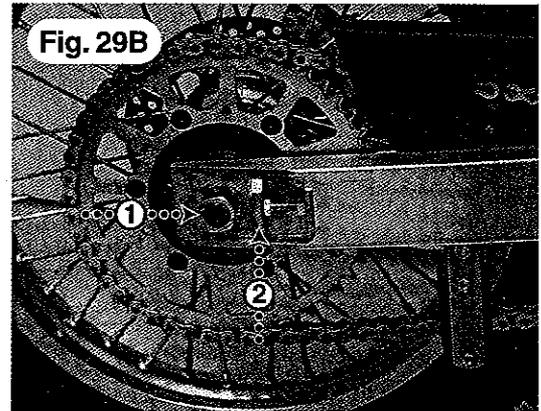
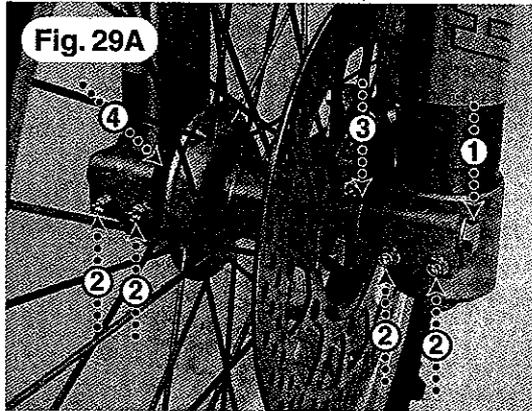
## Assembly of rear wheel:

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

Slip the chain onto the sprocket and put the cleaned and lubricated wheel axle in, from left to right, including the left and right chain tensioner sledges. Adjust the chain tensioner (see "CHAIN DRIVING") if necessary.

Tighten the rear wheel shaft nut.

# MAINTENANCE



**ATTENTION:** Always put the motorcycle on a stable centerstand whenever removing either front or rear wheel.

# MAINTENANCE

## **FRONT BRAKE:**

The Husaberg motorcycle is equipped with a Brembo hydraulic disc brake. For your own safety it needs to be frequently serviced and checked.

Always check the level of brake fluid in the reservoir. The reservoir has a transparent "window" with a mark for the lowest level (Fig. 31A-1).

Always check the brake hose for any leakage and/or deterioration.

Always check the wear of the brake pads. Change the pads if the thickness of each brake pad, excluding the metal part, is less than 1,5 mm.

## **Brake fluid:**

Add fluid; DOT 4, by removing the two screws (Fig. 31A-2, Philips screwdriver) and removing the cover and the membrane. Take care - the fluid is toxic and could also harm the surfaces of the motorcycle.

## **Brake pads:**

Remove the two clips (Fig. 31B-1) holding the brake pad pin (Fig. 31B-2).

Remove the two brake pads by removing the pin and pulling the two pads out (Fig. 31C-1).

Fit new pads in reverse order.

## **Air bleeding:**

Ensure that the air nipple (Fig. 31D-1, wrench No.11) is easily opened.

With the nipple in closed position; pull the lever towards the handlebar a couple of times and keep it under pressure towards the handlebar the last time. Open the air nipple slightly and the brake lever, still under pressure, will move towards the handlebar allowing any occurring air, and fluid, to run through the brakeline and nipple.

With the brake lever fully towards the handlebar close the air nipple and then release the lever.

Repeat the above mentioned steps until no more air is visible from the air nipple. Make sure that the reservoir has enough fluid all the time (not below the MIN level).

## **Adjustment of brake lever:**

The front brake lever has an adjustment knob (Fig. 31A-3) that allows a personal adjustment of the pressure point. Always keep a clearance in between the lever and the point of pressure.

Tightening torque brake caliper/bracket (M8):  
25 Nm / Use a threadlock liquid on the bolts.

# MAINTENANCE

Fig. 31A

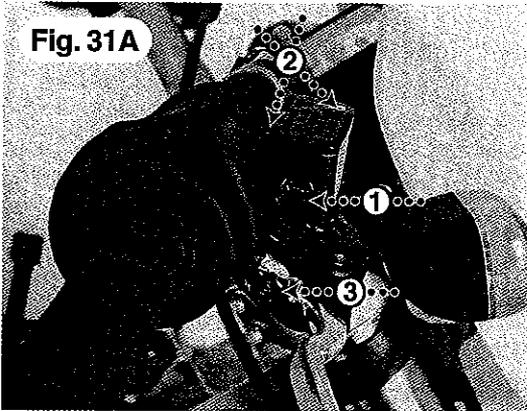


Fig. 31B

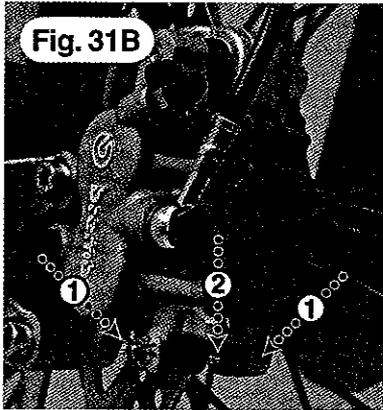


Fig. 31C

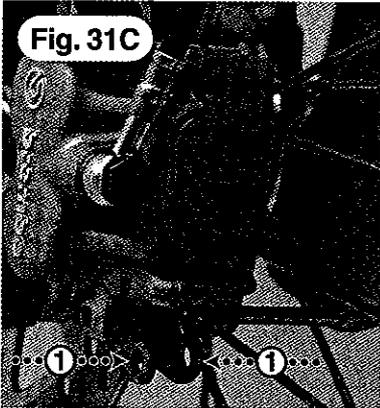
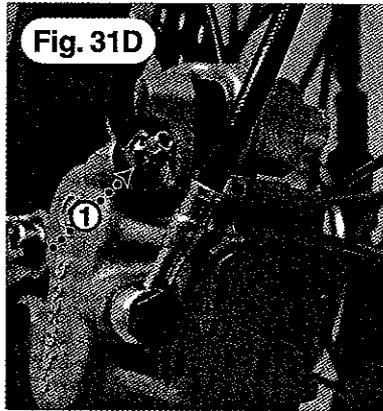


Fig. 31D



# MAINTENANCE

## REAR BRAKE:

The Husaberg motorcycle is equipped with a Brembo hydraulic disc brake. For your own safety it needs to be frequently serviced and checked.

Always check the level of brake fluid in the reservoir (Fig. 33A-1). The level has to be within the MIN and MAX marks when the motorcycle is upright.

Always check the brake hoses for any leakage and/or deterioration.

Always check the wear of the brake pads. Change the pads if the total thickness of each pad is less than 1,5 mm, excluding the metal part.

## Brake fluid:

Add fluid; DOT 4, by removing the cap on the reservoir and the gasket. Take care - the fluid is toxic and could also harm the surfaces of the motorcycle.

## Brake pads:

Remove the clip (Fig. 33B-1) holding the brake pad pin (Fig. 33B-2).

Remove the two brake pads by removing the pin and pulling the two pad out (Fig. 33C-1).

Fit new pads in reverse order.

## Air bleeding:

Ensure that the air nipple (Fig. 33D-1, wrench No.11) is easily opened. With the nipple in closed position; push the lever downwards a couple of times and keep it under pressure the last time. Open the nipple slightly and the brake lever, still under pressure, will move downwards allowing any air, and fluid, to run through the brakeline and nipple.

Before releasing the pressure onto the lever; close the air nipple.

Repeat the steps until no more air is visible. Make sure that the reservoir has enough fluid all the time.

## Adjustment of brake lever:

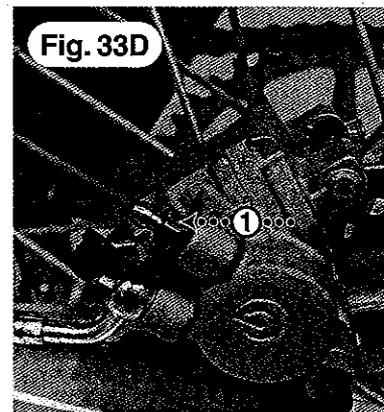
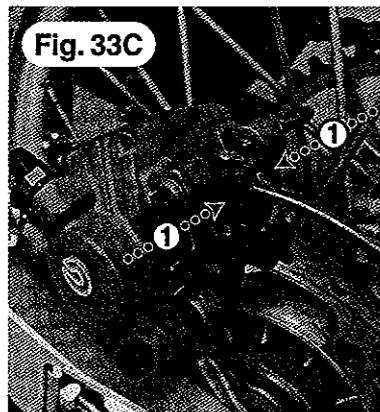
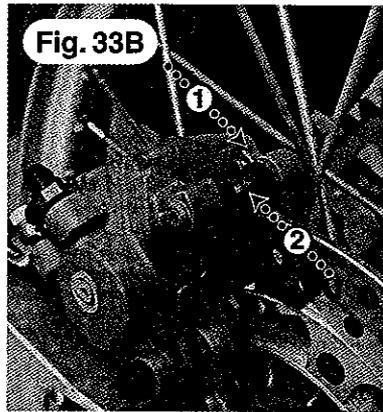
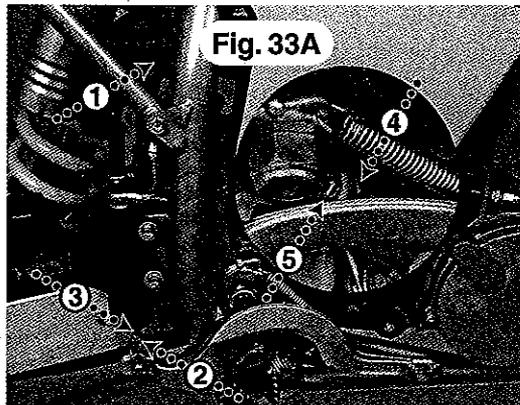
The rear brake lever is easily adjusted into a personal point of pressure and height of the lever.

Pressure point: release the lock nut (Fig. 33A-2, wrench No.10) of the pushrod (Fig. 33A-3) and turn the pushrod into selected position. Always keep a clearance in between the lever and the point of pressure. Tighten the locknut.

Height of the lever: release the lock nut (Fig. 33A-4, wrench No.10) and turn the adjustment bolt (Fig. 33A-5, wrench No.10) into selected position.

Tighten the locknut.

# MAINTENANCE



# MAINTENANCE

## FUEL:

The Husaberg motorcycle is developed and designed for competition use and this makes a high compression ratio a necessity.

In order to avoid any damages caused by too low grade of octane we highly recommend you to use a fuel of minimum 98 octane.

## Fuel tank:

### Motocross and Enduro II-models:

Remove the seat (Fig. 34A-1, see "AIRFILTER").

Remove the the two clamps holding the upper fuel lines attached to each fuel tap.

Remove the two hexagon bolts holding the left and right radiator spoiler attached to the radiator (Fig. 34A-2, wrench No.8).

Remove the fuel tank by lifting it up in the rear end and moving it backwards.

### All other models:

Remove the seat (Fig. 34A-1, see "AIRFILTER").

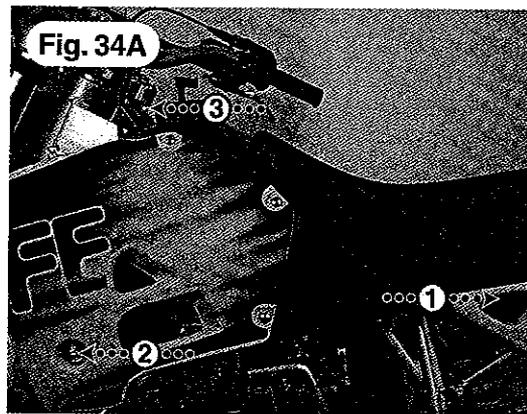
Remove the clamp holding the upper fuel line attached to the fuel tap on the left side of the tank.

Remove the two hexagon bolts holding the left and right radiator spoiler attached to the radiator (Fig. 34A-2, wrench No.8).

Remove the clamp holding the vacuum hose; the hose between the small tube on the cylinder head and the diaphragm pump on the inside/right lower side of the fuel tank, at the location of the fuel pump. Remove the hexagon screw from the upper attachment of the fuel tank (Fig. 34A-3, wrench No. 8).

Remove the fuel tank by lifting it up in the front and at the same time moving it slightly forward and leaning it to the right side.

Assembly in the reverse order.



# MAINTENANCE

## SWINGARM:

The bearings and the bushings of the swingarm have to be frequently checked and serviced. It should be disassembled after every 50 hours in order to be checked, cleaned and lubricated.

### Removal and lubrication:

**Put the motorcycle on a center stand.**

Remove the seat (see "AIRFILTER").

Remove the rear wheel (see "REAR WHEEL").

Remove the upper bolt of the shock absorber (wrench No.17 and allen key No. 8) and lean the shock absorber backwards.

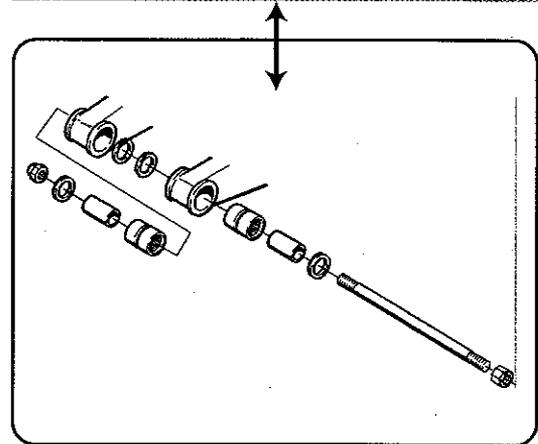
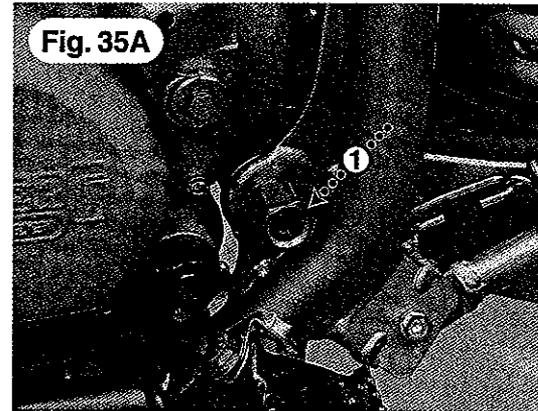
Remove the lower bolt of the shock absorber (wrench No. 17 and allen key No. 8) and remove the shock absorber.

Remove the swingarm shaft (Fig. 35 A-1, wrench No. 21) and release the swingarm from the frame. Check the bearings (4 pcs) and the bushings (2 pcs) in the swingarm for any damages or wear. Replace if necessary.

Clean every part thoroughly and apply a grease of a well-known brand onto the bearings, bushings and other surfaces that need to be lubricated.

Refit everything in reverse order.

Tighten all screws, bolts and nuts.



# MAINTENANCE

## STEERING HEAD BEARINGS:

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, undo the four hexagon screws of the upper tripleclamp (Fig. 37A-1, wrench No.10), slacken off the lock nut on top of the upper tripleclamp (Fig. 37A-2, wrench No. 32) and turn the adjustment nut (Fig. 37A-3) until appropriate clearance is obtained. The easiest way to feel this is by turning the adjustment nut until you feel a slight resistance while moving the steering from left to right and then turning the adjustment nut  $\frac{1}{4}$  of a turn back (counter-clockwise).

Tighten the lock nut on of the upper tripleclamp and then tighten the four screws of the tripleclamp.

### ATTENTION:

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

## WHEEL BEARING RENEWAL:

Remove the wheel (see "FRONT WHEEL" and "REAR WHEEL").

Position the wheel so that the bearings (Fig. 37B-1) are easily removed from the inside of the hub.

Push the spacing sleeve to one side (Fig. 37B-2) in order to position a suitable triblet onto the backside of the inner ring of the opposite bearing.

By crosswise (Fig. 37C-2) tapping onto the bearing (Fig. 37C-1), knock the bearing, and the radial sealing (only the rear wheel), out of the hub. Follow the same procedure regarding the opposite bearing. Be careful not to damage the bearing bases in the hub.

Measure the length of the spacer sleeve which should be minimum:

front wheel - 52,1 mm  
rear wheel - 100,1 mm.

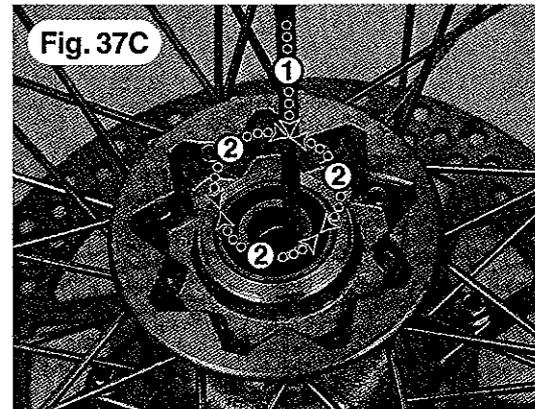
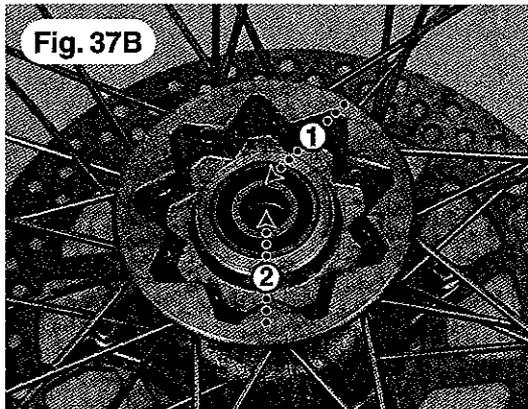
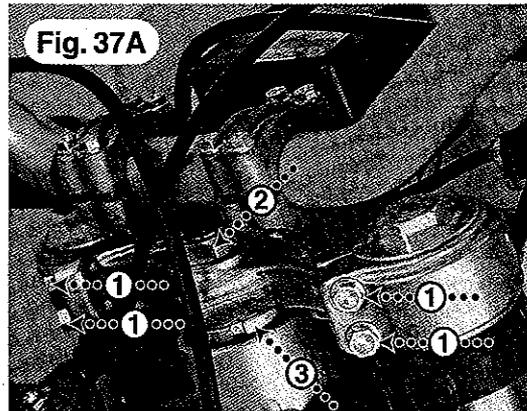
Replace if necessary.

Position the spacer sleeve, including the foam cage, into the hub.

Install one of the new bearings, position the spacer sleeve towards that bearing and then install the next bearing towards the spacer sleeve.

Make sure to position the bearings in alignment with the bearing bases in the hub.

# MAINTENANCE

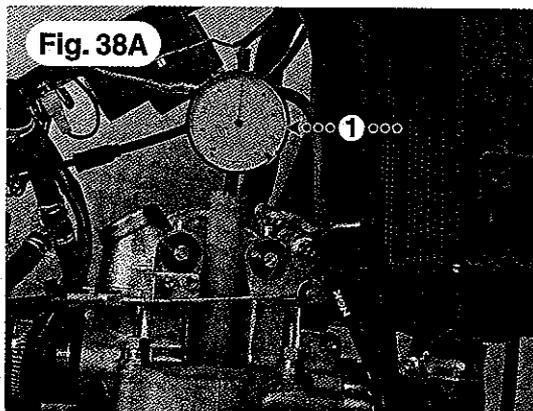


# MAINTENANCE

## 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 parts of the valves, valve seats or rockerarms have been changed.

The interval between the checks of the clearances is afterwards every 10 hours (Motocross and Desert models) or 20 hours (all other models).



## Valve adjustment:

Remove the fuel tank (see "FUEL").

Put the engine in TDC position, on compression stroke:

Remove the ignition cover, install a dial indicator into the spark plug hole (Fig. 38A-1) and turn the flywheel (wrench No. 17), clockwise, in order to find the upper position of the piston.

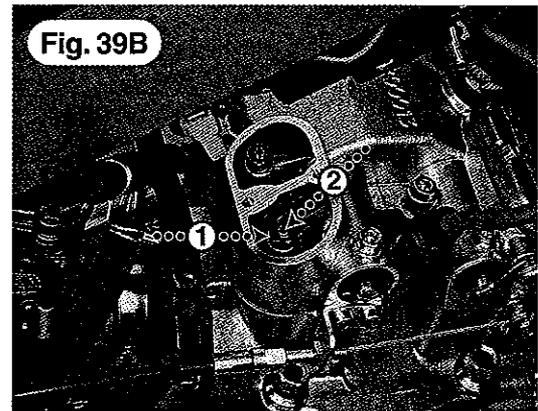
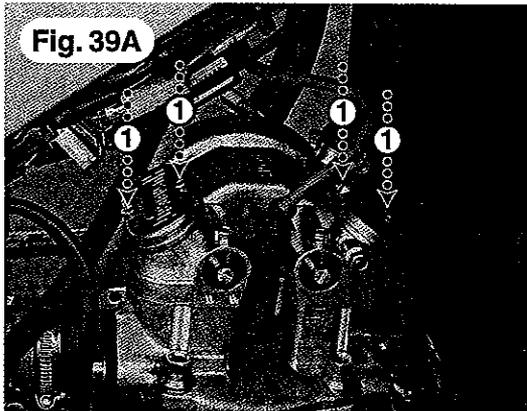
Remove the two valve inspection covers (Fig. 39 A-1, allen key No. 4) including the gaskets.

Check the clearances of the valves; 0.10 mm on both the intake valves as well as the exhaust valves. Adjust if necessary by releasing the lock nut (Fig. 39B-1, wrench No. 10) and then by adjusting the screw (Fig. 39B-2) into the adequate clearance.

Refit in the reverse order of disassembly.

Replace the gaskets of the inspection covers if necessary.

# MAINTENANCE



**ATTENTION:** Service more frequently when riding under hard conditions

# SPECIFICATIONS

SUBJECT/MODEL	ENDURO	MOTOCROSS	ELDURO	DESERT
Engine type	Liquid cooled, 4-stroke single cylinder, SOHC-4 valves			
Displacements	400-models: 399cc / Bore 92,0 mm x Stroke 60,2 mm 501-models: 501cc / Bore 95,0 mm x Stroke 70,7 mm 600-models: 595cc / Bore 95,0 mm x Stroke 84,0 mm			
Compression ratio	400-models: 11,6:1 501-models: 11,5:1 600-models: 11,2:1			
Start system	Kick starter		Electrical- and kick starter	
Decompression	Fully automatic system activated by the camshaft plus an additional system activated by the kick starter		Fully automatic system activated by the camshaft	
Decompression cable clearance	2 mm $\pm$ 1 mm		Not available	
Valve clearance	Intake: 0,10 mm Exhaust: 0,10 mm			
Lubrication	Orbit oilpump and reed valve controlled lubrication Oil-cooled piston and connecting rod Replaceable micro filter and washable oil screen			
Engine oil	1,0 litre Synthetic SAE 5W-50 (Minimum SAE 15W-50)			
Ignition	SEM, CDI, D.F.C. <sup>TM</sup> - Dynamic Force Control			
Spark plug	NGK C8E			
Spark plug gap	0,7 mm			
Alternator	12 V / 70+70 w	Optional	12 V / 70+70 W	Optional
Coolant	1,3 litre of 50% Anti-freeze (with corrosion inhibitor) and 50% water			

# SPECIFICATIONS

SUBJECT/MODEL		ENDURO	MOTOCROSS	ELDURO	DESERT
Clutch		7 friction- and 8 mating plates in oil bath			
Clutch cable clearance		1-2 mm			
Gearbox		6-speed WR	4 or (6)-speed CR	6-speed WR	6-speed S-WR*
Ratios	1st gear	13/34 - 2,615	15/32 - 2,133	13/34 - 2,615	15/32 - 2,133
	2nd gear	17/30 - 1,765	18/28 - 1,555	17/30 - 1,765	18/28 - 1,555
	3rd gear	20/27 - 1,350	20/25 - 1,250	20/27 - 1,350	20/25 - 1,250
	4th gear	23/23 - 1,043	23/23 - 1,043	23/23 - 1,043	23/23 - 1,043
	5th gear	25/22 - 0,880	(24/22 - 0,917)	25/22 - 0,880	25/22 - 0,880
	6th gear	27/20 - 0,741	(25/21 - 0,840)	27/20 - 0,741	27/20 - 0,741
					* incl. Enduro II
Secondary transmission		520 O-ring chain			
Ratios	501/4-speed		15/42 - 2,800		
	600/4-speed		15/42 - 2,800		
	400/6-speed	13/48 - 3,692	(13/48 - 3,692)	13/48 - 3,692	13/48 - 3,692
	501/6-speed	15/48 - 3,200	(15/48 - 3,200)	15/48 - 3,200	15/48 - 3,200
	600/6-speed	15/48 - 3,200	(15/42 - 2,800)	15/48 - 3,200	15/48 - 3,200
Carburettor (std. jetting see next page)		400-models: Dellorto PHM 38 501-models: Dellorto PHM 40 600-models: Dellorto PHM 40			
Air filtration		Enduro, Elduro and Desert models: Double foam filters Enduro II and Motocross models: Single foam filter			
Fuel		RON 98 (octane)			
Fuel capacity (litre)		8,3	7,5 (incl. Enduro II)	8,3	8,3

# SPECIFICATIONS

SUBJECT/MODEL	ENDURO	ELDURO	MOTOCROSS	DESERT
Exhaust system	Stainless steel pipes, 2 into 1 collector, aluminium/stainless steel silencer			
Frame/Subframe	Heat-treated (DIN) 25CrMo4 steel			
Caster	28,5°			
Front suspension	Hydraulic front fork ø 50 mm WP 5060 HUSABERG-E / 280 mm		Hydraulic front fork ø 50 mm WP 5060 HUSABERG-MX/ 280 mm	
Rear suspension	Progressive Damping System - PDS WP 5018 HUSABERG-E / 320 mm		Progressive Damping System - PDS WP 5018 HUSABERG-MX / 320 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 1.60x21" / 90/90-21" EXCEL 1.60x21" / 90/90-21" (Enduro II)		EXCEL 1.60x21" / 90/90-21"	
Rear rim/tyre	D.I.D 2.15x18" / 140/80-18" EXCEL 2.15x18" / 130/80-18" (Enduro II)		EXCEL 2.15x19" / 130/70-19" (Motocross) EXCEL 2.15x18" / 130/80-18" (Desert)	
Front tyre pressure	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 pressure	Offroad use - 0,8 bar (12,0 psi) Street use - 1,0 bar (14,5 psi)		Offroad use - 0,8 bar (12,0 psi)	
Headlight	12 V 65/50 W - P43t		Not standard equipment from factory	
Headlight US-models	12 V 45/40 W - BA20d			
Tail / Stop light	12 V 21/5 W - BAY15d			
Parking light	12 V 4 W - BA9s			
Turn signal light	12 V 10 W - BA15s			
Speedometer light	12 V 2 W - BA7s			
Battery / Main fuse	Not available	12 V 8 Ah / 15 A	Not available	12 V 8 Ah / 15 A

# SPECIFICATIONS

43

SUBJECT/MODEL	ENDURO	ELDURO	MOTOCROSS	DESERT	
Wheel base	1490 mm				
Seat height	950 mm				
Ground clearance	390 mm				
Overall width	810 mm				
Overall height	2200 mm				
Weight (dry) kg:	400/6-speed	107,3	114,9	105,5	114,4
	501/4-speed			105,5	
	501/6-speed	107,7	115,0	105,9	114,5
	600/4-speed			105,9	
	600/6-speed	108,2	115,4	106,4	114,9
Front fork oil	WP SAE 5				
Front fork oil change	Every 25 hours		Every 10 hours		
Brake fluid	DOT 4				
Brake fluid change	Every 25 hours		Every 10 hours		
Lubrication of chassis bearings	Molybdenum sulphide grease				
Swingarm bearings and bushings	Check every 50 hours		Check every 25 hours		
Shock absorber bushings	Check every 25 hours		Check every 10 hours		
Steering head bearings	Check every 50 hours		Check every 25 hours		
Front and rear wheel bearings	Check every 25 hours		Check every 10 hours		
Wear limit brake pads	1,5 mm				
Wear limit clutch discs	19,6 mm				
Wear limit drive chain (tensioned)	272 mm - 18 chain reels (center distance between reels)				

# CARBURETTOR STD. JETTINGS

MODEL/SUBJECT		Main jet	Needle jet	Needle	Needle clip	Pilot jet	Throttle	Float valve	Start jet	Mixture screw
ENDURO	FE 400	195	DR 266	K 35	#3	52	50	300	45	1½ turns
	FE 501	195	DR 270	K 51	#3	35	40	300	45	1½ turns
	FE 600	195	DR 268	K 51	#3	35	40	300	45	1½ turns
ENDURO USA	FE 400	195	DR 270	K 51	#3	55	50	300	45	1½ turns
	FE 501	195	DR 270	K 51	#3	40	40	300	45	1¾ turns
	FE 600	195	DR 270	K 51	#3	40	40	300	45	1½ turns
ENDURO II	FE 400 S	175	DR 268	K 51	#3	55	50	300	45	1½ turns
	FE 501 S	172	DR 270	K 51	#2	45	40	300	45	2 turns
	FE 600 S	172	DR 272	K 51	#3	45	50	300	45	1½ turns
ENDURO II USA	FE 501 S	172	DR 272	K 51	#3	35	40	300	45	1½ turns
	FE 600 S	172	DR 270	K 51	#3	35	40	300	45	1½ turns
MOTOCROSS	FC 400	175	DR 268	K 51	#3	55	50	300	45	1½ turns
	FC 501	172	DR 270	K 51	#2	45	40	300	45	2 turns
	FC 600	172	DR 272	K 51	#3	45	50	300	45	1½ turns
ELDURO	FE 400 E	195	DR 266	K 35	#3	52	50	300	45	1½ turns
	FE 501 E	195	DR 270	K 51	#3	35	40	300	45	1½ turns
	FE 600 E	195	DR 268	K 51	#3	35	40	300	45	1½ turns
ELDURO USA	FE 400 E	195	DR 270	K51	#3	55	50	300	45	1½ turns
	FE 501 E	195	DR 270	K 51	#3	40	40	300	45	1¾ turns
	FE 600 E	195	DR 270	K 51	#3	40	40	300	45	1½ turns
DESERT USA	FX 400 E	195	DR 266	K 35	#3	52	50	300	45	1½ turns
	FX 501 E	195	DR 270	K 51	#3	40	40	300	45	1¾ turns
	FX 600 E	195	DR 270	K 51	#3	40	40	300	45	1½ turns

# TORQUE VALUES

SUBJECT	TORQUE	NOTE
Oil filter cover / Water pump cover screws	5 Nm	
Reed valve screws	5 Nm	Apply a threadlock liquid
Valve inspection coverscrews	5 Nm	
Stator screws	8 Nm	
Crankcase / Transmission cover screws	10 Nm	
Cylinder head screws (M6)	10 Nm	
Exhaust pipe screws	10 Nm	
Gearshift lever screw	10 Nm	
Intake manifold screws	10 Nm	
Kick starter lever screw	10 Nm	Apply a threadlock liquid
Valve cover screws	10 Nm	
Oil drain plug	12 Nm	
Spark plug	12 Nm	
Valve adjustment lock nut	12 Nm	
Front fork clamp screws (M8)	15 Nm	
Upper timing sprocket screws	25 Nm	Apply a threadlock liquid
Cylinderstud nuts	44 Nm	
Flywheel nut	50 Nm	Left-hand thread
Primary gear wheel nut	80 Nm	
Swingarm shaft nuts	125 Nm	

Standard torque values	M4	M5	M6	M8	M10	M12/14
	6 Nm	8 Nm	10 Nm	25 Nm	40 Nm	100 Nm



# ENGINE MAINTENANCE SCHEDULE

SUBJECT / HOURS	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200
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## ENGINE BEARINGS

Connecting rod																						R
Crankshaft																						I
Gearbox shafts																						I
Shift drum																						I
Camshaft																						I
Clutch pressure plate																						I
Kickstart mechanism																						I
Intermediate gear wheel																						I
EL: Intermediate shaft																						I
EL: Counter balancer																						I

## ENGINE BUSHINGS

Connecting rod																						R
Rockerarms																						I
Kickstart shaft																						I
Clutch shaft																						I

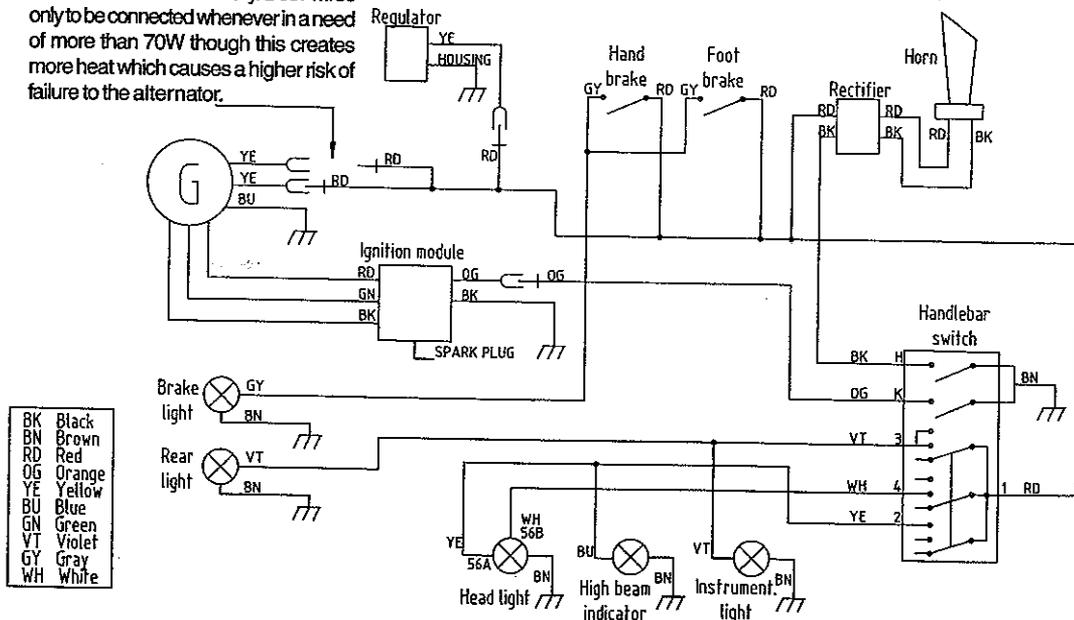
\* Maximum 12 months interval - \*\*Clean whenever the engine has been washed - \*\*\*I(R): Especially needle and needle jet

**ATTENTION:** Service more frequently when riding under hard conditions  
 The service intervals on page 46 and 47 have to be divided into half concerning all Motocross and Desert models

# WIRING DIAGRAMS

## NOTE !

The alternator delivers 70W in each of the yellow wires. Only one of these is connected from the factory. Both wires only to be connected whenever in a need of more than 70W though this creates more heat which causes a higher risk of failure to the alternator.



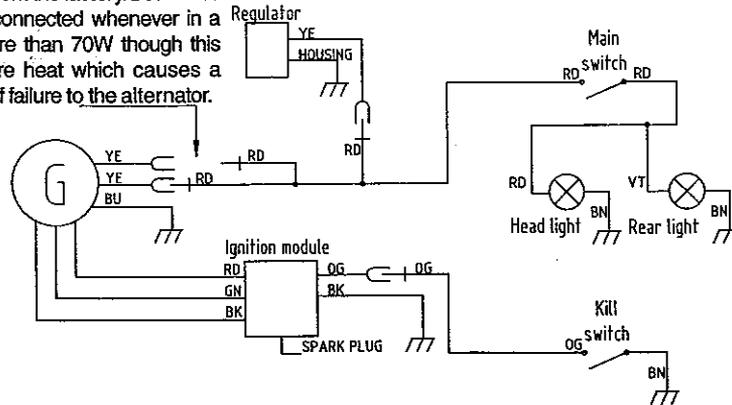
**Enduro models without turn signals**

# WIRING DIAGRAMS

**NOTE !**

The alternator delivers 70W in each of the yellow wires. Only one of these is connected from the factory. Both wires only to be connected whenever in a need of more than 70W though this creates more heat which causes a higher risk of failure to the alternator.

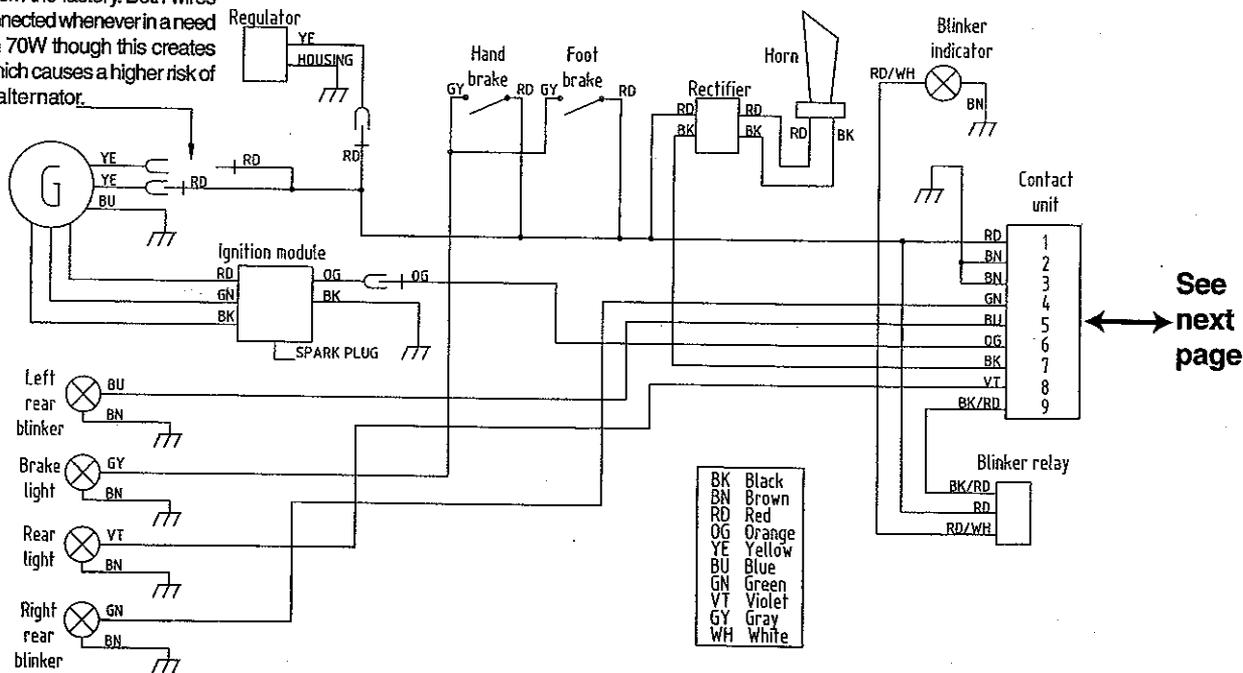
BK	Black
BN	Brown
RD	Red
OG	Orange
YE	Yellow
BU	Blue
GN	Green
VT	Violet
GY	Gray
WH	White



# WIRING DIAGRAMS

## NOTE!

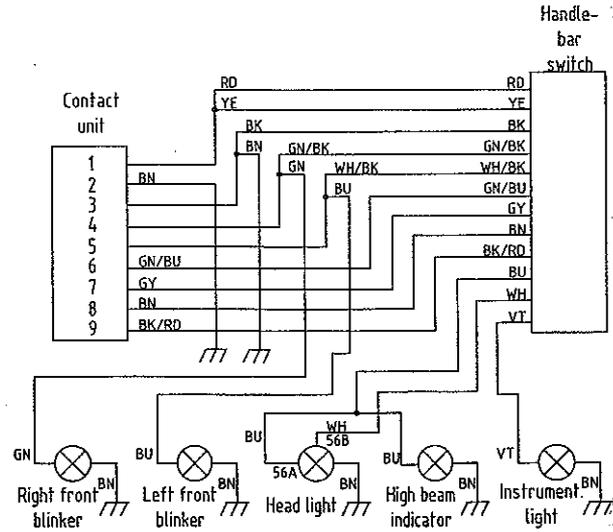
The alternator delivers 70W in each of the yellow wires. Only one of these is connected from the factory. Both wires only to be connected whenever in a need of more than 70W though this creates more heat which causes a higher risk of failure to the alternator.



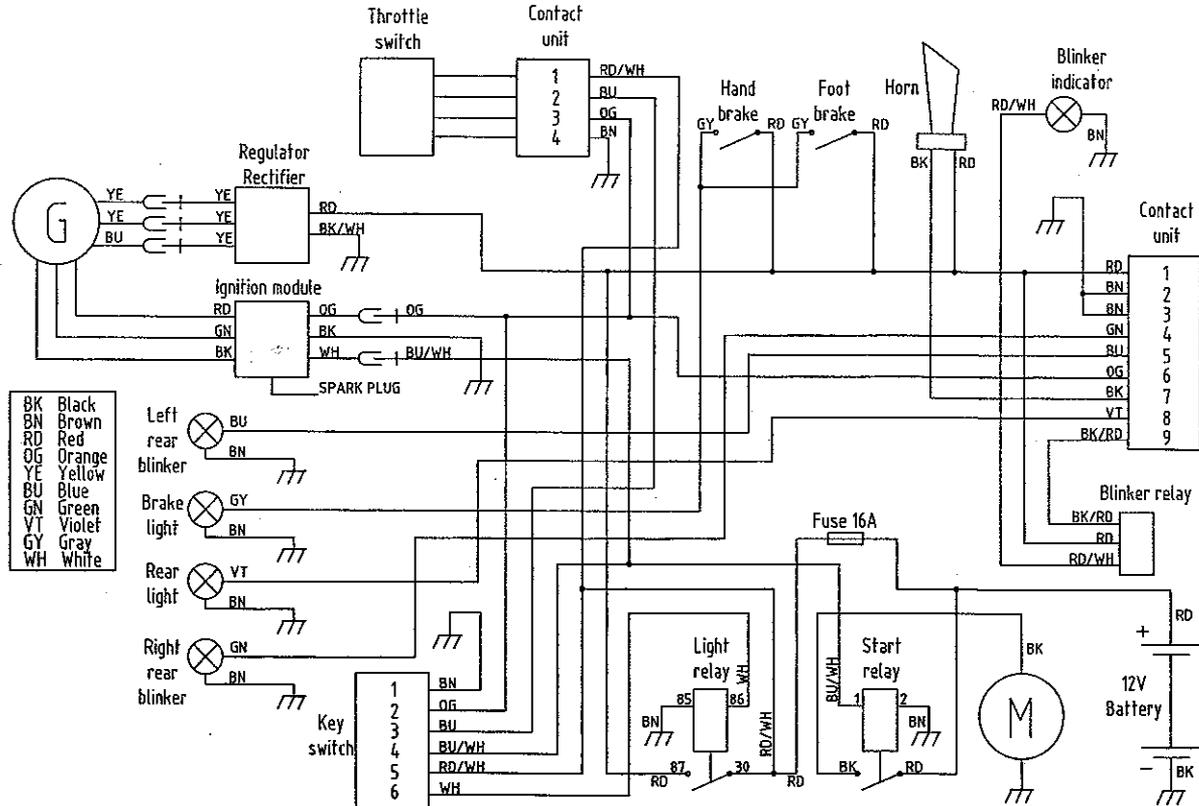
See next page

Enduro models with turn signals

# WIRING DIAGRAMS



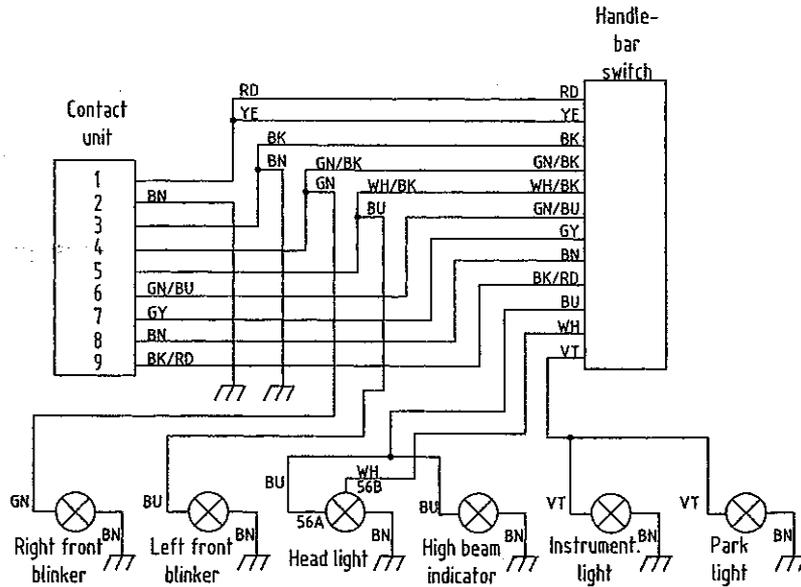
# WIRING DIAGRAMS



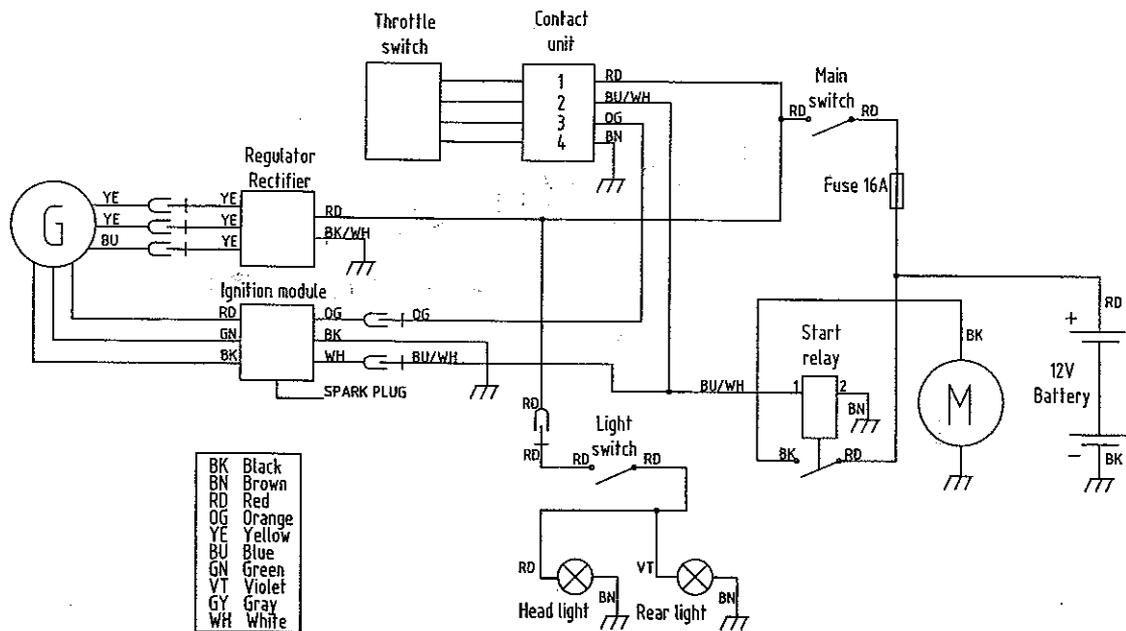
See next page

Elduro and Dual Sport models except Elduro US-models

# WIRING DIAGRAMS

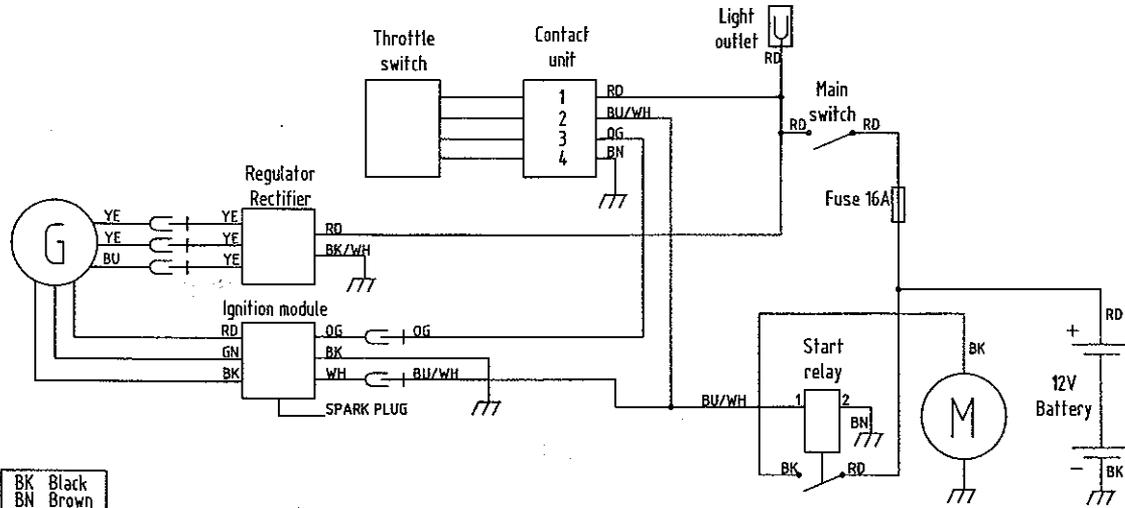


# WIRING DIAGRAMS



Elduro models USA

# WIRING DIAGRAMS



BK	Black
BN	Brown
RD	Red
OG	Orange
YE	Yellow
BU	Blue
GN	Green
VT	Violet
GY	Gray
WH	White

Desert models



Endurovägen  
695 72 Rölfors  
SWEDEN  
[www.husaberg.se](http://www.husaberg.se)  
[force@husaberg.se](mailto:force@husaberg.se)