

Product: 2006 Husaberg Motorcycle Service Repair Workshop Manual
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06

BEDIENUNGSANLEITUNG

OWNERS MANUAL

Edition 2006

MANUEL D'UTILISATION

The Husaberg logo is displayed in a stylized, bold, blue font with a yellow outline. The letters are slightly slanted and have a metallic, three-dimensional appearance. The background of the logo is a dark, textured blue.

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INTRODUCTION

IMPORTANT

WE STRONGLY SUGGEST THAT YOU READ THIS MANUAL CAREFULLY AND COMPLETELY BEFORE GOING ON YOUR FIRST RIDE. IT CONTAINS A GREAT DEAL OF INFORMATION AND ADVICE WHICH WILL HELP YOU USE AND HANDLE YOUR BIKE PROPERLY.

IN YOUR OWN INTEREST, PLEASE PAY PARTICULAR ATTENTION TO NOTICES THAT ARE MARKED AS FOLLOWS:



WARNING: IGNORING THESE INSTRUCTIONS, CAN ENDANGER YOUR BODY AND YOUR LIFE.



CAUTION: IGNORING THESE INSTRUCTIONS COULD CAUSE DAMAGE TO PARTS OF YOUR MOTORCYCLE OR THAT THE MOTOR-CYCLE IS NOT ROAD-SAFE ANYMORE.



NOTE: USEFUL INFORMATION ON HANDLING AND SERVICING YOUR MOTORCYCLE.

Please insert the serial numbers of your motorcycle in the boxes below

Frame number:

Motor number:

Stamp of dealer:

CONSUMER INFORMATION FOR AUSTRALIA ONLY

The exhaust system on this vehicle has no owner serviceable parts. Should there be an increase in noise or damage to any component relating to the noise reduction system, replacement parts should be fitted by an Authorised dealer.

Tampering with noise control system prohibited

Owners are warned that the law may prohibit:

- (a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and
- (b) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

HUSABERG RESERVES THE RIGHT TO MODIFY ANY EQUIPMENT, TECHNICAL SPECIFICATIONS, COLORS, MATERIALS, SERVICES OFFERED AND RENDERED, AND THE LIKE SO AS TO ADAPT THEM TO LOCAL CONDITIONS WITHOUT PREVIOUS ANNOUNCEMENT AND WITHOUT GIVING REASONS, OR TO CANCEL ANY OF THE ABOVE ITEMS WITHOUT SUBSTITUTING THEM WITH OTHERS. IT SHALL BE ACCEPTABLE TO STOP MANUFACTURING A CERTAIN MODEL WITHOUT PREVIOUS ANNOUNCEMENT.

INTRODUCTION

We would like to congratulate you on your purchase of a Husaberg motorcycle.

You are now the owner of a state-of-the-art sport motorcycle that guarantees to bring you lots of fun and enjoyment, provided that you clean and maintain it appropriately. **Before you go for your first ride, be sure to read this manual carefully and thoroughly in order to familiarize yourself with how to operate your new motorcycle and with its characteristics, even if this means that you will have to dedicate some of your valuable time to this task. Only by doing so will you learn how to tune your motorcycle to your specific needs and how to protect yourself against injury. Besides, this manual contains important information on motorcycle maintenance.** At the time this manual was typeset, it was up-to-date with the latest state of this production series. Please note that motorcycle features may vary according to the effective legal provisions. It cannot be completely ruled out, however, that minor discrepancies may exist resulting from further design upgrades of these motorcycles. This manual is an important part of your motorcycle and should be passed on to any subsequent owner in case you decide to sell it.

The work marked with an * in the chapter "Servicing the chassis and engine" must be performed by an authorized Husaberg dealer. If such service work becomes necessary during a competition, it must be performed by a trained mechanic.

For your own safety, use Husaberg-approved parts and accessories only. Husaberg is not liable for damage that arises in connection with the use of other products.

Take special care to follow the recommended run in, inspection, and maintenance intervals. Heeding these guidelines will significantly increase the life of your motorcycle. Be sure to have your motorcycle serviced by an authorized Husaberg dealer to maintain the validity of your warranty.

Off-road / Supermoto motorcycle driving is a wonderful sport and we hope that you will be able to enjoy it to the full. It may, however, involve potential problems for the environment or lead to conflicts with others. These problems or conflicts can be avoided if the motorcycle is used responsibly. To safeguard the future of motorcycle sports, make sure that you use the motorcycle in accordance with the law, show that you are environmentally conscious and respect the rights of others.

We wish you a lot of fun when driving !

HUSABERG
5230 MATTIGHOFEN, AUSTRIA

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INTRODUCTION

IMPORTANT LIMITED WARRANTY AND LIMITED GUARANTEE INFORMATION

Husaberg sports motorcycles are designed and constructed to resist the usual wear and tear of normal use in competitions.

The motorcycles comply with the regulations and categories currently in effect with the leading international motorcycle associations.

Observance of the service, maintenance and tuning instructions for the engine and chassis specified in the Owner's Manual is a prerequisite for faultless operation and the avoidance of premature wear. An improperly tuned chassis can lead to damage and breakage of the chassis components (see chapter on checking the basic chassis setting).

The service work described in the "Lubrication and maintenance chart" must be carried out and confirmed by an authorized Husaberg dealer, otherwise your warranty will become void.

The fuels and lubricants specified in the Owner's Manual or fluids with equivalent specifications must be used in accordance with the maintenance schedule.

No claims can be filed under the warranty for damage or consequential damage caused by manipulations or conversions to the motorcycle.

The use of the motorcycle under extreme conditions, e.g. on extremely muddy and wet terrain, can lead to higher than average wear on components such as the drive train or the brakes. In this case it may become necessary to service or replace wear parts before the service limit specified in the maintenance schedule has been reached.

MODELS FE

"On the road" approved models are only allowed on public roads in the original homologated (throttled) version. **Without this performance restriction (i.e. de-throttled), these models are only allowed to be driven off-road and not on public roads.** The FE models are designed for off-road sports endurance competitions (enduro) and not suitable for predominant motocross use.

MODELS FS

The FS models are only allowed on public roads in the original homologated (throttled) version. **Without this performance restriction (i.e. dethrottled), these models are only allowed to be driven in Supermoto competitions but not on public roads.**

No warranty will be assumed if the bike is used in races or competitions.



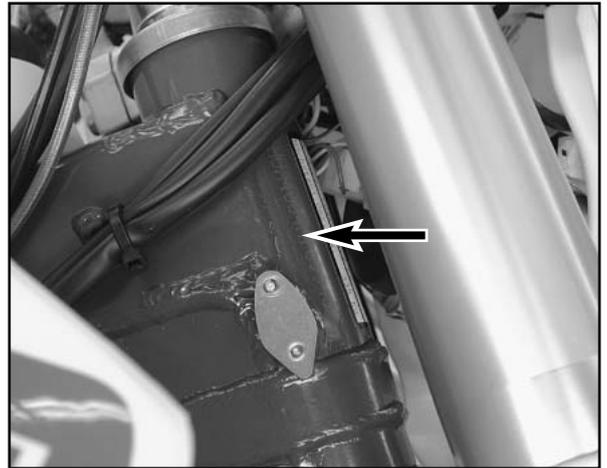
REG.NO. 12 100 6061

In accordance with the international quality management ISO 9001 standard, Husaberg uses quality assurance processes that lead to the highest possible product quality.

SERIAL NUMBER LOCATIONS

CHASSIS NUMBER

The chassis number is stamped on the right side of the steering head tube. Enter this number in the field on page no 2.



ENGINE-NUMBER

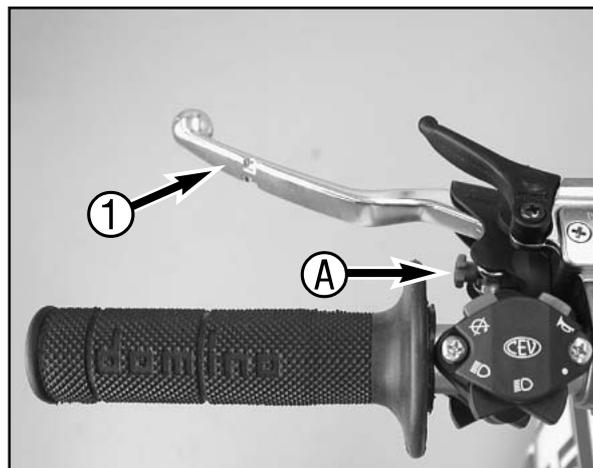
The engine number is embossed in the engine case on the left side of the engine under the radiator hose.



OPERATION INSTRUMENTS

CLUTCH LEVER

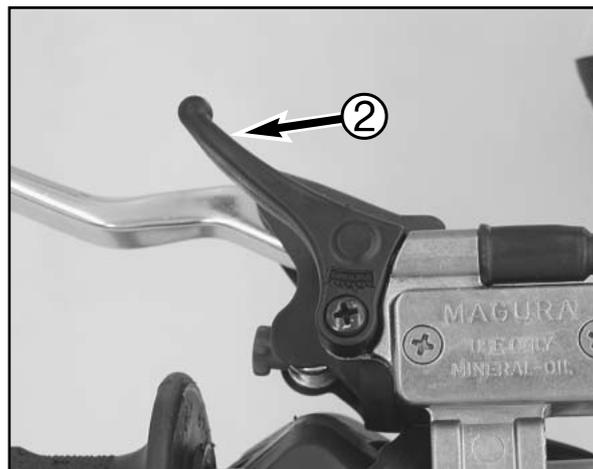
The clutch lever (1) is located on the left side of the handlebar. The adjusting screw (A) is used to change the original position of the clutch lever (see maintenance work on chassis and engine).



HAND DECOMPRESSION LEVER

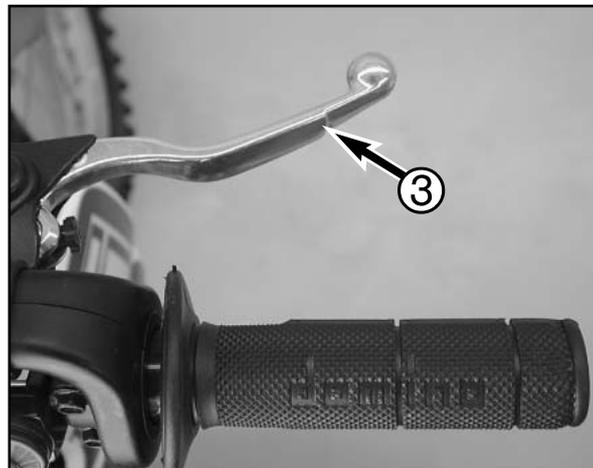
The hand decompression lever (2) is needed only if the carburetor overflows after a fall. To "pump the engine free", pull the hand decompression lever during the starting procedure.

The outer end of the lever must provide for a backlash of approx. 10 mm (0.4 in) at all times. Only thereafter may it cause valve motion (to be recognized by the stronger resistance which the hand decompression lever encounters).



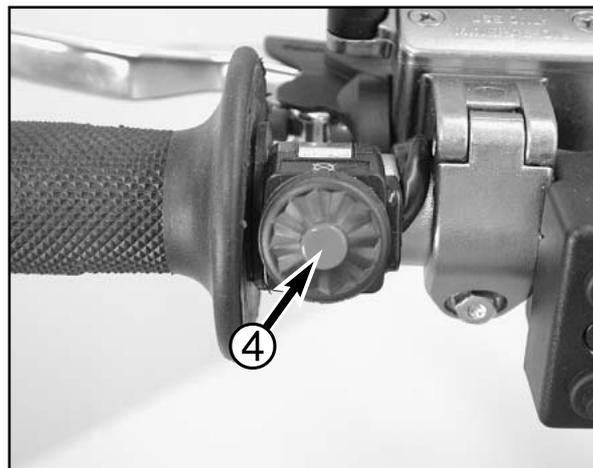
HAND BRAKE LEVER

The hand brake lever (3) is located on the right side of the handlebar and actuates the front brake. The basic setting of the hand brake lever can be adjusted (see maintenance work).



SHORT CIRCUIT BUTTON

The short circuit button (4) turns off the engine. When pressing this button, the ignition circuit is short-circuited.



OPERATION INSTRUMENTS

COMBINATION SWITCH

The light switch has 2, respectively 3 switch positions.

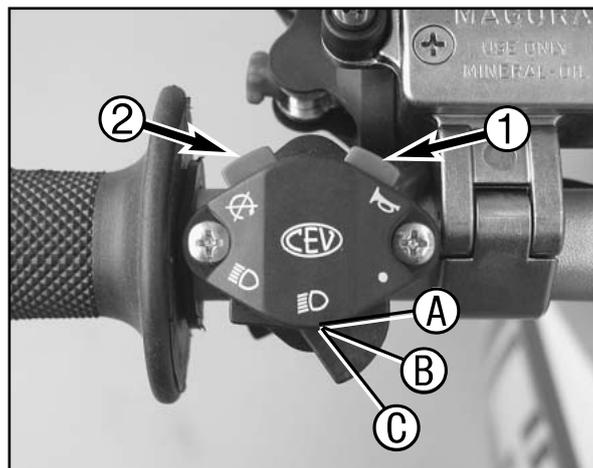
(A) = Light off (this function is not available in all models)

(B) = Low beam on

(C) = High beam on

You may use button (1) to actuate the horn.

The red short circuit button (2) serves to switch off the engine. Leave the switch pressed until the engine stops.



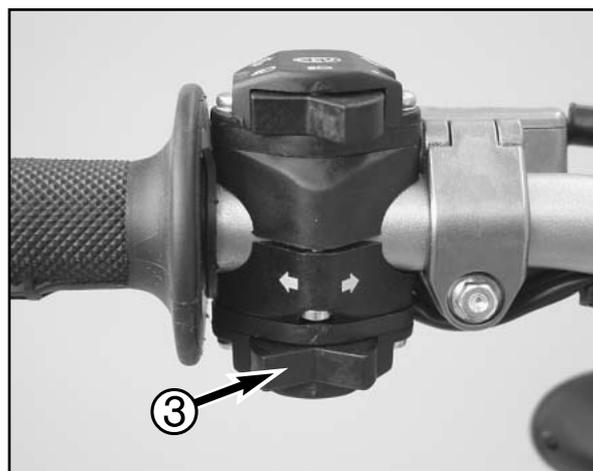
FLASHER SWITCH

The flasher switch (3) is a separate unit and is mounted on the left portion of the handlebar.

The wire harness is designed in a way that whenever you want to use your bike off-road, you can dismount the entire turn indicator system without affecting the function of the remaining electrical system.

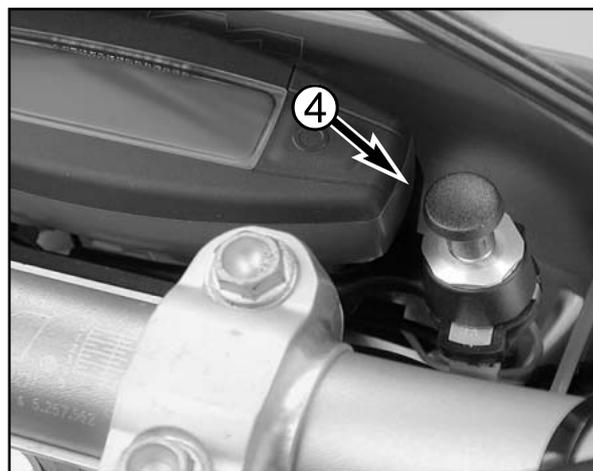
← Flasher left

→ Flasher right



HEADLAMP SWITCH (USA)

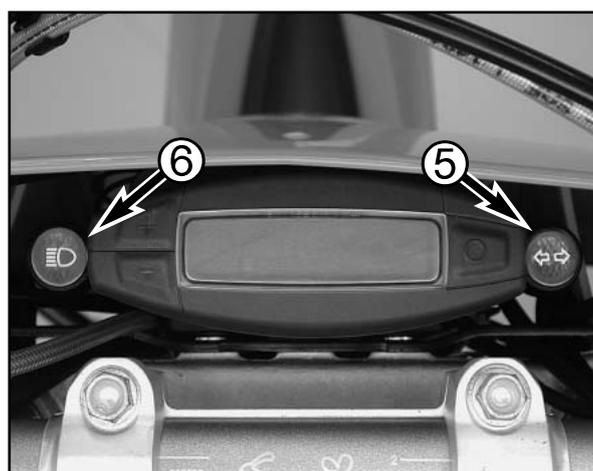
In this model the headlamp is switched on with the pull switch (4).



INDICATOR LAMPS

↔ The green control lamp (5) flashes in the same rhythm as the flashing indicator when the indicator is working.

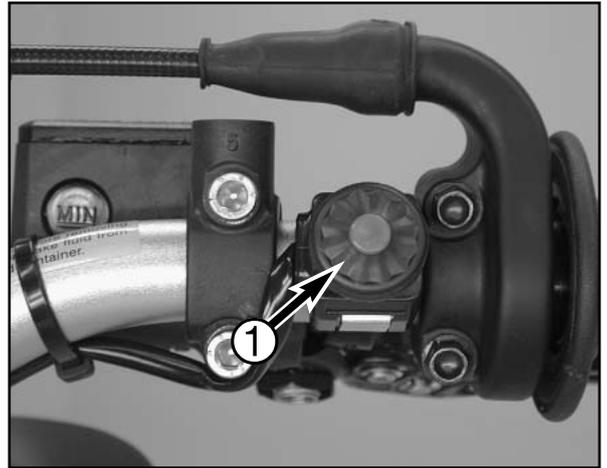
⦿ The blue control lamp (6) lights up when the high beam is on.



OPERATION INSTRUMENTS

STARTER BUTTON

 Pushing the black starter button (1) will actuate the E-starter



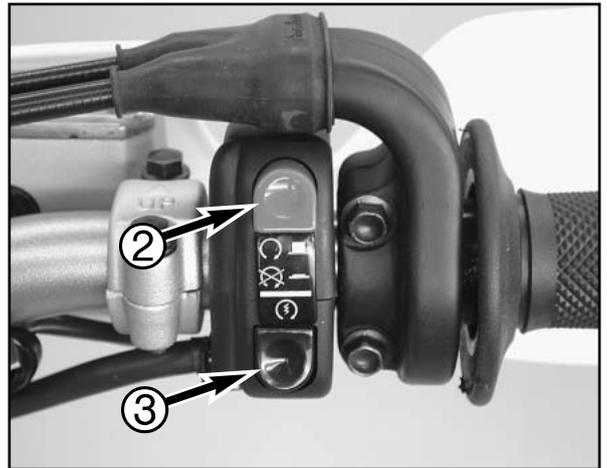
EMERGENCY OFF SWITCH (AUSTRALIA)

The red emergency-OFF switch (2) is arranged adjacent to the throttle grip.

  In this position, the E-starter is operational and the engine can be started.

  In this position, the E-starter and ignition circuits are interrupted. The E-starter cannot be actuated, and the engine will not start, not even if you attempt to start it with the kickstarter.

 Pushing the black starter button (3) will actuate the E-starter.



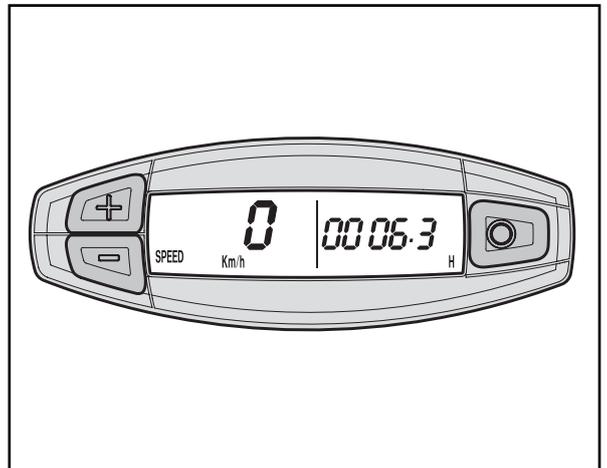
ELECTRONIC SPEEDOMETER

The display in the electronic speedometer is activated as soon as you press a button on the speedometer or an impulse is received from the wheel sensor. The display lights up when the engine is running.

The display is cleared if no button is pressed for 1 minute or no impulse is received from the wheel sensor.

The  button is used to change between display modes.

The + and - buttons are used to control various functions.

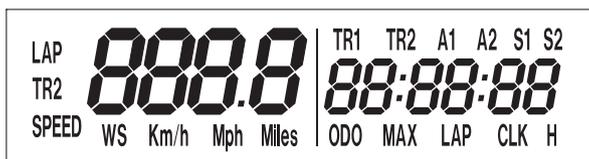


ENGLISH

OPERATION INSTRUMENTS

TEST

All of the display segments briefly light up for the display function test.



WS (WHEEL SIZE)

The display changes and the circumference of the front wheel is briefly displayed in millimeters (2205 mm corresponds to a front wheel circumference of 21" with production tires).

Afterwards the display will return to the previous display mode.



SPEED DISPLAY MODE / H (SERVICE HOURS)

Only the SPEED / H and SPEED / ODO display modes are activated in the condition at delivery. SPEED/H is displayed whenever the display is activated and the front wheel is not turning. It automatically changes to the SPEED/ODO display mode as soon as the front wheel starts turning.

SPEED displays the speed.

H displays the engine's service hours. The service hour counter starts to count as soon as you start the engine. The displayed figure cannot be changed.

Service intervals are indicated in service hours for some Husaberg offroad motorcycles, making the service hour counter a very practical function.

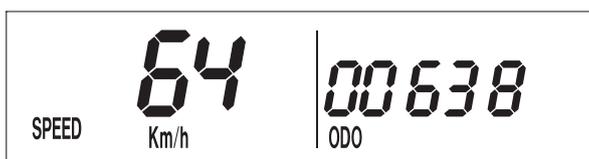


SPEED / ODO DISPLAY MODE (ODOMETER)

The SPEED/ODO mode displays the speed and the total distance traveled. The display automatically changes to the SPEED/H display mode when the front wheel stops turning.

- | | |
|-------------------------------|----------------------------------|
| + button | no function |
| - button | no function |
| briefly press 0 button | changes to the next display mode |
| hold 0 button 3 secs. | changes to the next display mode |

The electronic speedometer has a number of display modes (functions) that you can also activate (reveal) (see: Activating and deactivating display modes).



OPERATION INSTRUMENTS

ACTIVATING AND DEACTIVATING DISPLAY MODES

In the display mode SPEED/H, press and hold the **○** button for 3 seconds to access the SETUP menu. The active functions will be displayed. The blinking function can be activated by pressing the + button and deactivated by pressing the – button.

Press and hold the **○** button 3 seconds to store the settings.

If no button is pressed for 20 seconds, the setting will be stored automatically and the display will return to the SPEED/H mode.

+ button	activates the blinking display
– button	deactivates the blinking display
briefly press ○ button	changes to the next display without changing any settings
hold ○ button 3 secs.	starts the SETUP stores the settings and changes to the SPEED/H mode



The following display modes can be activated:

TR1	tripmaster 1
TR2	tripmaster 2
A1	average speed 1
A2	average speed 2
S1	stop watch 1
S2	stop watch 2
CLK	clock
LAP	lap time
MAX	maximum speed
KMH/MPH	display in kilometers or miles (see: Kilometers or miles)

If you have activated all of the display modes, they will be displayed in the following order:

SPEED/H, SPEED/CLK, SPEED/LAP, LAP/LAP, SPEED/MAX, SPEED/ODO, SPEED/TR1, SPEED/TR2, SPEED/A1, SPEED/A2, SPEED/S1, SPEED/S2

SPEED / CLK (TIME) DISPLAY MODE

CLK displays the time in hours, minutes and seconds.

+ button	no function
– button	no function
briefly press ○ button	changes to the next display mode
hold ○ button 3 secs.	set the clock menu

To set the clock, see „Setting the clock“.



SPEED / LAP (LAP TIME) DISPLAY MODE

You can use the manual stop watch to stop and store up to 10 lap times, which you can view in the LAP/LAP display mode (see below).

LAP displays the lap times in hours, minutes and seconds.

+ button	Starts and stops the stop watch, lap time is not reset to 0
– button	Stops the stop watch, stores the lap time and restarts the stop watch again. The time is reset to 0. A total of 10 lap times can be stored. If the lap time continues to run after you press the - button, all 10 memory locations are occupied. To clear all of the stored lap times, hold the ○ button for 3 seconds in the SPEED/LAP mode. Up to 10 lap times can be stored in this way.
briefly press ○ button	Changes to the next display mode. If no lap time is stored or the motorcycle is driving, the LAP/LAP mode will be skipped.
hold ○ button 3 secs.	Clears all LAP figures



OPERATION INSTRUMENTS

LAP / LAP DISPLAY MODE (TO VIEW LAP TIMES)

The LAP/LAP display mode will only be shown if lap times have been stored and the front wheel has stopped. It will display the lap number and the stopped lap time in hours, minutes and seconds. Press the + button to access the next lap time.

To clear all of the stored lap times, hold the **○** button for 3 seconds in the SPEED/LAP mode.

- | | |
|-------------------------------|----------------------------------|
| + button | changes to the next lap time |
| – button | no function |
| briefly press ○ button | changes to the next display mode |
| hold ○ button 3 secs. | changes to the next display mode |



SPEED / MAX DISPLAY MODE (MAXIMUM SPEED)

MAX displays the maximum speed traveled and is always active.

- | | |
|-------------------------------|----------------------------------|
| + button | no function |
| – button | no function |
| briefly press ○ button | changes to the next display mode |
| hold ○ button 3 secs. | clears the MAX figure |



SPEED / TR1 DISPLAY MODE (TRIPMASTER 1)

The TR1 tripmaster is always active and counts to 999.9. It is used to measure the length of a trip or the distance between 2 refueling stops. TR1 is linked to A1 (average speed 1). The calculation of these figures is activated by the first impulse received from the wheel sensor (when the front wheel starts to turn) and stops 3 seconds after the last impulse is received (when the front wheel has stopped).

The TR1, A1 and S1 figures are automatically cleared after passing 999.9.

- | | |
|-------------------------------|----------------------------------|
| + button | no function |
| – button | no function |
| briefly press ○ button | changes to the next display mode |
| hold ○ button 3 secs. | clears the TR1, S1, A1 figures |



SPEED / TR2 DISPLAY MODE (TRIPMASTER 2)

The tripmaster 2 is always active and counts to 999.9. Contrary to TR1, the displayed figure can be changed using the + and – buttons. This is a very useful function for trips taken according to a roadbook.

- | | |
|-------------------------------|----------------------------------|
| + button | increases the TR2 figure |
| – button | decreases the TR2 figure |
| briefly press ○ button | changes to the next display mode |
| hold ○ button 3 secs. | clears the TR2 figure |



OPERATION INSTRUMENTS

SPEED / A1 DISPLAY MODE (AVERAGE SPEED 1)

A1 shows the average speed based on the TR1 (tripmaster 1) and S1 (stop watch 1) figures. The calculation of this figure is activated by the first impulse received from the wheel sensor and stops 3 seconds after the last impulse is received.



- | | |
|-------------------------------|----------------------------------|
| + button | no function |
| - button | no function |
| briefly press ○ button | changes to the next display mode |
| hold ○ button 3 secs. | clears the TR1, S1, A1 figures |

SPEED / A2 DISPLAY MODE (AVERAGE SPEED 2)

A2 shows the average speed based on the TR2 (tripmaster 2) and S2 (stop watch 2) figures.

The displayed figure can deviate from the actual average speed if the TR2 figure was changed manually or if S2 was not stopped after the trip.



- | | |
|-------------------------------|----------------------------------|
| + button | no function |
| - button | no function |
| briefly press ○ button | changes to the next display mode |
| hold ○ button 3 secs. | changes to the next display mode |

SPEED / S1 DISPLAY MODE (STOP WATCH 1)

S1 shows the traveling time based on TR1 and continues to run whenever it receives impulses from the wheel sensor. The calculation of this figure is activated by the first impulse received from the wheel sensor and stops 3 seconds after the last impulse is received.



- | | |
|-------------------------------|----------------------------------|
| + button | no function |
| - button | no function |
| briefly press ○ button | changes to the next display mode |
| hold ○ button 3 secs. | clears the TR1, S1, A1 figures |

SPEED / S2 DISPLAY MODE (STOP WATCH 2)

S2 is a manual stop watch. Start the stop watch by pressing the + button, press again to hold. Press again to continue timing.

Press the **○** button to change to the next mode. The S2 display will blink in the other modes if S2 continues to run in the background. To stop S2, return to the SPEED/S2 mode and press the + button.



- | | |
|-------------------------------|----------------------------------|
| + button | starts and stops the stop watch |
| - button | no function |
| briefly press ○ button | changes to the next display mode |
| hold ○ button 3 secs. | clears the S2 figure |

OPERATION INSTRUMENTS

KILOMETERS OR MILES

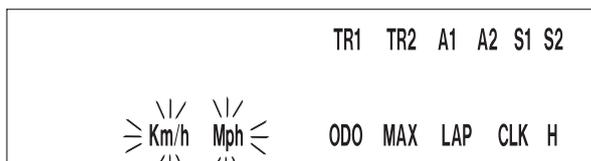
The unit (kilometers or miles) can also be changed. The ODO figure will be retained and converted accordingly. The TR1, A1, S1, TR2 and A2 figures will be cleared.

To select the unit, select the SPEED/H mode and hold the **○** button for 3 seconds to access the SETUP menu. Press the **○** button until the KMH/MPH function blinks. Press the + button briefly to move to the options. Press the + button for KMH or the – button for MPH.

To set, briefly press the **○** button 1 x and hold for 3 seconds until the display returns to the SPEED/H mode.

If no button is pressed for 20 seconds, the setting will be stored automatically and the display will return to the SPEED/H mode.

- + button to access the menu
- button to activate the KMH display
- briefly press **○** button to activate the MPH display
- hold **○** button 3 secs. changes to the next mode
- hold **○** button 3 secs. changes from the menu to the SETUP menu
- hold **○** button 3 secs. stores and closes the SETUP menu



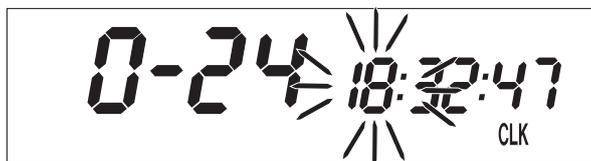
SETTING THE CLOCK

To set the clock, switch the ignition off and select the SPEED/CLK mode. Press and hold the **○** button for 3 seconds. The blinking digits can be changed using the + and - buttons. Press the **○** button to move to the next digit. 0-12 will show the time in the 12-hour mode, 0-24 in the 24-hour mode.

Press and hold the **○** button for 3 seconds to store the settings.

If no button is pressed for 20 seconds, the settings will be stored automatically and the display will return to the SPEED/CLK mode.

- + button time +
- button time -
- briefly press **○** button changes to the next digit
- hold **○** button 3 secs. starts the SETUP menu
- hold **○** button 3 secs. stores the time and changes to the SPEED/CLK display mode



ENGLISH

OVERVIEW OF THE ELECTRONIC SPEEDOMETER FUNCTIONS

Motorcycle is standing	Motorcycle is driving					
		display	briefly press + button	briefly press – button	briefly press ○ button	hold ○ button 3 secs.
X		SPEED / H	no function	no function	next display mode	displays the SETUP menu
X	X	SPEED / CLK	no function	no function	next display mode	Setting the clock menu
X	X	SPEED / LAP	starts/stops LAP without clearing LAP figure	stops LAP, stores LAP figure, resets LAP to 0	next display mode	clears all LAP figures
X		LAP / LAP	next figure	no function	next display mode	next display mode
X	X	SPEED / MAX	no function	no function	next display mode	clears MAX
	X	SPEED / ODO	no function	no function	next display mode	next display mode
X	X	SPEED / TR1	no function	no function	next display mode	clears TR1, S1, A1
X	X	SPEED / TR2	increases the TR2 figure	reduces the TR2 figure	next display mode	clears TR2
X	X	SPEED / A1	no function	no function	next display mode	clears TR1, S1, A1
X	X	SPEED / A2	no function	no function	next display mode	next display mode
X	X	SPEED / S1	no function	no function	next display mode	clears TR1, S1, A1
X	X	SPEED / S2	starts - stops S2	no function	next display mode	clears S2

If the CLK, LAP, MAX, TR1, TR2 A1, A2, S1 and S2 figures are suddenly cleared, the battery in the electronic speedometer is empty and must be replaced (see: Replacing the battery in the electronic speedometer).

A tripmaster switch is available as an accessory that lets you control the electronic speedometer functions from the handlebar.

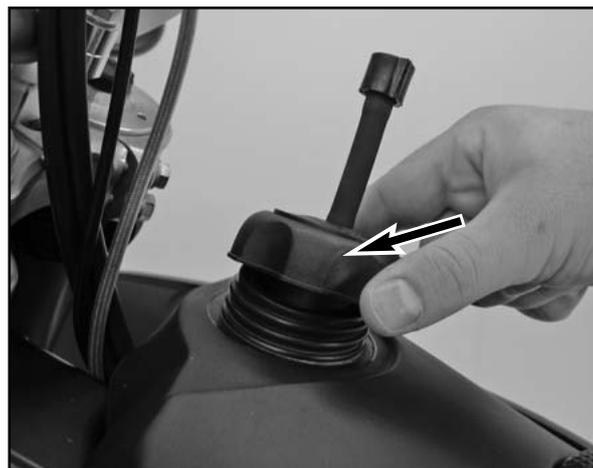
OPERATION INSTRUMENTS

FILLER CAP

To open the filler cap: Turn the filler cap counter-clockwise.

To close the filler cap: Put the filler cap on and tighten it by turning it clockwise.

Install the tank breather hose (1) without kinks.



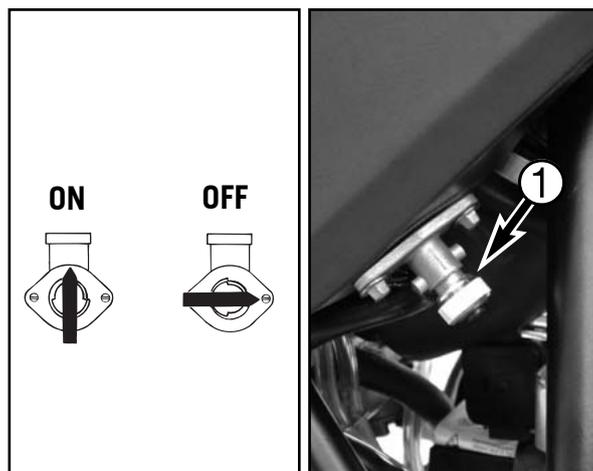
FUEL TAPS

OFF The fuel tap is closed in this position. No fuel can flow to the carburetor.

ON Turn the twist grip in the ON position to operate the motorcycle. Now fuel can flow to the carburetor. The tank will drain completely in this position.

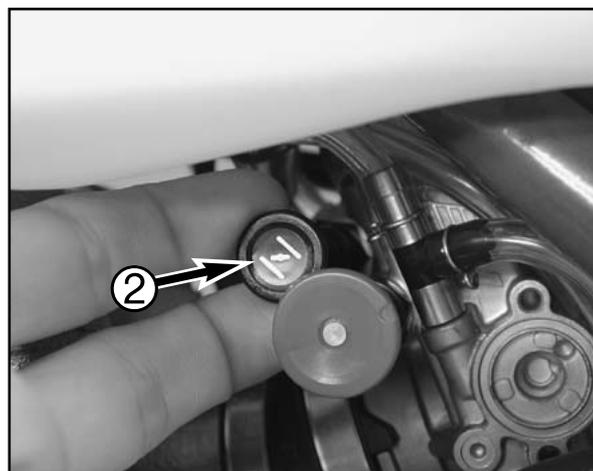
A threaded fuel tap (1) is also located on the left side. No fuel can flow to the carburetor if it is screwed-in. Fuel will flow to the carburetor if the fuel tap is screwed-out.

 **NOTE: No RES function is available.**



CHOKE

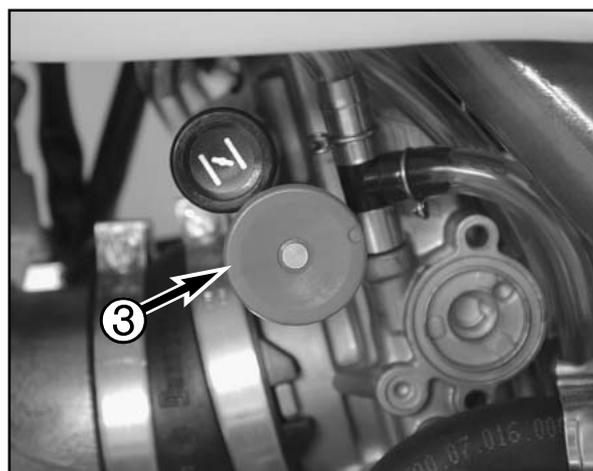
If you pull the choke button (2) out as far as possible, a bore in the carburetor will be opened through which the engine may take in additional fuel. The result is a „fat“ fuel-air mixture of the type needed for cold starts. To deactivate the choke, push the choke button back into its basic position.



HOT START DEVICE

If you pull the hot start device (3) out as far as possible, a bore in the carburetor will be opened through which the engine may take in additional air. The result is a „lean“ fuel-air mixture of the type needed for hot starts.

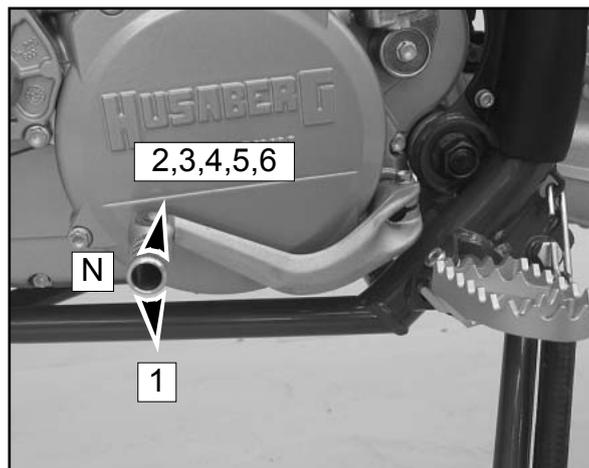
To deactivate the hot start device, push the hot start button back into its basic position.



OPERATION INSTRUMENTS

SHIFT LEVER

The shift lever is mounted on the left side of the engine. The position of the gears is shown in the illustration. Neutral, or the idle speed, is located between first and second gear.



KICKSTARTER

The kickstarter is located on the left side of the engine. The upper part is tiltable.



FOOT BRAKE PEDAL

The foot brake pedal is located in front of the right footrest. Its basic position can be adjusted to your seat position (see maintenance work).



SIDE STAND

Push the side stand to the ground with your foot and load it with the motorcycle. Make sure that you put your bike on solid ground and in a secure position.



WARNING: The side stand swings up rapidly when the load is released. Make sure you are not standing in the way.



OPERATION INSTRUMENTS

COMPRESSION DAMPING OF FORK

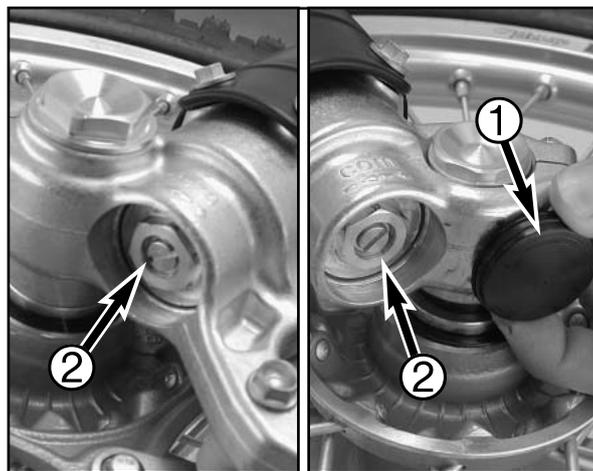
Hydraulic compression damping determines the reaction when the fork is compressed. The degree of compression can be adjusted with adjusting screws at the bottom of the fork legs. Remove the protecting cap (1). Turn the adjusting screws (2) clockwise to increase damping, turn it counterclockwise to reduce damping during compression.

STANDARD ADJUSTMENT

- turn adjusting screw clockwise as far as it will go
- turn it back by as many clicks as are specified for the relevant type of fork

Typ WP Suspension 14457B0221 clicks

Typ WP Suspension 14457B0315 clicks



REBOUND DAMPING OF FORK

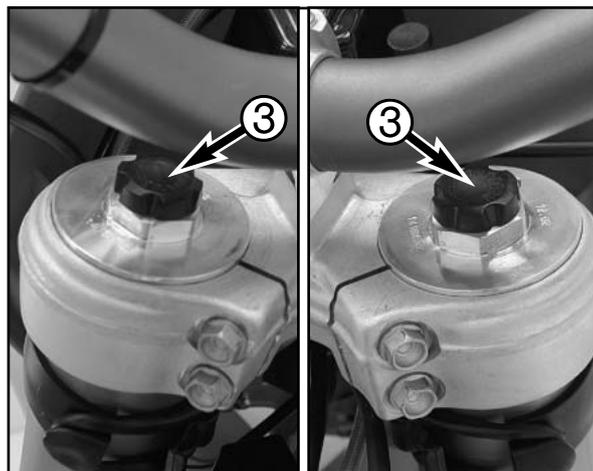
Hydraulic rebound damping determines the reaction when the fork is rebound. By turning the adjusting screw (3) (REB), the degree of damping of the rebound can be adjusted. Turn the knob clockwise to increase damping, turn it counterclockwise to reduce damping during rebounding.

STANDARD ADJUSTMENT

- turn adjusting screw clockwise as far as it will go
- turn it back by as many clicks as are specified for the relevant type of fork

Typ WP Suspension 14457B0220 clicks

Typ WP Suspension 14457B0312 clicks



OPERATION INSTRUMENTS

DAMPING ACTION DURING COMPRESSION OF SHOCK ABSORBER

The shock absorber can synchronize the compression damping in the low and high-speed range separately (Dual Compression Control).

Low and high speed refers to the movement of the shock absorber during compression and not to the speed of the motorcycle.

The low and high-speed technology overlaps.

The low-speed setting is primarily for slow to normal shock absorber compression rates.

The high-speed setting is effective at fast compression rates.

Turning in a clockwise direction will increase the damping, turning counterclockwise will decrease the damping.

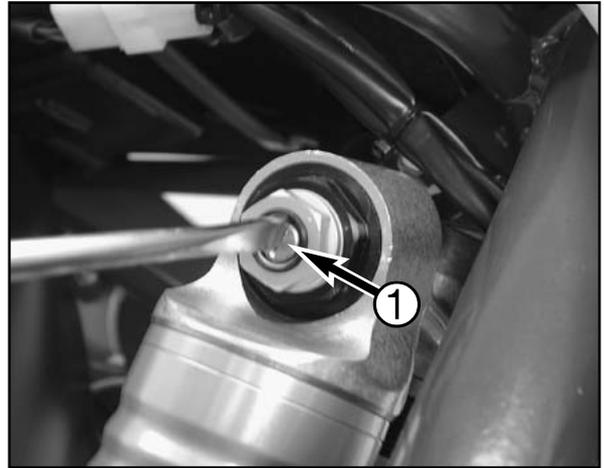


STANDARD LOW-SPEED SETTING:

- turn the adjusting screw (1) to the limit in a clockwise direction using a screwdriver .
- unscrew the respective number of clicks for the specific type of shock absorber in a counterclockwise direction.

Typ WP Suspension 12457B0222 clicks

Typ WP Suspension 12457B0312 clicks



STANDARD HIGH-SPEED SETTING:

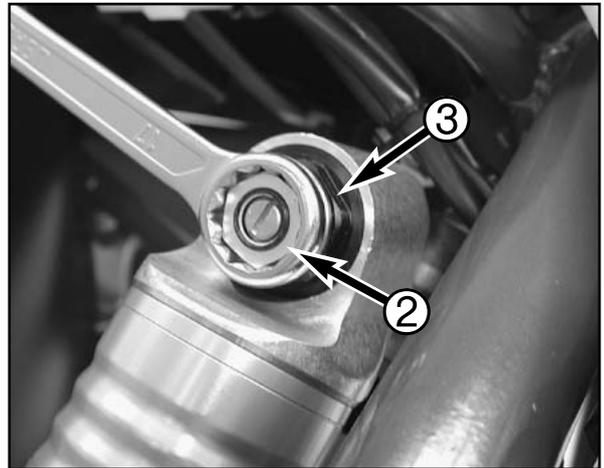
- turn the adjusting screw (2) to the limit in a clockwise direction using a box wrench.
- unscrew the respective number of turns for the specific type of shock absorber in a counterclockwise direction.

Typ WP Suspension 12457B022 turns

Typ WP Suspension 12457B032 turns



WARNING: The damping unit of the shock absorber is filled with high-compression nitrogen. Never try to take the shock absorber apart or to do any maintenance work yourself. Severe injuries could be the result. Never unscrew the black screw connection (3) (24mm).



OPERATION INSTRUMENTS

REBOUND DAMPING OF SHOCK ABSORBER

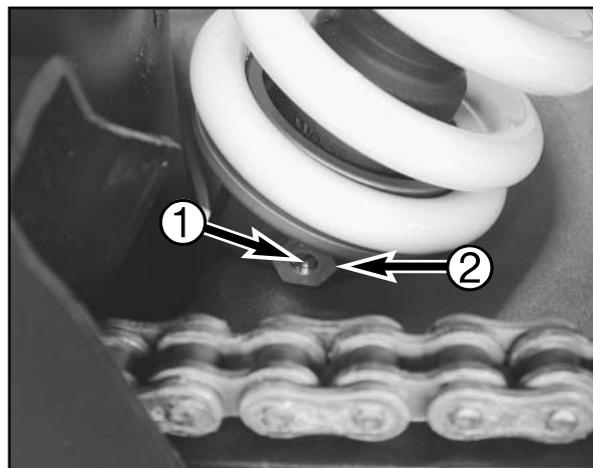
By using the adjusting screw (1), the degree of damping of the rebound can be adjusted. Turn the knob clockwise to increase damping, turn it counterclockwise to reduce damping during rebounding.

STANDARD ADJUSTMENT:

- turn the adjusting screw clockwise to the stop.
- then turn the adjusting screw counterclockwise, counting the number of clicks that corresponds to the respective type of shock absorber.

Typ WP Suspension 12457B0215 clicks

Typ WP Suspension 12457B0310 clicks



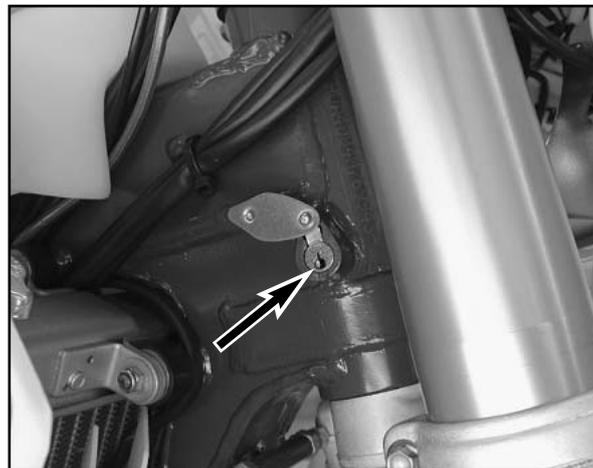
WARNING: The damping unit of the shock absorber is filled with high-compression nitrogen. Never try to take the shock absorber apart or to do any maintenance work yourself. Severe injuries could be the result. Never unscrew the black screw connection (2) (15mm).

STEERING LOCK

The lock mounted on the steering head locks the steering system. To lock, turn the handlebar all the way to the left, insert the key, turn to the left, press in, turn to the right and pull off the key.



CAUTION: Never leave the key inserted in the steering lock. If you turn the handlebar to the right the key could get damaged.



TIPS AND WARNINGS FOR STARTING THE MOTORCYCLE

INSTRUCTIONS FOR INITIAL OPERATION

- Verify that your Husaberg dealer performed the PREPARATION OF VEHICLE jobs (see Customer Service Manual).
- Read these operating instructions carefully before your first ride.
- Familiarize yourself with the operating elements.
- Set the clutch lever, the handbrake lever, and the footbrake pedal to the positions that are most convenient for you.
- Get used to handling the motorcycle on an empty parking lot or open space, before starting on a longer drive. Also try to drive as slowly as possible and in a standing position, to improve your feeling for the vehicle.
- Do not drive along off-road tracks which go beyond your ability and experience.
- Hold the handlebars with both hands and leave your feet on the foot rests while driving.
- Remove your foot from the foot brake lever when you are not braking. If the foot brake lever is not released the brake pads rub continuously and the braking system is over-heated.
- Do not make any alterations to the motorcycle and always use ORIGINAL Husaberg SPARE PARTS. Spare parts from other manufacturers can impair the safety of the motorcycle.
- Motorcycles are sensitive to alterations in the distribution of weight. If you are taking luggage with you, this should be secured as close as possible to the middle of the vehicle; distribute the weight evenly between the front and rear wheel. Never exceed the maximum permissible laden weight and the axle weights. The maximum permissible laden weight is comprised of the following components:
 - Motorcycle ready for operation and tank full
 - Luggage
 - Driver with protective clothing and helmet.
- Pay attention to the running-in procedure.

RUNNING IN THE HUSABERG MODELS

Even very precisely machined sections of engine components have rougher surfaces than components which have been sliding across one another for quite some time. Therefore, every engine needs to be broken in.

For this reason, do not load the engine more than 50% of its capacity during the first 3 operating hours. Besides, the engine speed must not exceed 7000 rpm. Avoid going full-throttle!

In the following 12 operating hours, you may load the engine up to 75% of its capacity. Use the motorcycle on various types of terrain (road, easy off-road trails).



CAUTION: The Husaberg models were uncompromisingly designed for off-road competition purposes only. "On the road" approved models FE/FS are only allowed on public roads in the original homologated (throttled) version. Avoid extended on-road rides at full throttle.



WARNING: Wear suitable clothing when driving a motorcycle. Clever Husaberg drivers always wear a helmet, boots, gloves and a jacket, regardless of whether driving all day or just for a short trip. The protective clothing should be brightly colored so that other vehicles can see you as early as possible.

Always turn on the light to make sure that other drivers become aware of you as early as possible.

Do not drive after having consumed alcohol.

Only use accessories recommended by Husaberg. For example, front panelling can impair the driving properties of the motorcycle. Cases, extra tanks, etc. can alter the weight distribution and thus also impair the vehicles driving properties.

The front and rear wheel may only be fitted with tires that have the same profile type.

The Husaberg models are designed and dimensioned for 1 person only. Never take another rider along.

Observe the traffic regulations, drive defensively and try to look ahead as far as possible so that any hazards can be recognized as early as possible.

Adjust your driving speed according to the conditions and your driving skills.

Drive carefully on unknown roads or on unfamiliar trials.

When driving off-road, always have a friend on a second motorcycle to keep you company, so that you can help each other should difficulties arise.

Replace the helmet visor or goggle lens when scratched or damaged. If bright light shines through a scratched visor or lens, the operator will be blinded.

Never leave your motorcycle without supervision if the engine is running.

When riding your motorcycle, please bear in mind that other people may feel molested by excessive noise.

DRIVING INSTRUCTIONS

CHECK THE FOLLOWING BEFORE EACH START

When you start off, the motorcycle must be in perfect technical condition. For safety reasons, you should make a habit of performing an overall check of your motorcycle before each start.

The following checks should be performed:

1 CHECK THE OIL LEVEL

Insufficient oil results in premature wear and consequently to engine damage. Too much engine oil will lead to higher oil consumption and will clog the carburetor.

2 FUEL

Check that there is sufficient fuel in the tank; when closing the filler cap, check that the tank venting hose is free of kinks.

3 CHAIN

A loose chain can fall from the chain wheels; an extremely worn chain can tear, and insufficient lubrication can result in unnecessary wear to the chain and chain wheels. Excessive tensioning of the chain will put additional load on the components of the secondary drivetrain (chain, bearings of transmission and rear wheel). Aside from resulting in premature wear, if worst comes to worst the chain may rupture or the countershaft of the transmission may break.

4 TIRES

Check for damaged tires. Tires showing cuts or dents must be replaced. The tread depth must comply with the legal regulations. Also check the air pressure. Insufficient tread and incorrect air pressure deteriorate the driving performance.

5 BRAKES

Check correct functioning of the braking system. Check for sufficient brake fluid in the reservoir. The reservoirs have been designed in such a way that brake fluid does not need to be refilled even when the brake pads are worn. If the level of brake fluid falls below the minimum value, this indicates a leak in the braking system or completely worn out brake pads. Arrange for the braking system to be checked by a Husaberg specialist, as complete failure of the braking system can be avoided.

Also check the state of the brake hose and the thickness of the brake linings.

Check free travel at the hand brake lever and foot brake lever.

6 CABLES

Check correct setting and easy running of all control cables.

7 COOLING FLUID

Check the level of the cooling fluid when the engine is cold.

8 ELECTRICAL SYSTEM

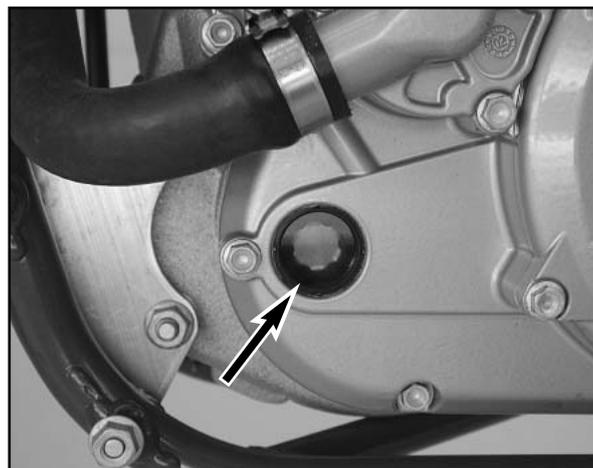
Check correct functioning of headlamps, tail-lights, brake lights, indicators, control lamps and horn while the engine is running.

9 LUGGAGE

If you are taking luggage with you, check that this is securely fastened.

10 REAR MIRROR

Checking the rear mirror setting.



DRIVING INSTRUCTIONS

STARTING WHEN THE ENGINE IS COLD

- 1 Open the fuel taps (1).
- 2 Swing up the side stand or center stand.
- 3 Put the gear in neutral.
- 4 Operate the choke (2).
- 5 Leave throttle closed and kick the kickstarter briskly ALL THE WAY or actuate the E-starter.



WARNING: If you want to start the engine, make sure that you always put on sturdy motorcycle boots in order to avoid injuries. You might slip off the kickstarter, or the engine may kick back and propel your foot upward with great force.

Always kick the kickstarter briskly all the way without opening the throttle. If you do not Kick hard enough, with an open throttle grip, the kick-back hazard will be higher.

Do not start the engine and allow it to idle in a closed area. Exhaust fumes are poisonous and can cause loss of consciousness and death. Always provide adequate ventilation while the engine is running.

Always verify that the transmission has been set to idle (neutral) before actuating the starter button. If you start the motorcycle with a gear engaged, the motorcycle will move forward.



CAUTION: Be sure to kick up the side stand before you start the engine to avoid any damage.

Maximal period for continuous starting: 5 seconds. Wait at least 5 seconds before trying again.

Don't ride your motorcycle with full load and don't rev up the engine when cold because the piston is warming up faster than the water cooled cylinder and can cause engine damage.



NOTE: If it is difficult to start the engine, this could be due to old fuel in the float chamber. The highly inflammable constituents in the new fuel volatilize if left standing over longer periods of time. If the motorcycle was not used for over 1 week, drain the old fuel from the float chamber. The engine will start immediately after the float chamber is filled with fresh ignitable fuel.

STARTING WHEN THE ENGINE IS WARM

- 1 Open the fuel tap (1).
- 2 Swing up the side stand.
- 3 Put the gear in neutral.
- 4 Leave throttle closed and kick the kickstarter briskly ALL THE WAY or actuate the E-starter.



NOTE: Pull the hot start knob if the engine won't start.

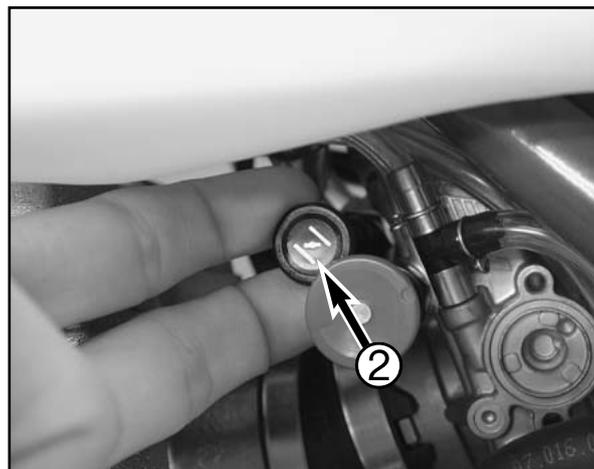
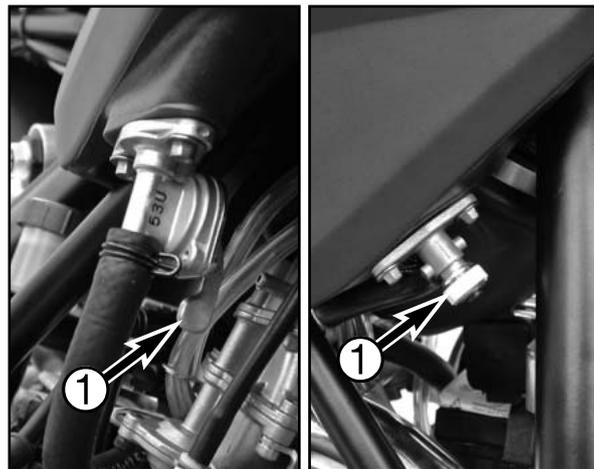
WHAT TO DO WHEN THE ENGINE IS "FLOODED"

In the event of a fall, more fuel than necessary may get into the engine. In order to "pump the engine free", pull the hand decompression lever, fully rev up the engine, actuate the kickstarter 5 to 10 times or actuate the E-starter 2 times for 5 seconds each. Then, start the engine as described above.

If the engine fails to start, unscrew the spark plug and dry it.



NOTE: The carburetor has an accelerator pump. Every time you open the throttle, fuel will be injected into the intake passage. When starting, be sure that you open the throttle completely only once.



DRIVING INSTRUCTIONS

STARTING OFF

Pull the clutch lever, engage 1st gear, slowly release the clutch lever while you open the throttle.



WARNING: Always make sure the side stand is folded all the way up before driving off. The motorcycle can go out of control if the side stand touches the ground.

SHIFTING/RIDING

You are now in first gear, referred to as the drive or uphill gear. Depending on the conditions (traffic, hill size, etc.), you can shift to a higher gear. Close throttle, at the same time pull clutch lever in and shift to the next higher gear. Let clutch lever go again and accelerate. If you turned on the choke, make sure you turn it off again as soon as engine is warm.

When you reach full speed through opening the throttle all the way, turn throttle back to 3/4; the speed hardly decreases although the engine will use less gas. Only give as much gas as the engine can handle. Through quick and high revving of the throttle, the fuel usage increases.

By shifting down, use the brakes if necessary and close the throttle at the same time. Pull the clutch lever and shift down to the next gear. Let clutch lever go slowly and open the throttle or shift down again



NOTE: Dedicated to nothing but offroad racing, Husaberg models make no compromises in their design. As such, they do not include any radiator fan, and the size of the radiator is dimensioned for optimum ergonomics. In normal racing, the cooling system is sufficient. If you use your motorbike in other conditions, please note that: the E-starter allows you to start FS models again at any time. Therefore, turn off the engine if you intend to run your motorcycle in idle or at a standstill for longer periods of time (more than 2 minutes). Avoid letting the clutch slip frequently and for extended periods. This would cause the engine oil to heat up, thereby heating up the cooling system. You should drive at low speeds (4-stroke style - letting the engine pull you) and not at high speeds not by letting the clutch slip (2-stroke style).



WARNING: After falling with the motorcycle, check all functions thoroughly before starting up operations again.

A twisted handlebar must always be replaced. Do not adjust the handlebar, it will lose stability.



CAUTION: High rpm rates when the engine is cold have an adverse effect on the life of your engine. We recommend you run the engine in a moderate rpm range for a few miles giving it a chance to warm up. After that no further precautions in this respect need to be taken. The engine has reached its operating temperature as soon as the radiators become warm.

Never have the throttle wide open when changing down to a lower gear. The engine will over-rev, damaging the valves. In addition, the rear wheel locks so that the motorcycle can easily get out of control.

If any abnormal vibrations occur while driving, check that the engine fastening bolts are tight.

In the event that, while riding on your motorcycle, you notice any unusual operation-related noise, stop immediately, turn the engine off, and contact an authorized Husaberg dealer.

BRAKING

Close the throttle and apply the hand and foot brake simultaneously. Be especially careful when applying the brakes on sandy, wet or slippery surfaces. Always brake with feeling, locked wheels will cause the motorcycle to skid or crash. Always shift down the gears in accordance with the speed. Always finish braking before you enter a curve.

When driving down hill, use the braking effect of the engine. Change down one or two gears but do not overspeed the engine. In this way, you will not need to brake so much and the brakes will not overheat.



WARNING: In case of rain, after washing the motorcycle, after rides through water and in case of rides on wet off-road tracks, humid or dirty brake discs can delay the braking effect. The brakes must be pulled until they are dry or clean.

Rides on salt-strewn or dirty roads can also delay the braking effect. The brakes must be pulled until they are clean.

Dirty brake discs cause increased tear of brake pads and brake discs.

When you brake, the brake discs, brake pads, brake caliper and brake fluid heat up. The hotter these parts get, the weaker the braking effect. In extreme cases, the entire braking system can fail.

If the resistance in the hand brake lever or foot brake pedal feels "spongy" (too much play), this is an indication that something is wrong with the brake system. Don't ride your motorcycle anymore without first having the brake system looked over by a Husaberg dealer.

DRIVING INSTRUCTIONS

STOPPING AND PARKING

Decelerate and switch the engine into neutral. To switch off the engine at idling speed, press the short-circuit switch or the emergency off switch until the engine is off. Close the fuel taps, park the motorcycle on a firm surface and lock.



WARNING: Motorcycle engines produce a great amount of heat while running. The engine, exhaust pipe, muffler, brake rotors, and shock absorbers can become very hot. Do not touch any of these parts after operating the motorcycle, and take care to park it where pedestrians are not likely to touch it and get burned.



CAUTION: Do not use the hand decompressor lever to switch off the engine. Always use the short-circuit switch, the emergency off switch.

Close the fuel tap when leaving your vehicle. Otherwise the carburettor can flood and fuel will enter the engine.

Never park your motorcycle in places where there are fire hazards due to dry grass or other easily flammable materials.



NOTE REGARDING THE SIDE STAND: Use your foot to kick side stand forward up to the stop and lean the motorcycle sideways. Make sure that the ground is solid and that your motorcycle is standing securely. Just in case, you can shift into first gear. For off-road riding, you can use the rubber band to additionally secure the center stand in its folded-up position



CAUTION: The side stand is designed to bear only the load of the motorcycle. The side stand and/or the frame can be damaged and the motorcycle can fall over if you mount the motor-cycle, thus putting an additional load on the side stand.

FUEL

The engine needs unleaded fuel with at least RON 95 (USA = Premium RON 91).

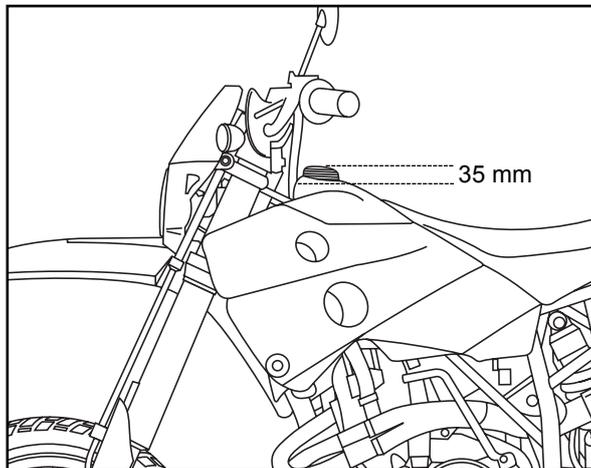
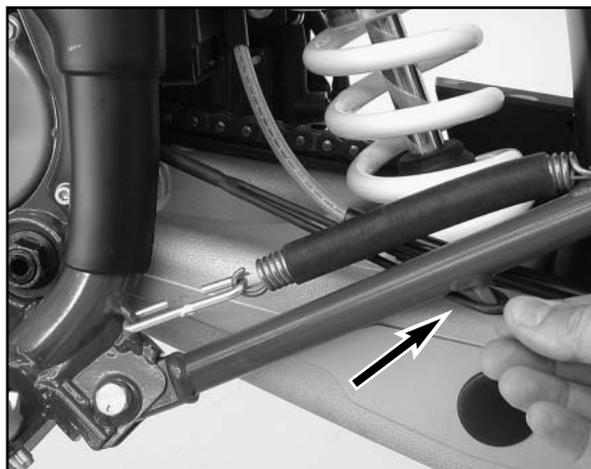


CAUTION: Use leaded or unleaded premium grade gasoline (95 octanes). Never use gasoline having less than 95 octanes because it may damage the engine.



WARNING: Gasoline is highly flammable and poisonous. Extreme caution should be used when handling gasoline. Do not refuel the motorcycle near open flames or burning cigarettes. Always switch off the engine before refuelling. Be careful not to spill gasoline on the engine or exhaust pipe while the engine is hot. Wipe up spills promptly. If gasoline is swallowed or splashed in the eyes, seek a doctor's advice immediately.

Fuel expands when its temperature rises. Therefore do not fill the tank to the top (see fig.).



PERIODIC MAINTENANCE SCHEDULE

ENGLISH

FE 450,550,650 e/6, FS 450,650 e/6			
A clean motorcycle can be checked more quickly which saves money!		1. service after 3 hours or 20 l fuel	after/every 15 hours or 100 l fuel
ENGINE	Change engine oil and oil filter	●	●
	Clean oil screen and drain plug magnet	●	●
	Replace spark plug (after 30 hours)		
	Check and adjust valve clearance	●	●
	Check engine mounting bolts for tightness	●	●
CARBURETOR	Check carburetor connection boot for cracks and leaks		●
	Check idle speed setting	●	●
	Check vent hoses for damage or bends	●	●
ADD-ON-PARTS	Check cooling system for leaks, check quantity of antifreeze	●	●
	Check exhaust system for leaks and fitment		●
	Check cables for damage, smooth operation and bends adjust and lubricate	●	●
	Check fluid level of the clutch master cylinder	●	●
	Clean air filter and filter box		●
	Check electric wires for damage and bends		●
	Check headlamp setting		●
	Check function of electric systems (low high beam, brake light, indicator lamps, speedometer illumination, horn, emergency OFF switch or button)	●	●
BRAKES	Check brake fluid level, lining thickness, brake discs	●	●
	Check brake lines for damage and leaks	●	●
	Check function and smooth operation and adjust free travel of handbrake/foot brake lever	●	●
	Check tightness of brake system screws	●	●
CHASSIS	Check shock absorber and fork for leaks and function	●	●
	Clean fork dust bellows		●
	Bleed fork legs		●
	Check swing arm bearings		●
	Check/adjust steering head bearings	●	●
	Check tightness of chassis screws (triple clamps, fork leg axle passage)	●	●
WHEELS	Check spoke tension and rim joint	●	●
	Check tires and air pressure	●	●
	Check chain, chain joint, rear sprockets and chain guides for wear, fit and tension	●	●
	Lubricate chain	●	●
	Check clearance of wheel bearings	●	●

IMPORTANT RECOMMENDED MAINTENANCE WORK THAT CAN BE CARRIED OUT BY EXTRA ORDER	
	at least once a year
Complete maintenance of fork	●
Complete maintenance of shock absorber	●
Clean and grease steering head bearings and gasket elements	●
Clean and adjust carburetor	●
Replace glass fibre yarn filling of the exhaust main silencer	●
Treat electric contacts and switches with contact spray	●
Treat battery connections with contact grease	●
Change hydraulic clutch fluid	●
Change brake fluid	●

IF MOTORCYCLE IS USED FOR COMPETITION 15 HOURS SERVICE SHOULD BE CARRIED OUT AFTER EVERY RACE. Service intervals should never be exceeded by more than 2 hours or 15 liters of fuel. Maintenance work done by Husaberg authorised workshops is not a substitute for care and checks done by the rider.

PERIODIC MAINTENANCE SCHEDULE

IMPORTANT CHECKS AND MAINTENANCE TO BE CARRIED OUT BY THE RIDER			
	Before each start	After every cleaning	For cross-country use
Check oil level	•		
Check brake fluid level	•		
Check brake pads for wear	•		
Check lights for function	•		
Check horn for function	•		
Lubricate and adjust cables and nipples		•	
Bleed fork legs regularly			•
Remove and clean fork dust bellows regularly			•
Clean and lubricate chain, check tension and adjust if necessary		•	•
Clean air filter and filter box			•
Check tires for pressure and wear	•		
Check cooling fluid level	•		
Check fuel lines for leaks	•		
Drain and clean float chamber		•	
Check all control elements for smooth operation	•		
Check brake performance	•	•	
Treat blank metal parts (with the exception of brake and exhaust system) with wax-based anti corrosion agent		•	
Treat ignition and steering locks and light switches with contact spray		•	
Check tightness of screws, nuts and hose clamps regularly			•

RECOMMENDED INSPECTION OF THE HUSABERG - ENGINES USED FOR HOBBY-ENDURO COMPETITIONS BY YOUR HUSABERG WORKSHOP (ADDITIONAL ORDER FOR THE HUSABERG WORKSHOP)							
a 100 liter fuel consumption is equivalent to approx. 15 operating hours	30 hours 200 liter	60 hours 400 liter	90 hours 600 liter	120 hours 800 liter	180 hours 1200 liter	240 hours 1600 liter	270 hours 1800 liter
Check the clutch disks for wear	•	•	•	•	•	•	•
Check the length of the clutch springs		•	•	•	•	•	•
Check the cylinder and piston for wear			•		•		•
Check the groove on the piston pin retainer for wear (visual check)			•		•		•
Check the camshaft for wear (visual check)			•		•		•
Check the camshaft bearings			•		•		•
Check the length of the valve springs			•		•		•
Check the spring cap for wear			•		•		•
Check the eccentricity of the valve disk			•		•		•
Check the valve guides for wear			•		•		•
Check the radial clearance of the rocker arm rollers			•		•		•
Check the elongation of the timing chain			•		•		•
Check the chain tensioner tooting for damage (visual check)		•	•	•	•	•	•
Check the eccentricity of the crankshaft journal		•		•		•	
Replace the conrod bearings		•		•		•	
Check piston pin bearing		•		•		•	
Replace the balancer shaft bearings		•		•		•	
Replace the crankshaft main bearings		•		•		•	
Check the entire transmission including the roller and bearings for wear		•		•		•	

PERIODIC MAINTENANCE SCHEDULE

RECOMMENDED INSPECTION OF THE HUSABERG - ENGINES USED FOR ENDURO COMPETITIONS BY YOUR HUSABERG WORKSHOP (ADDITIONAL ORDER FOR THE HUSABERG WORKSHOP)

a 100 liter fuel consumption is equivalent to approx. 15 operating hours	15 hours 100 liter	30 hours 200 liter	45 hours 300 liter	60 hours 400 liter	90 hours 600 liter	120 hours 800 liter	135 hours 900 liter
Check the clutch disks for wear	●	●	●	●	●	●	●
Check the length of the clutch springs		●	●	●	●	●	●
Check the cylinder and piston for wear			●		●		●
Check the groove on the piston pin retainer for wear (visual check)			●		●		●
Check the camshaft for wear (visual check)			●		●		●
Check the camshaft bearings			●		●		●
Check the length of the valve springs			●		●		●
Check the spring cap for wear			●		●		●
Check the eccentricity of the valve disk			●		●		●
Check the valve guides for wear			●		●		●
Check the radial clearance of the rocker arm rollers			●		●		●
Check the elongation of the timing chain			●		●		●
Check the chain tensioner tooting for damage (visual check)		●	●	●	●	●	●
Check the eccentricity of the crankshaft journal			●		●		●
Replace the conrod bearings			●		●		●
Check piston pin bearing			●		●		●
Replace the balancer shaft bearings			●		●		●
Replace the crankshaft main bearings			●		●		●
Check the entire transmission including the roller and bearings for wear			●		●		●

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PERIODIC MAINTENANCE SCHEDULE

 **WARNING: MAINTENANCE AND ADJUSTING WORK MARKED WITH AN ASTERISK (*) REQUIRES EXPERT SKILLS AND TECHNICAL KNOW-HOW. FOR YOUR OWN SAFETY, ALWAYS HAVE SUCH WORK PERFORMED BY A SPECIALIZED HUSABERG DEALER WHERE YOUR MOTORCYCLE WILL BE OPTIMALLY SERVICED BY APPROPRIATELY QUALIFIED, SKILLED STAFF.**

 **CAUTION: When cleaning the motorcycle, do not use a high pressure cleaning unit if possible, otherwise water will penetrate the bearings, carburetor, electric connectors, etc.**

When transporting your Husaberg, ensure that it is held upright with restraining straps or other mechanical fastening devices and that the fuel tap is in the OFF position - if the motorcycle should fall over, no fuel can leak from the carburetor or fuel tank

Do not use toothed washers or spring rings with the engine fastening screws, as these work into the frame parts and keep working loose. Instead, use self-locking nuts.

Let your motorcycle cool down before beginning any maintenance work in order to avoid getting burned.

Dispose oils, fatty matters, filters, fuels, washing detergents etc. properly.

Under no circumstances may used oil be disposed of in the sewage system or in the open countryside. 1 liter of used oil contaminates 1,000,000 liters of water.

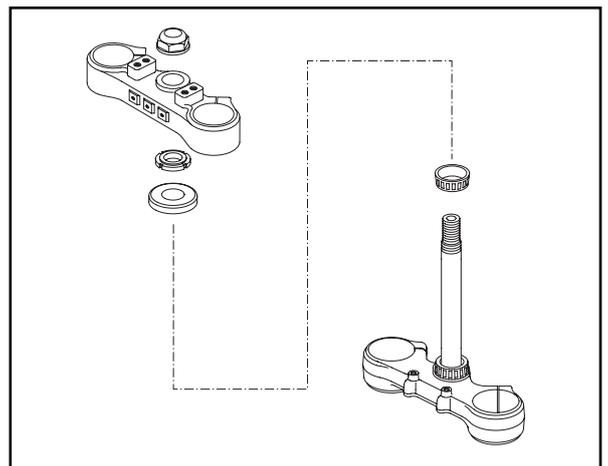
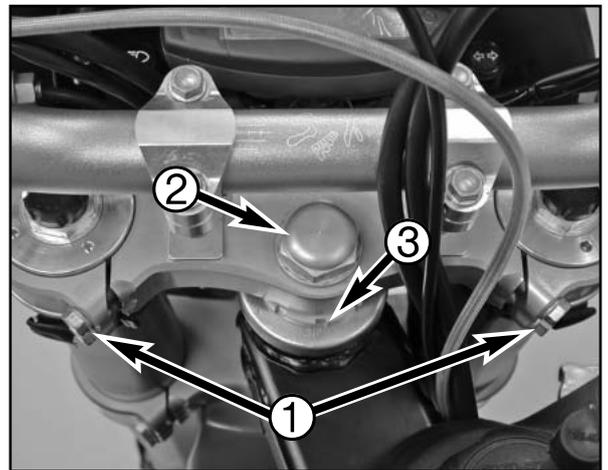
CHECKING AND ADJUSTING THE STEERING HEAD BEARING *

The steering head bearing should be checked regularly for play. For this purpose, jack up the motorcycle by the frame so that the front wheel is in the air. Now try to move the fork forward and backward. There should be no clearance. For readjustment, release the 4 clamp screws (1) of the top triple clamp and the steering head nut (2). Turn the adjusting nut (3) until almost no play is left. Do not tighten the adjusting nut! Tightening the adjusting nut can damage the bearings! Keep in mind that tightening the steering head nut (2) reduces the play of the bearing. Slightly tap the top triple clamp with a rubber hammer to prevent jamming. Then tighten the 4 clamp screws with 20 Nm(FE)/ 17 Nm(FS).

 **WARNING: If the steering head bearing is not adjusted to be free of play, the motorcycle will exhibit unsteady driving characteristics and can get out of control.**

 **CAUTION: If you drive with play in the steering head bearing for longer periods, the bearings and subsequently the bearing seats in the frame will be destroyed.**

The steering head bearings should be regreased at least once a year (e.g. Motorex Long Term 2000).



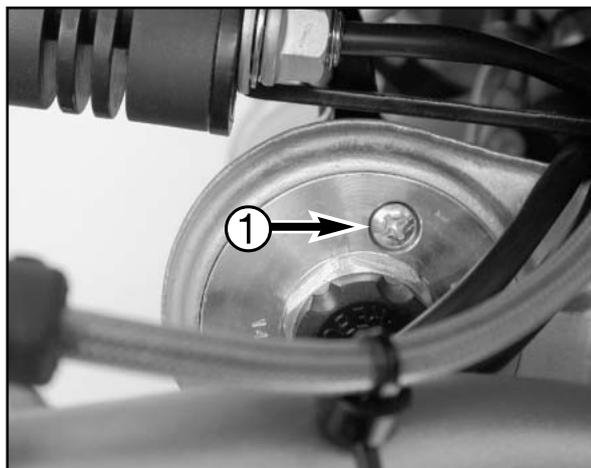
MAINTENANCE WORK ON CHASSIS AND ENGINE

BREATHER PLUG FRONT FORK

After every 5 hours of use for competitive racing, slacken the breather plugs (1) a few turns in order to relieve excess pressure from the inside of the fork. To do this, place the motorcycle on a stand with the front wheel lifted off the ground. When riding the motorcycle mainly on the road, it will suffice to have this job performed in the course of the periodical maintenance service.



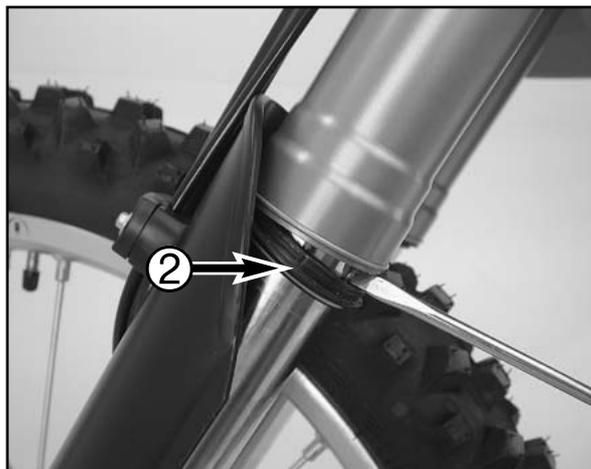
CAUTION: Excessive pressure in the interior of the fork can cause leaks in the fork. If your fork is leaking, it is recommended to open the breather plugs before having the seals replaced.



CLEANING THE DUST SLEEVES OF THE TELESCOPIC FORK

The dust-protection bellows (2) are to remove dust and coarse dirt particles from the fork tube. However, after some time, dirt may also get in behind the dust-protection bellows. If this dirt is not removed, the oil sealing rings located behind it may start to leak.

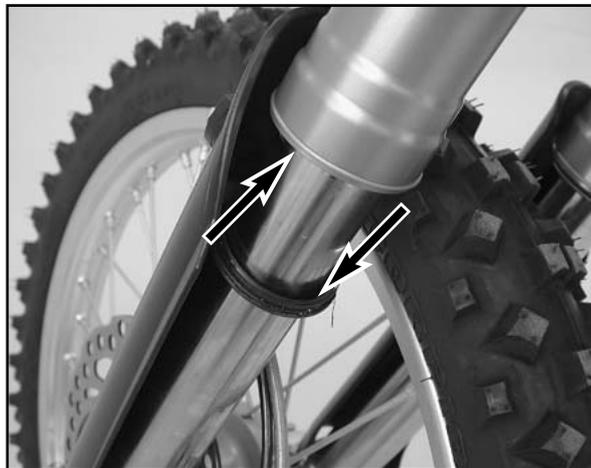
Use a screwdriver to lift the dust-protection bellows out of the outer tubes and slide them downward.



Pry the dust boots out of the outer pipes with a screwdriver and slide down. Clean dust boots, outer pipes and fork tubes thoroughly. Oil generously with Universal oil spray (Motorex Joker 440) or engine oil. Press the dust boots into the outer pipes by hand.



WARNING: No oil may reach the front tire or the brake disk since this would considerably reduce the tire's road grip and the braking effect of the front brake.



MAINTENANCE WORK ON CHASSIS AND ENGINE

Product: 2006 Husaberg Motorcycle Service Repair Workshop Manual

Full Download: <https://www.arepairmanual.com/downloads/2006-husaberg-motorcycle-service-repair-workshop-manual/>

BASIC SUSPENSION SETUP FOR THE WEIGHT OF THE DRIVER

To achieve maximum handling performance and to prevent the fork, shock absorber, swing arm and frame from being damaged, the basic setup of the suspension components must be suitable for your weight. At delivery, Husaberg's offroad motorcycles are set to accommodate a driver weighing 70 - 80 kg (wearing full protective clothing). If your weight exceeds or falls short of this range, you will need to adjust the basic setup for the suspension components accordingly. Minor deviations in weight can be compensated by adjusting the spring preload. Different springs must be installed for larger deviations.

CHECKING THE SHOCK ABSORBER AND SPRING

You can establish whether or not the shock absorber spring is suitable for your weight by checking the riding sag. The static sag must be correctly adjusted before the riding sag can be determined.

DETERMINING THE STATIC SAG OF THE SHOCK ABSORBER

The static sag should be as close as possible to 35 mm. Deviations of more than 2 mm can strongly influence the motorcycle's performance.

Procedure:

- Jack up the motorcycle until the rear wheel no longer touches the ground.
- Measure the vertical distance between the rear wheel axle and a fixed point (e.g. a mark on the side cover) and write it down as dimension A.
- Place the motorcycle on the ground again.
- Ask a helper to hold the motorcycle in vertical position.
- Measure the distance between the rear axle and the fixed point again to establish dimension B.
- The static sag is the difference between dimensions A and B.

EXAMPLE:

Motorcycle jacked up (dimension A) 600 mm
 Motorcycle on ground, unloaded (dimension B) - 565 mm
 Static sag 35 mm

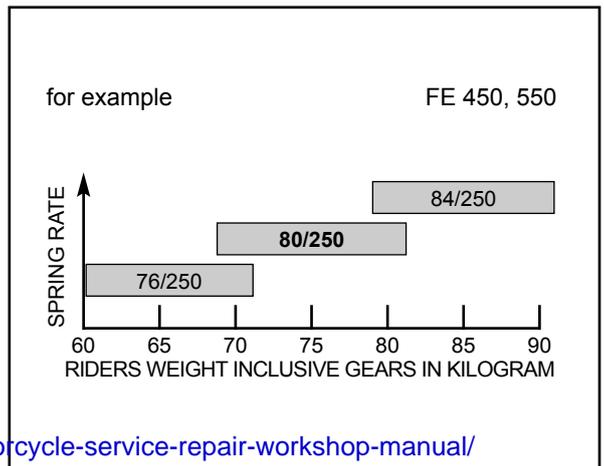
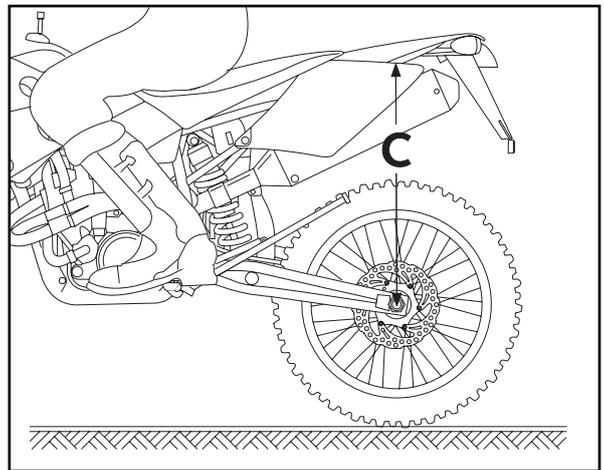
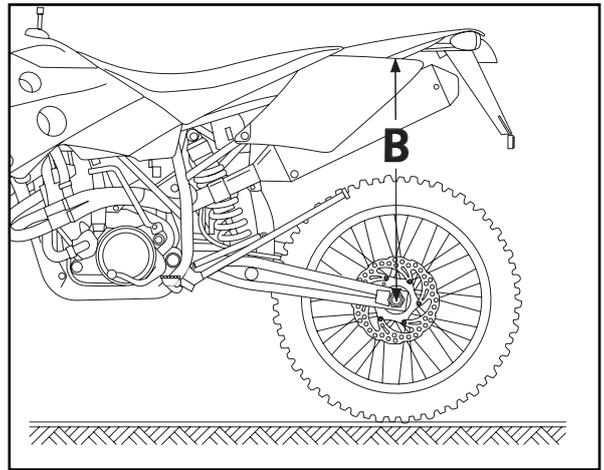
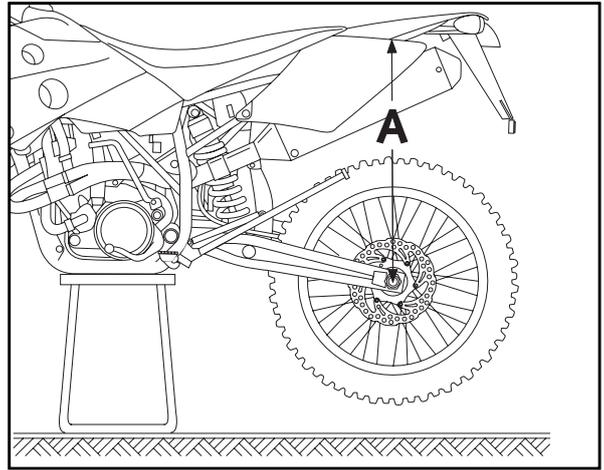
If the static sag is lower, the spring preload of the shock absorber must be reduced, if the static sag is higher, the spring preload must be increased. See chapter "Changing the spring preload of the shock absorber."

DETERMINING THE RIDING SAG OF THE SHOCK ABSORBER

- Have a helper hold the motorcycle while you sit on the bike in a normal seating position (feet on the footrests) wearing full protective clothing and bounce up and down a few times to allow the rear wheel suspension to become level.
- Stay on the bike and have another person measure the distance between the same two points and write it down as dimension C.
- The riding sag is the difference between dimensions A and C.

EXAMPLE:

Motorcycle jacked up (dimension A) 600 mm
 Motorcycle on ground, loaded (dimension C) - 510 mm
 Riding sag 90 mm



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Sample of manual. Download All 70 pages at:

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