

OWNER'S MANUAL

FE 390 EU

FE 390 AUS

FE 450 EU

FE 450 AUS

FE 570 EU

FE 570 AUS

2012

Art. no. 3802031en



HUSABERG

Congratulations on your decision to purchase a HUSABERG motorcycle. You are now the owner of a state-of-the-art sports motorcycle that will give you enormous pleasure if you service and maintain it accordingly.

We wish you a lot of enjoyment in riding this vehicle.

Enter the serial numbers of your vehicle below.

Chassis number (☛ p. 9)	Dealer's stamp
Engine number (☛ p. 9)	
Key number (☛ p. 9)	

The owner's manual corresponded to the latest state of this series at the time of printing. Slight deviations resulting from continuing development and design of the motorcycles can, however, not be completely excluded.

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ISO 9001(12 100 6061)

























Within the meaning of the international quality management standard ISO 9001, HUSABERG uses quality assurance processes that lead to the maximum possible quality of the products.

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REG.NO. 12 100 6061





KTM-Sportmotorcycle AG / Division HUSABERG
5230 Mattighofen, Austria

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Symbols used

The symbols used are explained below.

	Indicates an expected reaction (e.g., to a work step or a function).
	Indicates an unexpected reaction (e.g., to a work step or a function).
	All work marked with this symbol requires specialist knowledge and technical understanding. In the interest of your own safety, have these jobs performed in an authorized HUSABERG workshop. There, your motorcycle will be serviced optimally by specially trained experts using the specialist tools required.
	Indicates a page reference (more information is provided on the specified page).

Formats used

The following typographical formats are used.

Specific name	Identifies a proprietary name.
Name[®]	Identifies a protected name.
Brand[™]	Identifies a brand available on the open market.

Intended use

HUSABERG sport motorcycles are designed and built to withstand the normal stresses and strains of competitive use. The motorcycles comply with currently valid regulations and categories of the top international motorsport organizations.

Info

The motorcycle is authorized for public road traffic in the homologous (reduced) version only. In the derestricted version, the motorcycle may only be used in closed off areas remote from public road traffic. The motorcycle is designed for off-road sport endurance competition (Enduro) and not for predominant motocross use.

Service

A prerequisite for perfect operation and prevention of premature wear is that the service, care and tuning work on the engine and chassis is properly carried out as described in the owner's manual. Poor adjustment and tuning of the engine and chassis can lead to damage and breakage of components.

Using the vehicle in difficult conditions such as on sand or very muddy or wet terrain can lead to above-average wear of components such as the drive train or the brakes. For this reason, it may be necessary to service or replace worn parts before the limit specified in the service schedule is reached.

Pay careful attention to the prescribed running-in period and service intervals. If you observe these exactly, you will ensure a much longer service life for your motorcycle.

Warranty

The work prescribed in the service schedule must be carried out in an authorized HUSABERG workshop and confirmed in the customer's service record and in the **HUSABERG dealer.net** since otherwise no warranty claims will be recognized. No warranty claims can be considered for damage resulting from manipulations and/or alterations to the vehicle.

Fuel, oils, etc.

You should use the fuels, oils and greases according to specifications as listed in the owner's manual.

Spare parts, accessories

For your own safety, only use spare parts and accessory products that are approved and/or recommended by HUSABERG and have them installed by an authorized HUSABERG workshop. HUSABERG accepts no liability for other products and any resulting damage or loss.

Certain spare parts and accessory products are specified in parentheses in the descriptions. Your HUSABERG dealer will be glad to advise you.

The current **HUSABERG Parts** for your vehicle can be found on the HUSABERG website.

International HUSABERG website: www.husaberg.com

Work rules

Special tools are required for some work. These are not part of the vehicle standard equipment, but they can be ordered with the item number stated in parentheses. Ex.: Valve spring mounter (59029019000)

When the vehicle is assembled, non-reusable parts (e.g., self-locking screws and nuts, gaskets, seal rings, O-rings, splints, lock washers) must be replaced with new parts.

Where thread lockers are used on screw connections (e.g., **Loctite**[®]), follow the instructions for use from the manufacturer.

After disassembly, clean the parts that are to be reused and check them for damage and wear. Replace damaged or worn parts.

After you complete the repair or maintenance work, check the roadworthiness of the vehicle.

Transport

Note

Danger of damage The parked vehicle may roll away or fall over.

- Always place the vehicle on a firm and even surface.

Note

Fire hazard Some vehicle components become very hot when the vehicle is operated.

- Do not park the vehicle near flammable or explosive substances. Do not place objects on the vehicle while it is still warm from being run. Always let the vehicle cool first.

- Switch off the engine.

- Use straps or other suitable devices to secure the motorcycle against accidents or falling over.

Environment

Motorcycling is a wonderful sport and we naturally hope that you can enjoy it to the full. However, it is a potential problem for the environment and can lead to conflicts with other persons. But if you use your motorcycle responsibly, you can ensure that such problems and conflicts do not have to occur. To protect the future of motorcycle sport, make sure that you use your motorcycle legally, display environmental consciousness, and respect the rights of others.

Notes/warnings

Pay close attention to the notes/warnings.



Info

Various information and warning labels are affixed to the vehicle. Do not remove information/warning labels. If they are missing, you or others may not recognize potential hazards and may therefore be injured.

Grades of risks



Danger

Identifies a danger that will immediately and invariably lead to fatal or serious permanent injury if the appropriate measures are not taken.



Warning

Identifies a danger that is likely to lead to fatal or serious injury if the appropriate measures are not taken.



Caution

Identifies a danger that may lead to minor injuries if the appropriate measures are not taken.

Note

Identifies a danger that will lead to considerable machine and material damage if the appropriate measures are not taken.



Warning

Identifies a danger that will lead to environmental damage if the appropriate measures are not taken.

Owner's manual

- It is important that you read this owner's manual carefully and completely before making your first trip. It contains useful information and many tips on how to operate and handle your motorcycle. Only then will you find out how to best customize the motorcycle for your own use and how you can protect yourself from injury. The owner's manual also contains important information on servicing the motorcycle.
- The owner's manual is an important component of the motorcycle and should be handed over to the new owner if the vehicle is sold.

Tampering warning

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 authorized dealer.

Tampering with the noise control system is prohibited. Owners are warned that the law may prohibit:

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

View of vehicle, front left (example)



C00064-10

- | | |
|---|---------------------------------------|
| 1 | Hand brake lever (☛ p. 11) |
| 2 | Clutch lever (☛ p. 11) |
| 3 | Seat release (☛ p. 22) |
| 4 | Shock absorber compression adjustment |
| 5 | Fork rebound adjustment |
| 6 | Shift lever (☛ p. 22) |
| 7 | Engine number (☛ p. 9) |
| 8 | Side stand (☛ p. 22) |
| 9 | Chain guide |

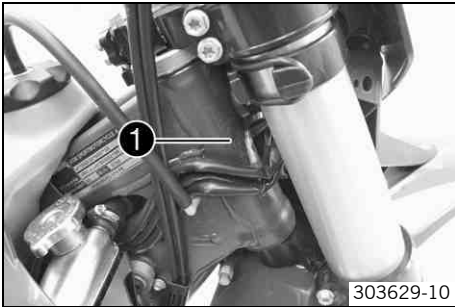
View of vehicle, rear right (example)



C00063-10

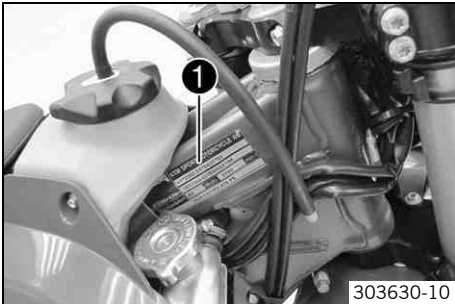
- | | |
|---|--|
| 1 | Filler cap |
| 2 | Light switch, kill switch, horn button |
| 3 | Throttle grip (☛ p. 11) |
| 4 | Fork compression adjustment |
| 5 | Shock absorber rebound adjustment |
| 6 | Foot brake cylinder |
| 7 | Foot brake lever (☛ p. 22) |

Chassis number



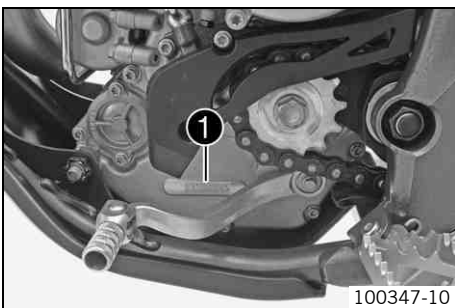
The chassis number ❶ is stamped on the right side of the steering head.

Type label



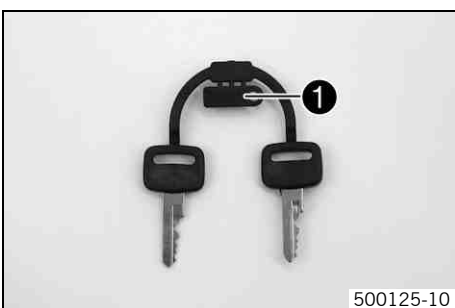
The type label ❶ is fixed to the frame at the front right.

Engine number



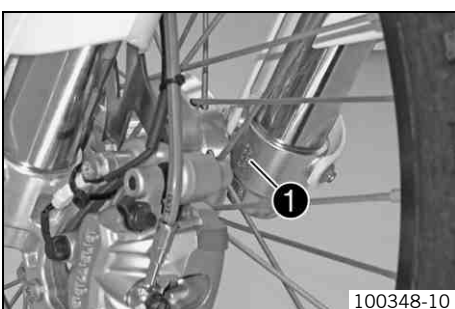
The engine number ❶ is stamped on the left side of the engine under the engine sprocket.

Key number



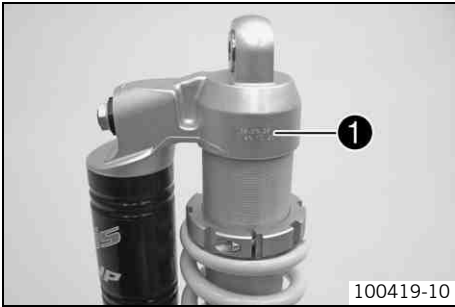
The key number ❶ for the steering lock is stamped onto the key connector.

Fork part number



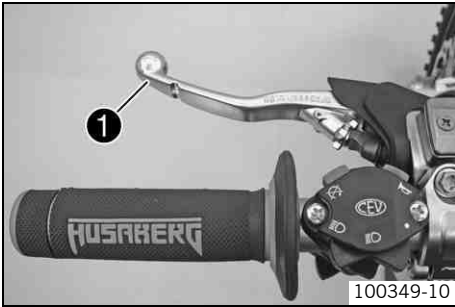
The fork part number ❶ is stamped on the inner side of the fork stub.

Shock absorber part number



The shock absorber part number ❶ is stamped on the upper part of the shock absorber above the adjusting ring. The shock absorber part number is not visible when the shock absorber is installed.

Clutch lever



The clutch lever ❶ is fitted on the left side of the handlebar. The clutch is hydraulically operated and self-adjusting.

Hand brake lever



Hand brake lever ❶ is located on the right side of the handlebar. The hand brake lever is used to activate the front brake.

Throttle grip



The throttle grip ❶ is fitted on the right side of the handlebar.

Kill switch

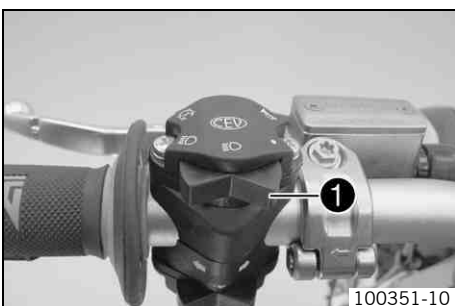


Kill switch ❶ is fitted on the left side of the handlebar.

Possible states

- Kill switch ☒ in basic position – In this position, the ignition circuit is closed, and the engine can be started.
- Kill switch ☒ pressed – In this position, the ignition circuit is interrupted, a running engine stops, and a non-running engine will not start.

Light switch

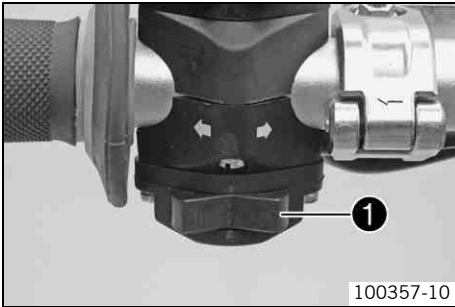


The light switch ❶ is fitted on the left side of the handlebar.

Possible states

●	Light off – Light switch is turned to the right. In this position, the light is switched off.
☞	Low beam on – Light switch is in the central position. In this position, the low beam and tail light are switched on.
☜	High beam on – Light switch is turned to the left. In this position, the high beam and the tail light are switched on.

Turn signal switch



Turn signal switch ❶ is fitted on the left side of the handlebar.

Possible states

	Turn signal light off – Turn signal switch is in the central position.
←	Left turn signal on – Turn signal switch turned to the left.
→	Right turn signal on – Turn signal switch turned to the right.

Horn button

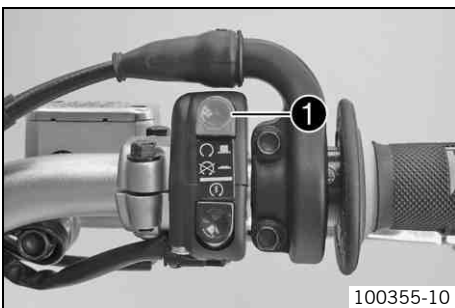


The horn button ❶ is fitted on the left side of the handlebar.

Possible states

- Horn button ❶ in neutral position
- Horn button ❶ pressed – The horn is operated in this position.

Emergency OFF switch (FE AUS)



The emergency OFF switch ❶ is fitted on the left side of the handlebar.

Possible states

	Ignition off – In this position, the ignition circuit is interrupted, a running engine stops, and a non-running engine will not start.
	Ignition on – In this position, the ignition circuit is closed, and the engine can be started.

Electric starter button (FE AUS)

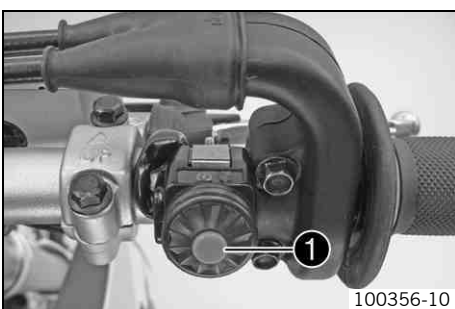


Electric starter button ❶ is fitted on the right side of the handlebar.

Possible states

- Electric starter button ❶ in basic position
- Electric starter button ❶ pressed – In this position, the electric starter is actuated.

Electric starter button (FE EU)

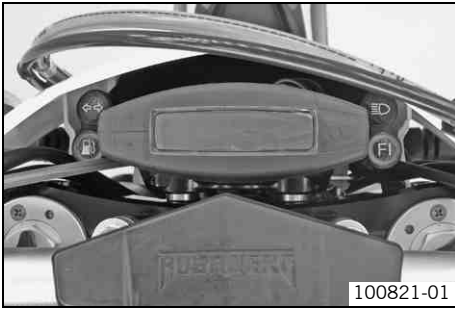


Electric starter button ❶ is fitted on the right side of the handlebar.

Possible states

- Electric starter button ❶ in basic position
- Electric starter button ❶ pressed – In this position, the electric starter is actuated.

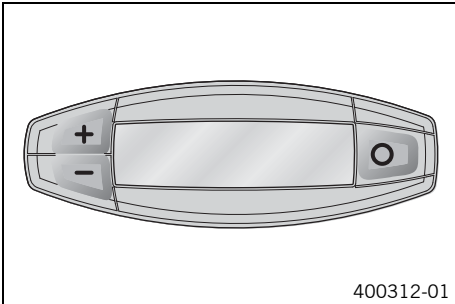
Overview of indicator lamps



Possible states

	High beam indicator lamp lights up blue – High beam is switched on.
	FI warning lamp (MIL) lights up/flashes orange – The OBD has detected an emission- or safety-critical error.
	Low fuel warning lamp lights up orange – The fuel lever has reached the reserve mark.
	Turn signal indicator lamp flashes green – Turn signal is switched on.

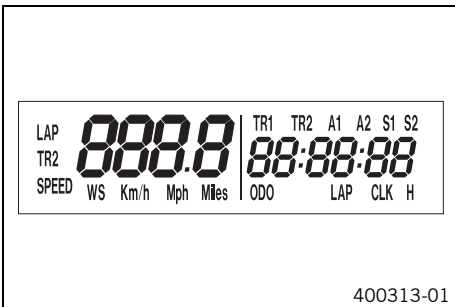
Speedometer



- Press the button to change the display mode or change to one of the Setup menus.
- Press the button to control different functions.
- Press the button to control different functions.

i Info When the vehicle is delivered, only the **SPEED/H** and **SPEED/ODO** display modes are activated.

Speedometer activation and test

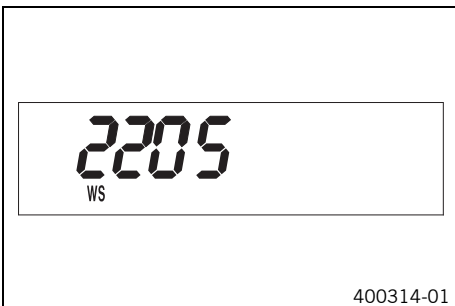


Activating the speedometer

The speedometer is activated when one of the buttons is pressed or an impulse comes from the wheel speed sensor.

Display test

For the function test of the display, all display segments light up briefly.



WS (wheel size)

After the display function test, the wheel size **WS** is displayed briefly.

i Info The number 2205 mm equals the circumference of the 21" front wheel with a series production tire.

The display then changes to the last selected mode.

Tripmaster switch

(Option: Tripmaster switch)

You can use the trip master switch to control the functions of the speedometer from the handlebar.

i Info The trip master is an optional accessory.

Setting kilometers or miles

i Info If you change the unit of measure, the **ODO** value is retained and converted accordingly. The values **TR1**, **TR2**, **A1**, **A2** and **S1** are cleared when the unit of measure is changed.

Condition

The motorcycle is stationary.

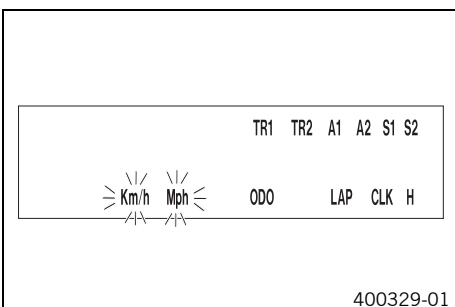
- Press the button briefly and repeatedly until **H** appears at the bottom right of the display.
- Press the button for 3 - 5 seconds.
 - ✓ The Setup menu is displayed and the active functions are shown.
- Press the button repeatedly until the **Km/h/Mph** display flashes.


Adjusting Km/h

- Press the button .

Adjusting Mph

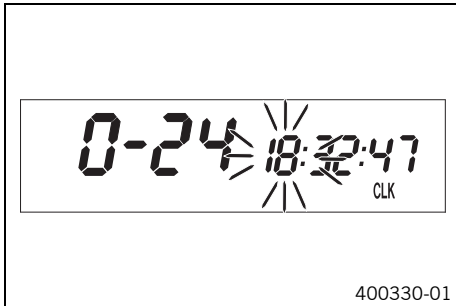
- Press the button .



- Press the button  for 3 - 5 seconds.
- ✓ The settings are stored and the Setup menu is closed.








i Info
If no button is pressed for 20 seconds, or if no impulse comes from the wheel speed sensor, the settings are automatically saved and the Setup menu is closed.

Setting the clock




Condition

The motorcycle is stationary.

- Press the button  briefly and repeatedly until **CLK** appears at the bottom right of the display.
- Press the button  for 3 - 5 seconds.
- ✓ The hour display flashes.
- Set the hour display with the button  and/or button .
- Press the button  briefly.
- ✓ The next segment of the display flashes and can be set.
- You can set the following segments in the same way as the hours by pressing the button  and the button .

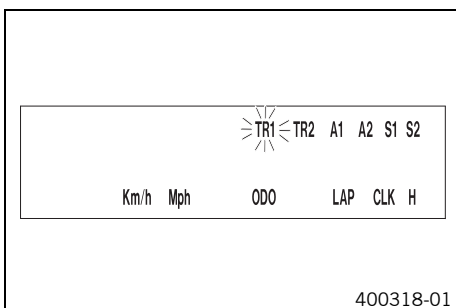
i Info
The seconds can only be set to zero.

- Press the button  for 3 - 5 seconds.
- ✓ The settings are stored and the Setup menu is closed.

i Info
If no button is pressed for 20 seconds, or if a pulse arrives from the wheel speed sensor, the settings are stored automatically and the Setup menu is closed.




Adjusting the speedometer functions

i Info
When the vehicle is delivered, only the **SPEED/H** and **SPEED/ODO** display modes are activated.




Condition


The motorcycle is stationary.


- Press the button  briefly and repeatedly until **H** appears at the bottom right of the display.
- Press the button  for 3 - 5 seconds.
- ✓ The Setup menu is displayed and the activated functions are shown.
- Change to the desired function by pressing the button  briefly.
- ✓ The selected function flashes.

Activating a function

- Press the button .
- ✓ The symbol remains on the screen and the display changes to the next function.

Deactivating the function

- Press the button .
- ✓ The symbol on the screen goes out and the display changes to the next function.

- All desired functions are activated or deactivated accordingly.
- Press the button  for 3 - 5 seconds.
- ✓ The settings are stored and the Setup menu is closed.



Info

If no button is pressed for 20 seconds, or if a pulse arrives from the wheel speed sensor, the settings are stored automatically and the Setup menu is closed.

Querying lap time



Info

This function can be called up only if lap times are measured.



Condition

The motorcycle is stationary.

- Press the button briefly and repeatedly until **LAP** appears at the bottom right of the display.
- Press the button briefly.
- ✓ **LAP 1** appears on the left side of the display.
- Laps 1-10 can be displayed by pressing the button .
- The button has no function.
- Press the button briefly.
- ✓ Next display mode



Info

If an impulse is received from the wheel speed sensor, the left side of the display changes back to the **SPEED** mode.

Display mode SPEED (speed)



- Press the button briefly and repeatedly until **SPEED** appears on the left side of the display.

The current speed is displayed in the **SPEED** display mode.
The current speed can be displayed in **Km/h** or **Mph**.



Info

Making the setting according to the country.
When an impulse comes from the front wheel, the left side of the speedometer display changes to the **SPEED** mode and the current speed is shown.

Display mode SPEED/H (operating hours)



Condition

- The motorcycle is stationary.
- Press the button briefly and repeatedly until **H** appears at the bottom right of the display.

In display mode **H**, the operating hours of the engine are displayed.
The operating hours counter stores the total traveling time.

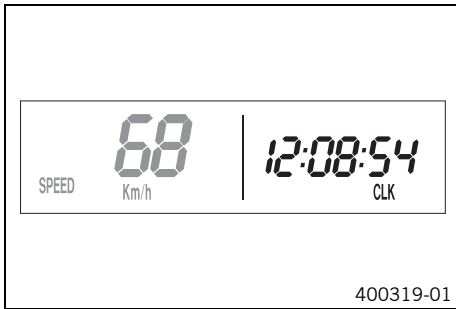


Info

The operating hours counter is necessary for ensuring that maintenance work is carried out at the right intervals.
If the speedometer is in **H** display mode at the start of the journey, it automatically changes to the **ODO** display mode.
The **H** display mode is suppressed during the journey.

Press the button .	No function
Press the button .	No function
Press the button for 3 - 5 seconds.	The display changes to the Setup menu of the speedometer functions.
Press the button briefly.	Next display mode

Display mode SPEED/CLK (clock)

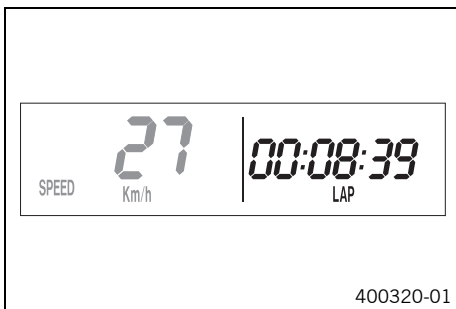


- Press the button briefly and repeatedly until **CLK** appears at the bottom right of the display.

The time is displayed in **CLK** display mode.

Press the button .	No function
Press the button .	No function
Press the button for 3 - 5 seconds.	The display changes to the Setup menu of the clock.
Press the button briefly.	Next display mode

Display mode SPEED/LAP (lap time)



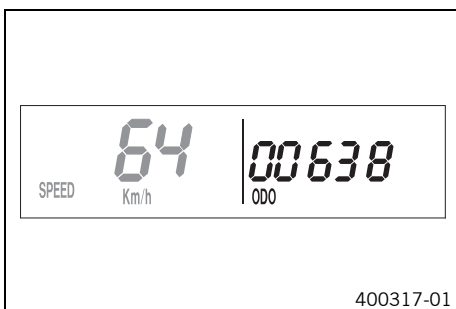
- Press the button briefly and repeatedly until **LAP** appears at the bottom right of the display.

In the **LAP** display mode, up to 10 lap times can be timed with the stop watch.

i Info
If the lap time continues after you press the button , 9 memory locations are already occupied.
Lap 10 must be timed with the button .

Press the button .	Starts or stops the clock.
Press the button .	Stops the current lap time and saves it, and the stop watch starts the next lap.
Press the button for 3 - 5 seconds.	The stop watch and the lap time are reset.
Press the button briefly.	Next display mode

Display mode SPEED/ODO (odometer)

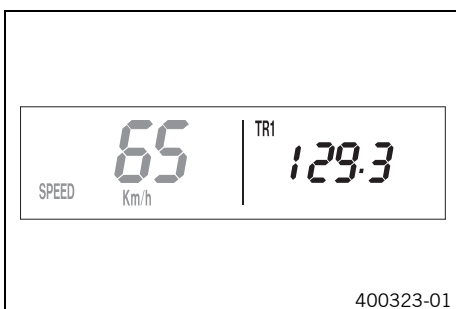


- Press the button briefly and repeatedly until **ODO** appears at the bottom right of the display.

The total distance traveled is displayed in the **ODO** display mode.

Press the button .	No function
Press the button .	No function
Press the button for 3 - 5 seconds.	–
Press the button briefly.	Next display mode

Display mode SPEED/TR1 (trip master 1)



- Press the button briefly and repeatedly until **TR1** appears at the top right of the display.

TR1 (trip master 1) runs constantly and counts to 999.9.

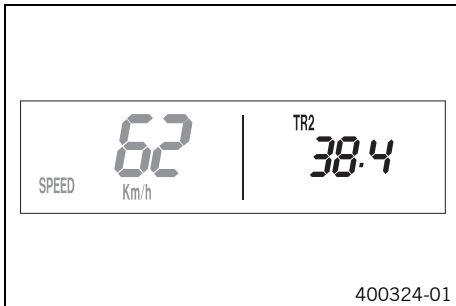
You can use it to measure trips or the distance between refueling stops.

TR1 is coupled with **A1** (average speed 1) and **S1** (stop watch 1).

i Info
If 999.9 is exceeded, the values of **TR1**, **A1** and **S1** are automatically reset to 0.0.

Press the button .	No function
Press the button .	No function
Press the button for 3 - 5 seconds.	The TR1 , A1 and S1 displays are reset to 0.0.
Press the button briefly.	Next display mode

Display mode SPEED/TR2 (trip master 2)



- Press the button briefly and repeatedly until **TR2** appears at the top right of the display.

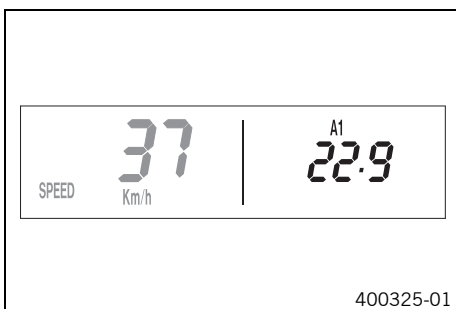
TR2 (trip master 2) runs constantly and counts up to 999.9.

The displayed value can be set manually with the button and the button . This is a very practical function when riding using the road book.

- Info** The **TR2** value can also be corrected manually during the journey with the button and the button . If 999.9 is exceeded, the value of **TR2** is automatically reset to 0.0.

Press the button .	Increases value of TR2 .
Press the button .	Reduces value of TR2 .
Press the button for 3 - 5 seconds.	Deletes value of TR2 .
Press the button briefly.	Next display mode

Display mode SPEED/A1 (average speed 1)



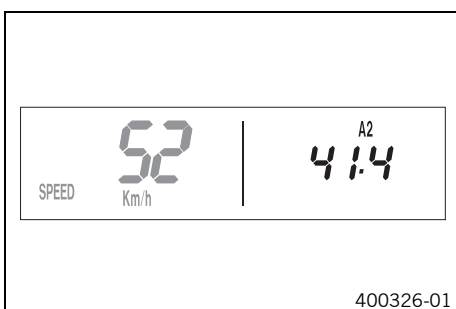
- Press the button briefly and repeatedly until **A1** appears at the top right of the display.

A1 (average speed 1) shows the average speed calculated on the basis of **TR1** (trip master 1) and **S1** (stop watch 1).

The calculation of this value is activated by the first impulse of the wheel speed sensor and ends 3 seconds after the last impulse.

Press the button .	No function
Press the button .	No function
Press the button for 3 - 5 seconds.	The TR1 , A1 and S1 displays are reset to 0.0.
Press the button briefly.	Next display mode

Display mode SPEED/A2 (average speed 2)



- Press the button briefly and repeatedly until **A2** appears at the top right of the display.

A2 (average speed 2) shows the average speed on the basis of the current speed if the stop watch **S2** (stop watch 2) is running.

- Info** The displayed value can differ from the actual average speed if **S2** was not timed after the ride.

Press the button .	No function
Press the button .	No function
Press the button for 3 - 5 seconds.	–
Press the button briefly.	Next display mode

Display mode SPEED/S1 (stop watch 1)



- Press the button briefly and repeatedly until **S1** appears at the top right of the display.

S1 (stop watch 1) displays the journey time on the basis of **TR1** and continues when an impulse is received from the wheel speed sensor.

The calculation of this value starts with the first impulse of the wheel speed sensor and ends 3 seconds after the last impulse.

Press the button .	No function
Press the button .	No function
Press the button for 3 - 5 seconds.	Displays of TR1 , A1 and S1 are reset to 0.0.
Press the button briefly.	Next display mode

Display mode SPEED/S2 (stop watch 2)



- Press the button briefly and repeatedly until **S2** appears at the top right of the display.

S2 (stop watch 2) is a manual stop watch.

If **S2** is running in the background, the **S2** display flashes in the speedometer display.

Press the button .	Starts or stops S2 .
Press the button .	No function
Press the button for 3 - 5 seconds.	Displays of S2 and A2 are reset to 0.0.
Press the button briefly.	Next display mode

Table of functions

Display	Press the button .	Press the button .	Press the button for 3 - 5 seconds.	Press the button briefly.
Display mode SPEED/H (operating hours)	No function	No function	The display changes to the Setup menu of the speedometer functions.	Next display mode
Display mode SPEED/CLK (clock)	No function	No function	The display changes to the Setup menu of the clock.	Next display mode
Display mode SPEED/LAP (lap time)	Starts or stops the clock.	Stops the current lap time and saves it, and the stop watch starts the next lap.	The stop watch and the lap time are reset.	Next display mode
Display mode SPEED/ODO (odometer)	No function	No function	–	Next display mode
Display mode SPEED/TR1 (trip master 1)	No function	No function	The TR1 , A1 and S1 displays are reset to 0.0.	Next display mode
Display mode SPEED/TR2 (trip master 2)	Increases value of TR2 .	Reduces value of TR2 .	Deletes value of TR2 .	Next display mode
Display mode SPEED/A1 (average speed 1)	No function	No function	The TR1 , A1 and S1 displays are reset to 0.0.	Next display mode
Display mode SPEED/A2 (average speed 2)	No function	No function	–	Next display mode
Display mode SPEED/S1 (stop watch 1)	No function	No function	Displays of TR1 , A1 and S1 are reset to 0.0.	Next display mode
Display mode SPEED/S2 (stop watch 2)	Starts or stops S2 .	No function	Displays of S2 and A2 are reset to 0.0.	Next display mode

Table of conditions and menu activation

Display	The motorcycle is stationary.	Menu can be activated
Display mode SPEED/H (operating hours)	•	
Display mode SPEED/CLK (clock)		•

Table of conditions and menu activation		
Display	The motorcycle is stationary.	Menu can be activated
Display mode SPEED/LAP (lap time)		•
Display mode SPEED/TR1 (trip master 1)		•
Display mode SPEED/TR2 (trip master 2)		•
Display mode SPEED/A1 (average speed 1)		•
Display mode SPEED/A2 (average speed 2)		•
Display mode SPEED/S1 (stop watch 1)		•
Display mode SPEED/S2 (stop watch 2)		•

Opening the filler cap



Danger

Fire hazard Fuel is highly flammable.

- Never refuel the vehicle near open flames or burning cigarettes, and always switch off the engine first. Be careful that no fuel is spilt, especially on hot vehicle components. Clean up spilt fuel immediately.
- Fuel in the fuel tank expands when warm and can escape if the tank is overfilled. See the notes on refueling.



Warning

Danger of poisoning Fuel is poisonous and a health hazard.

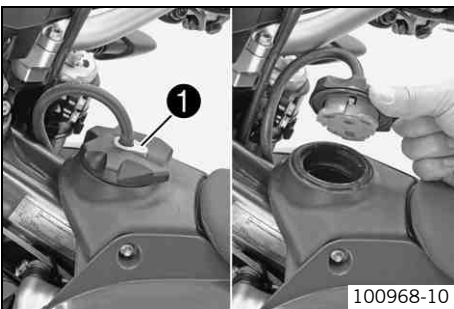
- Avoid contact between fuel and skin, eyes and clothing. Do not inhale fuel vapors. If fuel gets into your eyes, rinse immediately with water and contact a doctor. Wash affected skin areas immediately with soap and water. If fuel is swallowed, contact a doctor immediately. Change clothing that has come into contact with fuel. Store fuel in a suitable canister according to regulations and keep it out of the reach of children.



Warning

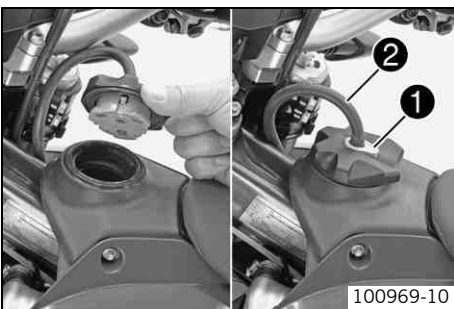
Environmental hazard Improper handling of fuel is a danger to the environment.

- Do not allow fuel to get into the ground water, the ground, or the sewage system.



- Press release button ❶, turn filler cap counterclockwise and lift it free.

Closing the filler cap



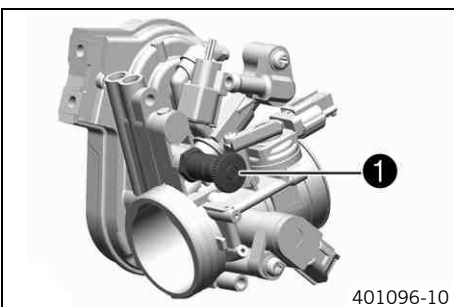
- Replace the filler cap and turn clockwise until the release button ❶ locks in place.



Info

Run the fuel tank breather hose ❷ without kinks.

Idle speed adjusting screw

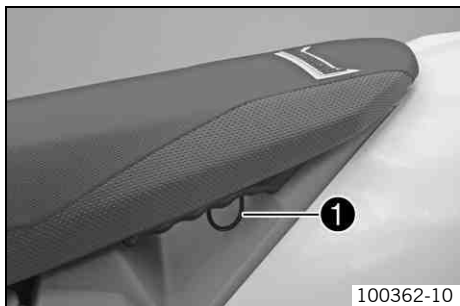


Idle speed adjusting screw ❶ is located on the throttle valve body on the left side. The idle speed adjusting screw has two functions. Turning it controls the idle speed. Pulling it out all the way raises the idle speed during a cold start.

Possible states

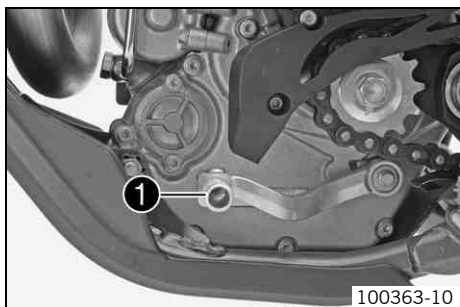
- RPM increase activated – Idle speed adjusting screw is pulled out all the way.
- RPM increase deactivated – Idle speed adjusting screw is pushed in all the way.

Seat release

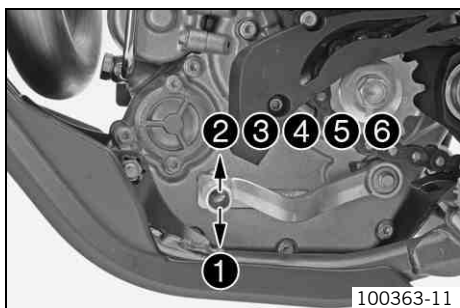


The seat can be released by pulling on loop ❶.

Shift lever

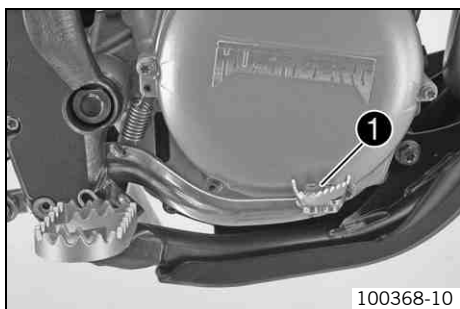


Shift lever ❶ is mounted on the left side of the engine.



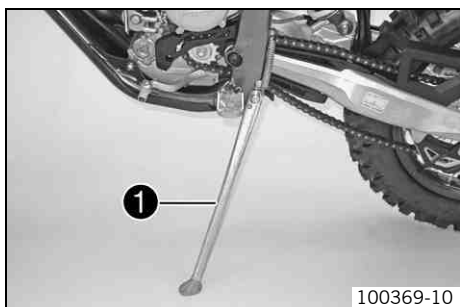
The gear positions can be seen in the photograph.
The neutral or idle position is between the first and second gears.

Foot brake lever

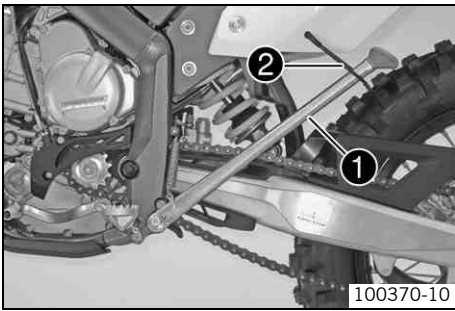


Foot brake lever ❶ is located in front of the right footrest.
The foot brake lever is used to activate the rear brake.

Side stand



The side stand ❶ is on the left side of the vehicle.

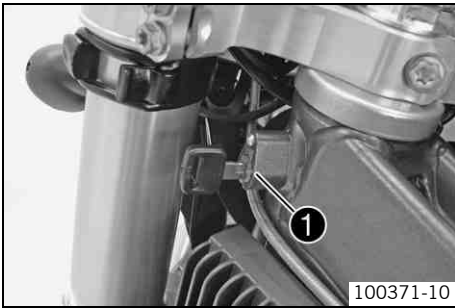


100370-10

The side stand is used to park the motorcycle.

i Info
When you are riding, side stand ❶ must be folded up and secured with rubber band ❷.

Steering lock



100371-10

Steering lock ❶ is fitted on the left side of the steering head. The steering lock is used to lock the steering. Steering, and therefore riding, is no longer possible.

Locking the steering

Note

Danger of damage The parked vehicle may roll away or fall over.

- Always place the vehicle on a firm and even surface.

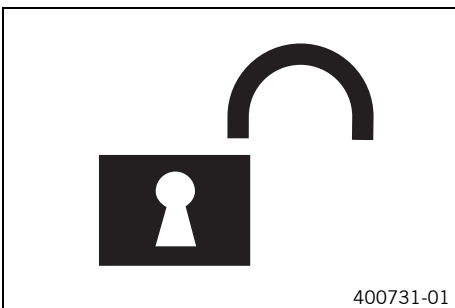


400732-01

- Park the vehicle.
- Turn the handlebar as far as possible to the right.
- Insert the key in the steering lock, turn it to the left, press it in and turn it to the right. Remove the key.
- ✓ Steering is no longer possible.

i Info
Never leave the key in the steering lock.

Unlocking the steering



400731-01

- Insert the key in the steering lock, turn it to the left, pull it out and turn it to the right. Remove the key.
- ✓ You can now steer the bike again.

i Info
Never leave the key in the steering lock.

Advice on first use



Danger

Danger of accidents Danger arising from the rider's judgement being impaired.

- Do not operate the vehicle while under the influence of alcohol, drugs and certain medications or physically or mentally impaired.



Warning

Risk of injury Missing or poor protective clothing present an increased safety risk.

- Wear protective clothing (helmet, boots, gloves, pants and jacket with protectors) every time you ride the vehicle. Always wear protective clothing, which must be undamaged and meet legal requirements.



Warning

Danger of crashing Poor vehicle handling due to different tire tread patterns on front and rear wheels.

- The front and rear wheels must be fitted with tires with similar tread patterns to prevent loss of control over the vehicle.



Warning

Danger of accidents Critical riding behavior due to inappropriate riding.

- Adapt your riding speed to the road conditions and your riding ability.



Warning

Danger of accidents Accident risk caused by presence of a passenger.

- Your vehicle is not designed to carry passengers. Do not ride with a passenger.



Warning

Danger of accidents Unstable riding behavior.

- Do not exceed the maximum permissible weight and axle loads.



Warning

Risk of misappropriation Usage by unauthorized persons.

- Never leave the vehicle while the engine is running. Secure the vehicle against use by unauthorized persons.



Info

When using your motorcycle, remember that others may feel disturbed by excessive noise.

- Make sure that the pre-delivery inspection work has been carried out by an authorized HUSABERG workshop.
 - ✓ You receive a delivery certificate and the service record at vehicle handover.
- Before your first trip, read the entire operating instructions carefully.
- Get to know the controls.
- Adjust the basic position of the clutch lever. (☞ p. 54)
- Adjust the free travel of the hand brake lever. (☞ p. 57)
- Adjust the basic position of the foot brake lever. ☞ (☞ p. 61)
- Get used to handling the motorcycle on a suitable piece of land before making a longer trip.



Info

Offroad, you should be accompanied by another person on another machine so that you can help each other.

- Try also to ride as slowly as possible and in a standing position to get a better feeling for the vehicle.
- Do not make any offroad trips that exceed your ability and experience.
- Hold the handlebar firmly with both hands and keep your feet on the footrests when riding.
- If you carry any baggage, make sure it is fixed firmly as close as possible to the center of the vehicle and ensure even weight distribution between the front and rear wheels.



Info

Motorcycles react sensitively to any changes in weight distribution.

- Do not exceed the overall maximum permitted weight and the axle loads.

Guideline

Maximum permissible overall weight	335 kg (739 lb.)
Maximum permissible front axle load	145 kg (320 lb.)
Maximum permissible rear axle load	190 kg (419 lb.)

- Run the engine in.

Running in the engine

- During the running-in phase, do not exceed the specified engine speed and engine performance.

Guideline

Maximum engine speed	
During the first operating hour	7,000 rpm
Maximum engine performance	
During the first 3 operating hours	≤ 75 %

- Avoid fully opening the throttle!

Checks and maintenance work when preparing for use



Info

Before riding the vehicle, always check its condition and operating safety. Make sure that the vehicle is in perfect technical condition before use.

- Check the engine oil level. (☛ p. 82)
- Check the electrical system.
- Check the front brake fluid level. (☛ p. 58)
- Check the rear brake fluid level. (☛ p. 62)
- Check the front brake linings. (☛ p. 59)
- Check the rear brake linings. (☛ p. 63)
- Check that the brake system is functioning properly.
- Check the coolant level. (☛ p. 78)
- Check for chain dirt accumulation. (☛ p. 50)
- Check the chain, rear sprocket, engine sprocket and chain guide. (☛ p. 51)
- Check the chain tension. (☛ p. 50)
- Check the tire condition. (☛ p. 67)
- Check the tire air pressure. (☛ p. 68)
- Check the spoke tension. (☛ p. 68)
- Clean the dust boots of the fork legs. (☛ p. 39)
- Bleed the fork legs. (☛ p. 39)
- Check the air filter.
- Check the settings of all controls and ensure that they can be operated smoothly.
- Check all screws, nuts, and hose clamps regularly for tightness.
- Check the fuel supply.

Starting



Danger

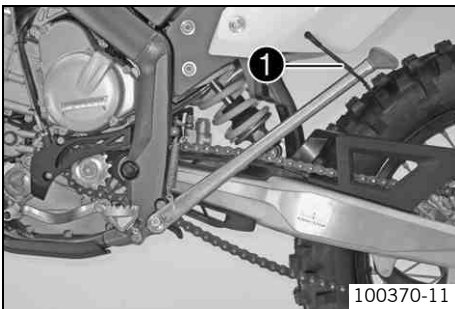
Danger of poisoning Exhaust gases are poisonous and inhaling them may result in unconsciousness and/or death.

- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.

Note

Engine failure High engine speeds in cold engines have a negative effect on the service life of the engine.

- Always warm up the engine at low engine speeds.



- Raise the motorcycle off of the stand and secure the stand with rubber band ❶.
- Shift gear to neutral.

(FE AUS)

- Turn the emergency OFF switch to the position ☐.

Condition

Ambient temperature: < 20 °C (< 68 °F)

- Pull the idle speed adjusting screw all the way out.

- Press the electric starter button.

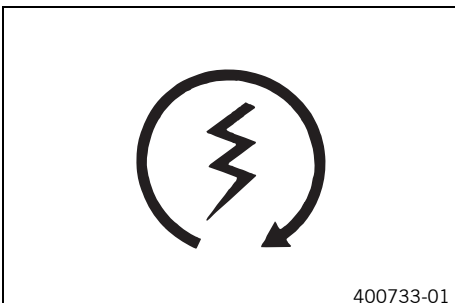


Info

Do not open the throttle to start.

Press the starter for a maximum of 5 seconds. Wait for at least 5 seconds before trying again.

The FI warning lamp lights up briefly as a functional check.



Starting off



Info

If your bike has lights, switch them on before riding. You will then be seen earlier by other motorists. When you are riding, the side stand must be folded up and secured with the rubber band.

- Pull the clutch lever, engage 1st gear, release the clutch lever slowly, and simultaneously open the throttle carefully.

Shifting, riding



Warning

Danger of accidents Abrupt load alterations can cause the vehicle to get out of control.

- Avoid abrupt load alterations and sudden braking actions, and adapt your speed to the road conditions.



Warning

Danger of accidents If you change down at high engine speed, the rear wheel can lock up.

- Do not change into a low gear at high engine speed. The engine races and the rear wheel can lock up.



Warning

Danger of accidents Distraction from traffic activity by adjustments to the vehicle.

- Make all adjustments when the vehicle is at a standstill.



Warning

Danger of accidents Lack of roadworthiness.

- After a fall, check the vehicle as usual before preparing for use.

Note

Engine failure Unfiltered intake air has a negative effect on the service life of the engine.

- Never ride the vehicle without an air filter since dust and dirt can get into the engine and result in increased wear.



Info

If you hear unusual noises while riding, stop immediately, switch off the engine and contact an authorized HUSABERG workshop.

First gear is used for starting off or for steep inclines.



Tip

On difficult terrain, an increased idle speed prevents the engine from stalling unintentionally.

- When conditions allow (incline, road situation, etc.), you can shift into a higher gear. To do so, release the throttle while simultaneously pulling the clutch lever, shift into the next gear, release the clutch and open the throttle.
- If you raised the idle speed to start the vehicle, push the idle speed adjusting screw in all the way after the engine warms up.
- When you reach maximum speed after fully opening the throttle, turn back the throttle to about 3/4 of its range. This barely reduces vehicle speed but lowers fuel consumption considerably.
- Always open the throttle only as much as the engine can handle – abrupt throttle opening increases fuel consumption.
- To shift down, brake and close the throttle at the same time.
- Pull the clutch lever and shift into a lower gear, release the clutch lever slowly and open the throttle or shift again.
- Switch off the engine if you expect to be standing for a long time.

Guideline

≥ 2 min

- Avoid frequent and longer slipping of the clutch. This heats the engine oil, the engine and the cooling system.
- Ride with a lower engine speed instead of with a high engine speed and a slipping clutch.
- If the **FI** warning lamp (**MIL**) starts to light up during the trip, stop immediately. When the engine reaches idle speed, the **FI** warning lamp (**MIL**) starts flashing.



Info

From the flash rhythm you can deduce a two-digit number, the so-called blink code. The blink code tells you which component is affected by a fault.

Braking



Warning

Danger of accidents If you brake too hard, the wheels can lock.

- Adapt your braking to the traffic situation and the road conditions.



Warning

Danger of accidents Reduced braking efficiency caused by spongy pressure point of front or rear brake.

- Check the brake system and do not continue riding. (Your authorized HUSABERG workshop would be pleased to help you.)



Warning

Danger of accidents Reduced braking efficiency due to wet or dirty brakes.

- Clean or dry dirty or wet brakes by riding and braking gently.



Warning

Danger of accidents Failure of brake system.

- If the foot brake lever is not released, the brake linings drag continuously. The rear brake may fail due to overheating. Take your foot off the foot brake lever when you are not braking.

- When braking, release the throttle and apply the front and rear brakes at the same time.
- On sandy, wet or slippery surfaces, use the rear brake.
- Braking should always be completed before you go into a bend. Change down to a lower gear appropriate to your road speed.
- On long downhill stretches, use the braking effect of the engine. Change down one or two gears, but do not overstress the engine. In this way, you will need to apply the brakes less often and the brakes will not overheat.

Stopping, parking



Warning

Risk of misappropriation Usage by unauthorized persons.

- Never leave the vehicle while the engine is running. Secure the vehicle against use by unauthorized persons.



Warning

Danger of burns Some vehicle components become very hot when the vehicle is operated.

- Do not touch hot components such as exhaust system, radiator, engine, shock absorber and brakes. Allow these components to cool down before starting work on them.

Note

Danger of damage The parked vehicle may roll away or fall over.

- Always place the vehicle on a firm and even surface.

Note

Fire hazard Some vehicle components become very hot when the vehicle is operated.

- Do not park the vehicle near flammable or explosive substances. Do not place objects on the vehicle while it is still warm from being run. Always let the vehicle cool first.

Note

Material damage Damage and destruction of components by excessive load.

- The side stand is designed for the weight of the motorcycle only. Do not sit on the motorcycle when it is supported by the side stand only. The side stand and/or the frame could be damaged and the motorcycle could fall over.

- Brake the motorcycle.
- Shift gear to neutral.
- Press and hold the kill switch ☒ while the engine is idling until the engine stops.
- Park the motorcycle on firm ground.

Refueling



Danger

Fire hazard Fuel is highly flammable.

- Never refuel the vehicle near open flames or burning cigarettes, and always switch off the engine first. Be careful that no fuel is spilt, especially on hot vehicle components. Clean up spilt fuel immediately.
- Fuel in the fuel tank expands when warm and can escape if the tank is overfilled. See the notes on refueling.



Warning

Danger of poisoning Fuel is poisonous and a health hazard.

- Avoid contact of the fuel with skin, eyes and clothing. Do not inhale fuel vapors. If fuel gets into your eyes, rinse immediately with water and contact a doctor. Wash affected skin areas immediately with soap and water. If fuel is swallowed, contact a doctor immediately. Change clothing that has come into contact with fuel.

Note

Material damage Premature clogging of the fuel filter.

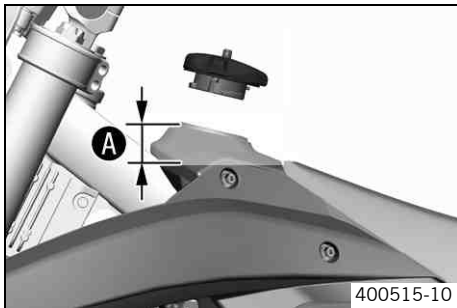
- In some countries and regions, the available fuel quality and cleanliness may not be sufficient. This will result in problems with the fuel system. (Your authorized HUSABERG workshop would be pleased to help you.)
- Only refuel with clean fuel that meets the specified standards.



Warning

Environmental hazard Improper handling of fuel is a danger to the environment.

- Do not allow fuel to get into the ground water, the ground, or the sewage system.



- Switch off the engine.
- Open the filler cap. (☛ p. 21)
- Fill the fuel tank with fuel up to measurement **A**.

Guideline

Measurement of A	35 mm (1.38 in)	
Total fuel tank capacity, approx.	8.5 l (2.25 US gal)	Super unleaded (ROZ 95/RON 95/PON 91) (☛ p. 102)

- Close the filler cap. (☛ p. 21)



Info

The low fuel warning lamp goes out shortly after refueling.

Service schedule

	S1N	S15A	S30A
Read out the fault memory using the HUSABERG diagnostic tool. 🛠️	•	•	•
Check the functioning of the electrical equipment.	•	•	•
Check and charge the battery. 🛠️		•	•
Change the engine oil and oil filter, clean the engine oil screen. 🛠️ (📖 p. 82)	•	•	•
Check the front brake linings. (📖 p. 59)		•	•
Check the rear brake linings. (📖 p. 63)		•	•
Check the brake disks. (📖 p. 57)		•	•
Check the brake lines for damage and leakage.		•	•
Check the rear brake fluid level. (📖 p. 62)		•	•
Check the free travel of the foot brake lever. (📖 p. 61)		•	•
Check the frame and swingarm. 🛠️		•	•
Check the swingarm bearing. 🛠️			•
Check the heim joints at the top and bottom of the shock absorber. 🛠️		•	•
Conduct a minor fork service. 🛠️		•	•
Check the tire condition. (📖 p. 67)	•	•	•
Check the tire air pressure. (📖 p. 68)	•	•	•
Check the wheel bearing for play. 🛠️		•	•
Check the wheel hubs. 🛠️		•	•
Check the rim run-out. 🛠️	•	•	•
Check the spoke tension. (📖 p. 68)	•	•	•
Check the chain, rear sprocket, engine sprocket and chain guide. (📖 p. 51)		•	•
Check the chain tension. (📖 p. 50)	•	•	•
Grease all moving parts (e.g. side stand, hand lever, chain, ...) and check for smooth operation. 🛠️		•	•
Check the fluid level of the hydraulic clutch. (📖 p. 55)		•	•
Check the front brake fluid level. (📖 p. 58)		•	•
Check the free travel of the hand brake lever. (📖 p. 57)		•	•
Check the steering head bearing play. (📖 p. 43)	•	•	•
Check the valve clearance. 🛠️	•		•
Check the clutch. 🛠️			•
Check the fuel pressure. 🛠️		•	•
Check all hoses (e.g. fuel, cooling, bleeder, drainage, etc.) and sleeves for cracking, leaks, and correct routing. 🛠️	•	•	•
Check the antifreeze and coolant level. (📖 p. 77)	•	•	•
Check the cables for damage and routing without sharp bends. 🛠️		•	•
Check that the cables are undamaged, routed without sharp bends and set correctly.	•	•	•
Clean the air filter and air filter box. 🛠️		•	•
Change the glass fiber yarn filling of the main silencer. 🛠️ (📖 p. 47)			•
Check the screws and nuts for tightness. 🛠️	•	•	•
Check the headlight adjustment. (📖 p. 75)	•	•	•
Check idle. 🛠️	•	•	•
Final check: Check the vehicle for roadworthiness and take a test ride.	•	•	•
Read out the fault memory using the HUSABERG diagnostics tool after a test ride. 🛠️	•	•	•
Make the service entry in HUSABERG DEALER.NET and in the service record. 🛠️	•	•	•

S1N: Once after 1 operating hour

S15A: Every 15 operating hours

S30A: Every 30 operating hours/after every race

Service work (as additional order)

	S45A	S90A	J1A
Change the front brake fluid. 🛠️			•
Change the rear brake fluid. 🛠️			•
Change the foot brake cylinder seals. 🛠️			•
Change the hydraulic clutch fluid. 🛠️ (🔧 p. 55)			•
Grease the steering head bearing. 🛠️			•
Conduct a major fork service. 🛠️	•	•	
Service the shock absorber. 🛠️	•	•	
Change the spark plug and spark plug connector. 🛠️	•	•	
Change the piston. 🛠️		•	
Check/measure the cylinder. 🛠️		•	
Check the cylinder head. 🛠️		•	
Check the valves, valve springs and valve spring seats. 🛠️		•	
Check the camshaft and rocker arm. 🛠️		•	
Change the connecting rod, conrod bearing and crank pin. 🛠️		•	
Check the transmission and shift mechanism. 🛠️		•	
Check the oil pressure regulator valve. 🛠️		•	
Check the oil pumps and lubrication system. 🛠️		•	
Check the timing assembly. 🛠️		•	
Change all engine bearings. 🛠️		•	

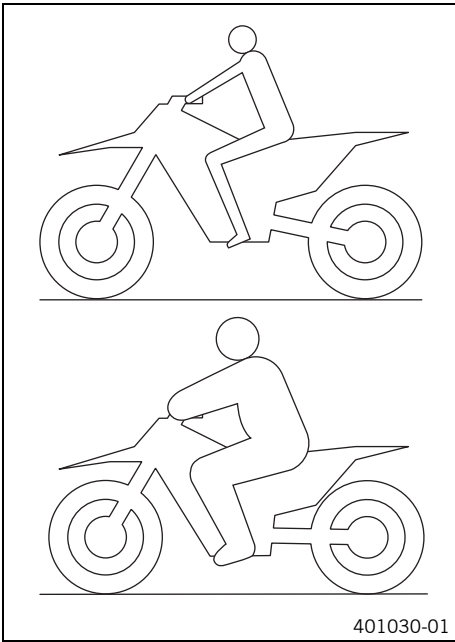
S45A: Every 45 operating hours

S90A: Every 90 operating hours/every 45 operating hours when used for motorsports

J1A: Annually

Checking the basic chassis setting with the rider's weight

i Info
When adjusting the basic chassis setting, first adjust the shock absorber and then the fork.



- For optimal motorcycle riding characteristics and to avoid damage to forks, shock absorbers, swingarm, and frame, the basic settings of the suspension components must match the rider's weight.
- As delivered, HUSABERG motorcycles are adjusted for a standard rider weight (with full protective clothing).

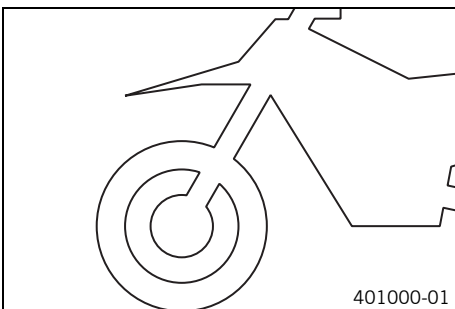
Guideline

Standard rider weight	75... 85 kg (165... 187 lb.)
-----------------------	------------------------------

- If the rider's weight is above or below this range, the basic setting of the suspension components must be adjusted accordingly.
- Small weight differences can be compensated by adjusting the spring preload, but in the case of large weight differences, the springs must be replaced.

Checking the basic setting of the fork

i Info
For various reasons, no exact riding sag can be determined for the forks.



- As with the shock absorber, smaller rider weight differences can be compensated by the spring preload.
- However, if the fork is often overloaded (hard end stop on compression), stiffer springs must be fit to avoid damage to the fork and frame.

Adjusting the compression damping of the fork

i Info
The hydraulic compression damping determines the fork suspension behavior.



- Turn adjusting screws ❶ clockwise until they stop.

i Info
Adjusting screws ❶ are located at the top end of the fork legs. Make the same adjustment on both fork legs.

- Turn back counterclockwise by the number of clicks corresponding to the fork type.

Guideline

Compression damping	
Comfort	14 clicks
Standard	12 clicks
Sport	10 clicks



Info

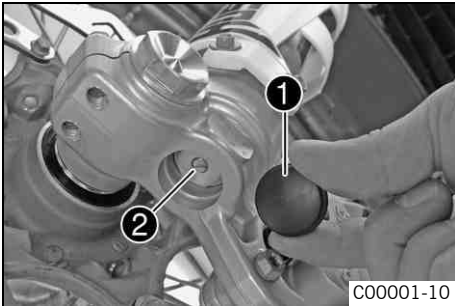
Turn clockwise to increase damping; turn counterclockwise to reduce damping.

Adjusting the rebound damping of the fork



Info

The hydraulic rebound damping determines the fork suspension behavior.



- Remove protection covers ❶.
- Turn adjusting screws ❷ clockwise until they stop.



Info

Adjusting screws ❷ are located at the bottom end of the fork legs. Make the same adjustment on both fork legs.

- Turn back counterclockwise by the number of clicks corresponding to the fork type. Guideline

Rebound damping	
Comfort	14 clicks
Standard	12 clicks
Sport	10 clicks



Info

Turn clockwise to increase damping; turn counterclockwise to reduce damping.

- Mount protection covers ❶.

Compression damping of shock absorber

The compression damping of the shock absorber is divided into two ranges: high-speed and low-speed.

High-speed and low-speed refer to the compression speed of the rear wheel suspension and not to the vehicle speed.

The high-speed setting has an effect on the landing after a jump, for example: the rear wheel suspension compresses more quickly. The low-speed setting has an effect when riding over long ground swells, for example: the rear wheel suspension compresses more slowly.

These two ranges can be adjusted separately, although the transition between high-speed and low-speed is gradual. Thus, changes in the high-speed range affect the compression damping in the low-speed range and vice versa.

Adjusting the low-speed compression damping of the shock absorber



Caution

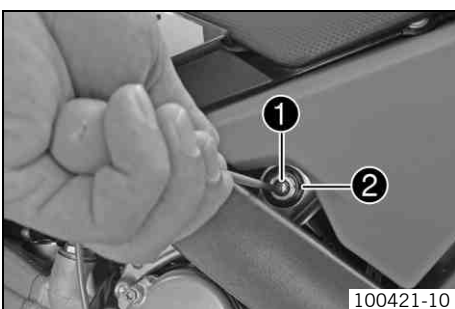
Danger of accidents Disassembly of pressurized parts can lead to injury.

- The shock absorber is filled with high density nitrogen. Adhere to the description provided. (Your authorized HUSABERG workshop would be pleased to help you.)



Info

The low-speed setting can be seen during the slow to normal compression of the shock absorber.



- Turn adjusting screw ❶ clockwise with a screwdriver up to the last perceptible click.



Info

Do not loosen nut ❷!

- Turn back counterclockwise by the number of clicks corresponding to the shock absorber type.

Guideline

Compression damping, low-speed	
Comfort	24 clicks
Standard	20 clicks
Sport	15 clicks

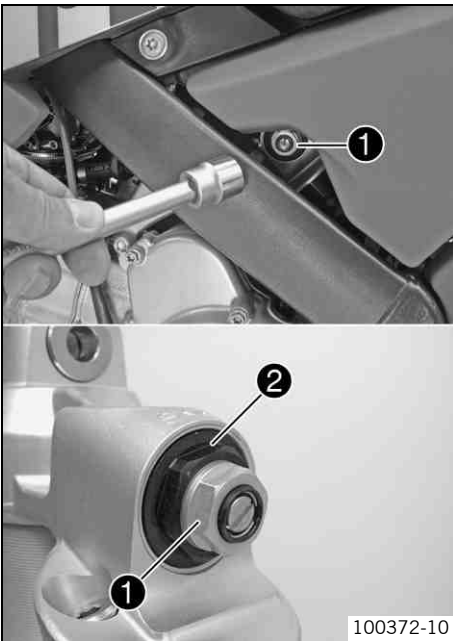
i Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.

Adjusting the high-speed compression damping of the shock absorber

! Caution
Danger of accidents Disassembly of pressurized parts can lead to injury.

- The shock absorber is filled with high density nitrogen. Adhere to the description provided. (Your authorized HUSABERG workshop would be pleased to help you.)

i Info
The high-speed setting can be seen during the fast compression of the shock absorber.



- Turn adjusting screw ❶ clockwise with a socket wrench until it stops.

i Info
Do not loosen nut ❷!

- Turn back counterclockwise by the number of turns corresponding to the shock absorber type.

Guideline

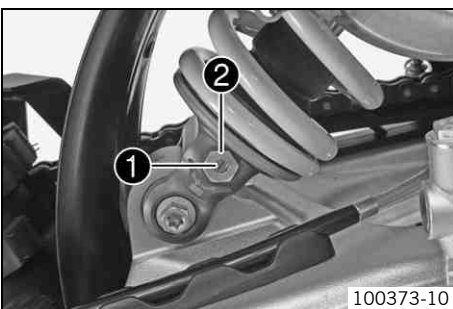
Compression damping, high-speed	
Comfort	2 turns
Standard	1.5 turns
Sport	1 turn

i Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.

Adjusting the rebound damping of the shock absorber

! Caution
Danger of accidents Disassembly of pressurized parts can lead to injury.

- The shock absorber is filled with high density nitrogen. Adhere to the description provided. (Your authorized HUSABERG workshop would be pleased to help you.)



- Turn adjusting screw ❶ clockwise up to the last perceptible click.

i Info
Do not loosen nut ❷!

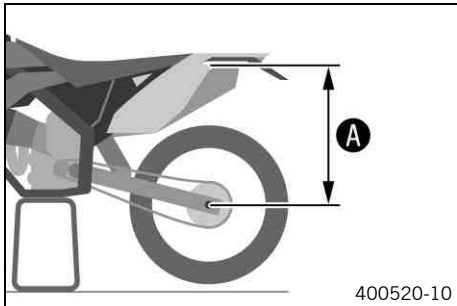
- Turn back counterclockwise by the number of clicks corresponding to the shock absorber type.

Guideline

Rebound damping	
Comfort	25 clicks
Standard	24 clicks
Sport	22 clicks

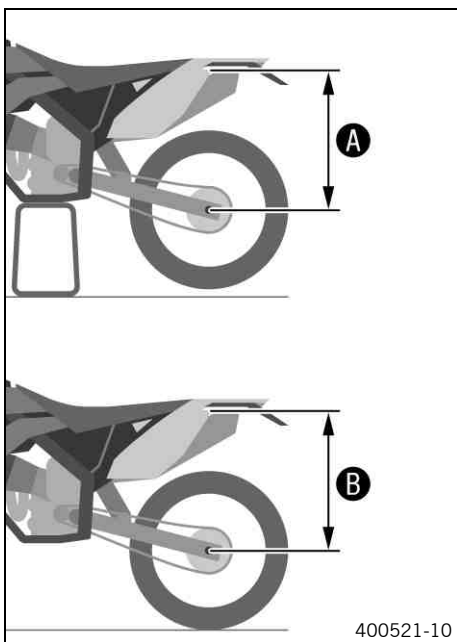
i Info
Turn clockwise to increase damping; turn counterclockwise to reduce damping.

Measuring rear wheel sag unloaded



- Raise the motorcycle with the work stand. (🔧 p. 39)
- Measure the vertical distance between the rear axle and a fixed point such as a marking on the side cover.
- Note down the value as dimension **A**.
- Remove the motorcycle from the work stand. (🔧 p. 39)

Checking the static sag of the shock absorber



- Measure distance **A** of rear wheel unloaded. (🔧 p. 35)
- Hold the motorcycle upright with the aid of an assistant.
- Measure the distance between the rear axle and the fixed point again.
- Note down the value as dimension **B**.

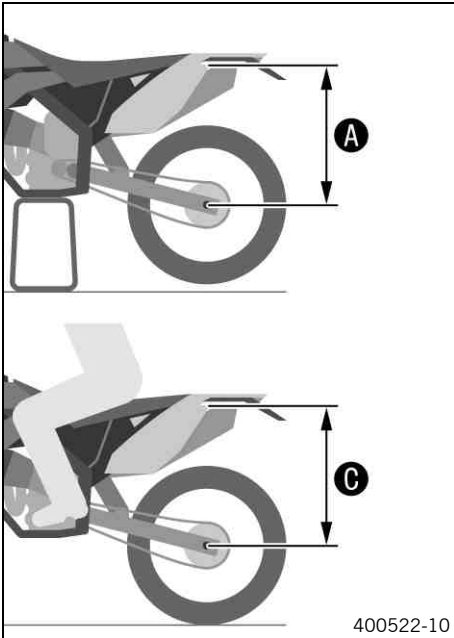
i Info
The static sag is the difference between measurements **A** and **B**.

- Check the static sag.

Static sag	35 mm (1.38 in)
------------	-----------------

- » If the static sag is less or more than the specified value:
 - Adjust the spring preload of the shock absorber. 🛠️ (🔧 p. 36)

Checking the riding sag of the shock absorber



- Measure distance **A** of rear wheel unloaded. (☞ p. 35)
- With another person holding the motorcycle, the rider, wearing full protective clothing, sits on the seat in a normal sitting position (feet on footrests) and bounces up and down a few times.
 - ✓ The rear wheel suspension levels out.
- Another person now measures the distance between the rear axle and a fixed point.
- Note down the value as dimension **C**.

i Info

The riding sag is the difference between measurements **A** and **C**.

- Check the riding sag.

Riding sag	105 mm (4.13 in)
------------	------------------

- » If the riding sag differs from the specified measurement:
 - Adjust the riding sag. ☞ (☞ p. 37)

Adjusting the spring preload of the shock absorber ☞

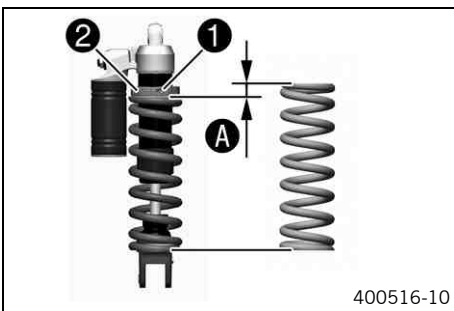
⚠ Caution

Danger of accidents Disassembly of pressurized parts can lead to injury.

- The shock absorber is filled with high density nitrogen. Adhere to the description provided. (Your authorized HUSABERG workshop would be pleased to help you.)

i Info

Before changing the spring preload, make a note of the present setting, e.g., by measuring the length of the spring.



- Remove the shock absorber. ☞ (☞ p. 44)
- After removing the shock absorber, clean it thoroughly.
- Loosen screw **1**.
- Turn adjusting ring **2** until the spring is no longer under tension.

Combination wrench (50329080000)
Hook wrench (T106S)

- Measure the overall spring length when not under tension.
- Tighten the spring by turning adjusting ring **2** to measurement **A**.

Guideline

Spring preload	8 mm (0.31 in)
----------------	----------------

i Info

Depending on the static sag and/or the riding sag, it may be necessary to increase or decrease the spring preload.

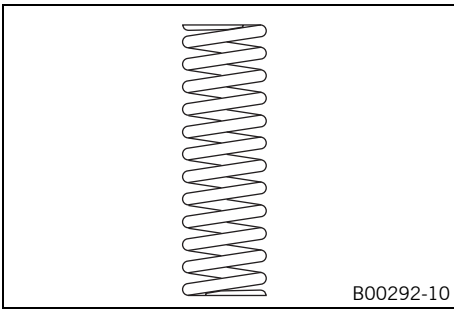
- Tighten screw **1**.

Guideline

Screw, shock absorber adjusting ring	M6	5 Nm (3.7 lbf ft)
--------------------------------------	----	-------------------

- Install the shock absorber. ☞ (☞ p. 44)

Adjusting the riding sag



- Remove the shock absorber. (☛ p. 44)
- After removing the shock absorber, clean it thoroughly.
- Choose and mount a suitable spring.

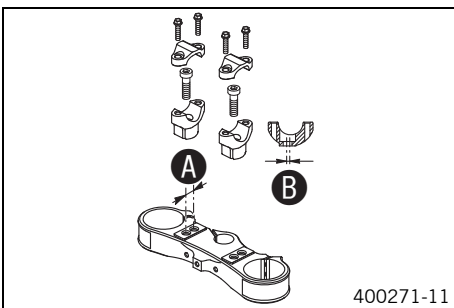
Guideline

Spring rate	
Weight of rider: 65... 75 kg (143... 165 lb.)	69 N/mm (394 lb/in)
Weight of rider: 75... 85 kg (165... 187 lb.)	72 N/mm (411 lb/in)
Weight of rider: 85... 95 kg (187... 209 lb.)	76 N/mm (434 lb/in)

i Info
The spring rate is shown on the outside of the spring. Smaller weight differences can be compensated by changing the spring preload.

- Install the shock absorber. (☛ p. 44)
- Check the static sag of the shock absorber. (☛ p. 35)
- Check the riding sag of the shock absorber. (☛ p. 36)
- Adjust the rebound damping of the shock absorber. (☛ p. 34)

Handlebar position



On the upper triple clamp, there are two holes at a distance of **A** to each other.

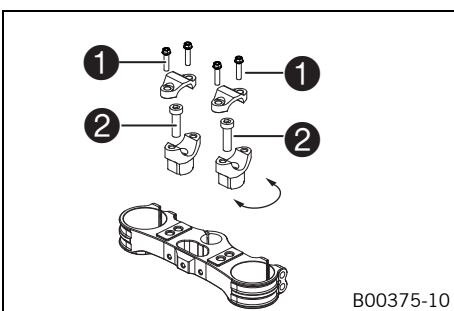
Hole distance A	15 mm (0.59 in)
-----------------	-----------------

The holes on the handlebar support are placed at a distance of **B** from the center.

Hole distance B	3.5 mm (0.138 in)
-----------------	-------------------

The handlebar can be mounted in four different positions. In this way, the handlebar can be mounted in the position that is most comfortable for the rider.

Adjusting the handlebar position



- Remove the four screws **1**. Remove the handlebar clamp. Remove the handlebar and lay it to one side.

i Info
Protect the motorcycle and its attachments from damage by covering them. Do not bend the cables and lines.

- Remove screws **2**. Remove the handlebar support.

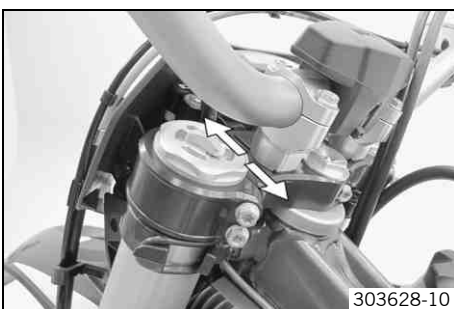
- Place the handlebar support in the required position. Mount and tighten screws **2**.
- Guideline

Screw, handlebar support	M10	40 Nm (29.5 lbf ft)	Loctite® 243™
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i Info
Position the left and right handlebar supports evenly.

- Position the handlebar.

i Info
Make sure cables and wiring are positioned correctly.

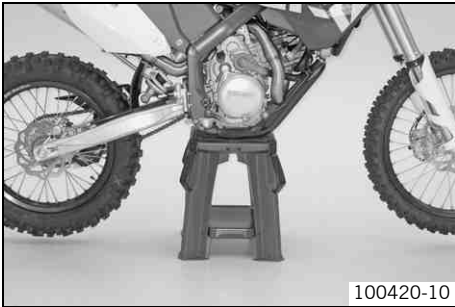


- Position the handlebar clamp. Mount and evenly tighten the four screws ❶.

Guideline

Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)
------------------------	----	------------------------

Raising the motorcycle with the work stand



Note

Danger of damage The parked vehicle may roll away or fall over.

- Always place the vehicle on a firm and even surface.

- Raise the motorcycle at the frame underneath the engine.

Work stand (81229055000)

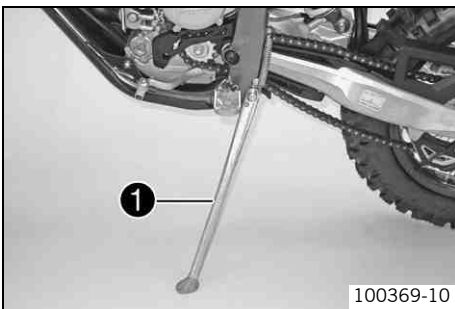
- ✓ The wheels must no longer touch the ground.
- Secure the motorcycle against falling over.

Removing the motorcycle from the work stand

Note

Danger of damage The parked vehicle may roll away or fall over.

- Always place the vehicle on a firm and even surface.



- Remove the motorcycle from the work stand.
- Remove the work stand.
- To park the motorcycle, press side stand ❶ to the ground with your foot and lean the motorcycle on it.

Info

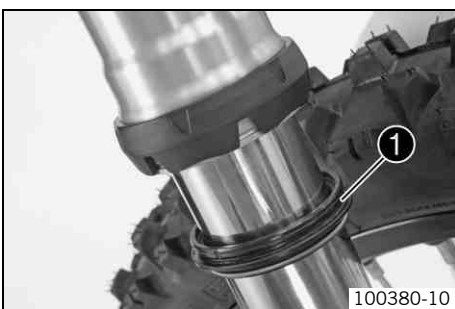
When you are riding, the side stand must be folded up and secured with the rubber band.

Bleeding the fork legs



- Raise the motorcycle with the work stand. (☛ p. 39)
- Remove bleeder screws ❶ briefly.
- ✓ Any excess pressure escapes from the interior of the fork.
- Mount and tighten the bleeder screws.
- Remove the motorcycle from the work stand. (☛ p. 39)

Cleaning the dust boots of the fork legs



- Raise the motorcycle with the work stand. (☛ p. 39)
- Loosen the fork protection. (☛ p. 40)
- Push dust boots ❶ of both fork legs downwards.

Info

The dust boots should remove dust and coarse dirt particles from the fork tubes. Over time, dirt can penetrate behind the dust boots. If this dirt is not removed, the oil seals behind can start to leak.

Warning

Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

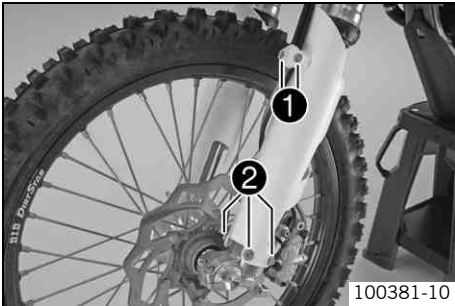
- Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.

- Clean and oil the dust boots and inner fork tube of both fork legs.

Universal oil spray (☛ p. 104)

- Press the dust boots back into their normal position.
- Remove excess oil.
- Position the fork protection. (☛ p. 40)
- Remove the motorcycle from the work stand. (☛ p. 39)

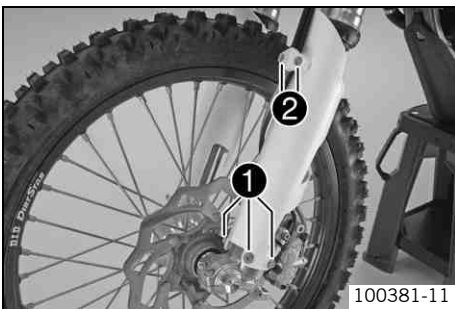
Loosening the fork protection



100381-10

- Remove screws ❶ and take off clamp.
- Remove screws ❷ on the left fork leg. Push the fork protection downwards.
- Remove the screws on the right fork leg. Push the fork protection downwards.

Positioning the fork protection



100381-11

- Position the fork protection on the left fork leg. Mount and tighten screws ❶.

Guideline

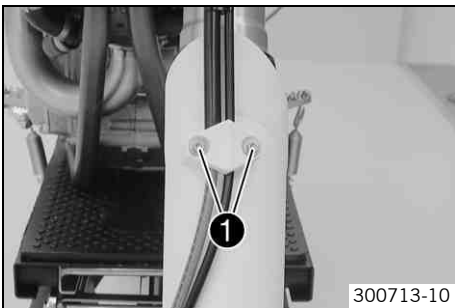
Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
---------------------------	----	--------------------

- Position the brake line and wiring harness. Put the clamp on, and mount and tighten screws ❷.
- Position the fork protection on the right fork leg. Mount and tighten the screws.

Guideline

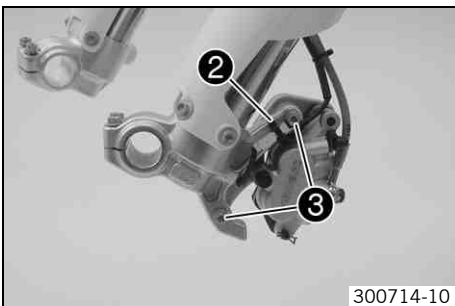
Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
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Removing the fork legs



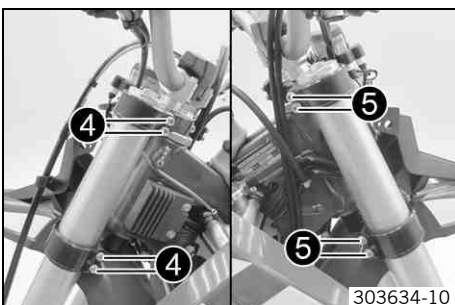
300713-10

- Remove the front wheel. (☛ p. 65)
- Remove the headlight mask with the headlight. (☛ p. 74)
- Remove screws ❶ and take off the clamp.



300714-10

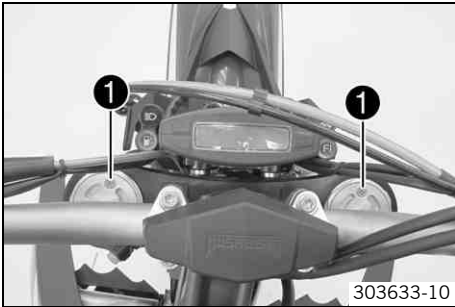
- Remove cable binders ❷.
- Remove screws ❸ and take off the brake caliper.
- Allow the brake caliper and brake line to hang tension-free to the side.



303634-10

- Unscrew screws ❹. Take out the left fork leg.
- Unscrew screws ❺. Take out the right fork leg.

Installing the fork legs

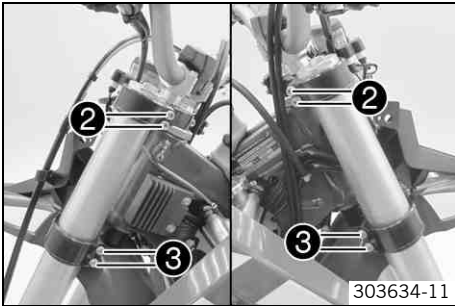


303633-10

- Position the fork legs.

i **Info**

The upper milled groove in the fork leg must be flush with the top edge of the upper triple clamp.
Position bleeder screws **1** toward the front.



303634-11

- Tighten screws **2**.

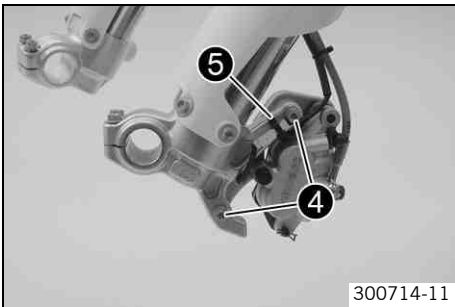
Guideline

Screw, top triple clamp	M8	17 Nm (12.5 lbf ft)
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- Tighten screws **3**.

Guideline

Screw, bottom triple clamp	M8	12 Nm (8.9 lbf ft)
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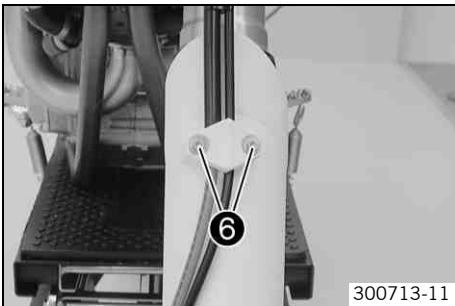
300714-11

- Position the brake caliper. Mount and tighten screws **4**.

Guideline

Screw, front brake caliper	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
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- Secure the cable with cable binders **5**.



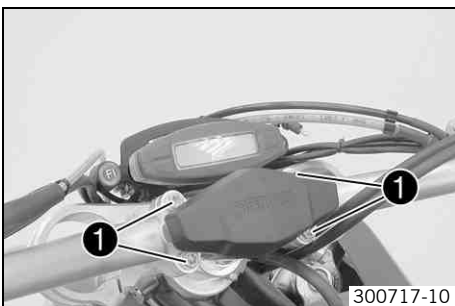
300713-11

- Position the brake line and wiring harness. Put the clamp on. Mount and tighten screws **6**.

- Install the front wheel. (🔧 p. 65)

- Install the headlight mask with the headlight. (🔧 p. 74)

Removing the lower triple clamp

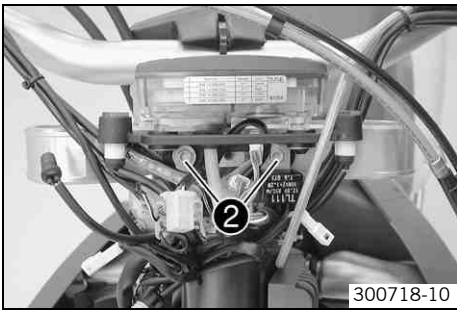


300717-10

- Remove the fork legs. (🔧 p. 40)
- Remove the front fender.
- Remove the handlebar cushion.
- Remove screws **1**.
- Remove the handlebar and lay it to one side.

i **Info**

Protect the motorcycle and its attachments against damage by covering them.
Do not bend the cables and lines.



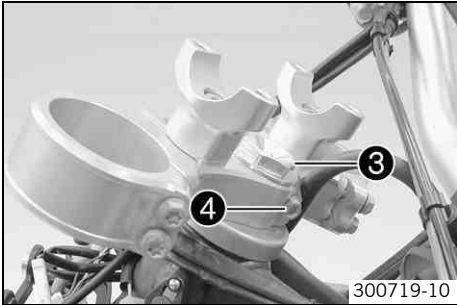
300718-10

- Remove screws ②.
- Take off the speedometer and connector board and allow them to hang to the side.



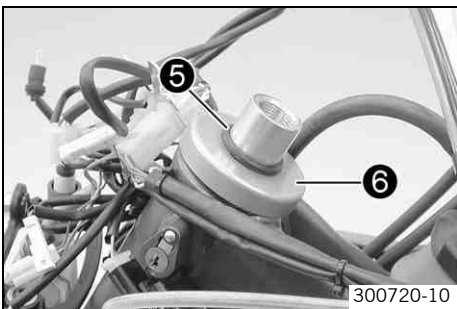
Info

Protect the motorcycle and its attachments against damage by covering them.
Do not bend the cables and lines.



300719-10

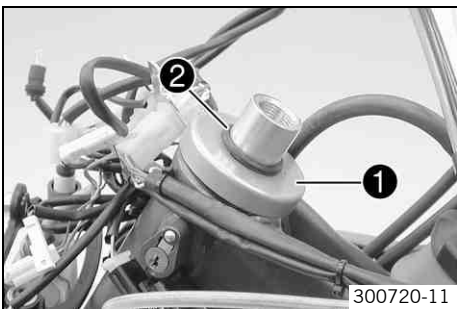
- Remove screw ③.
- Remove screw ④.
- Take off the upper triple clamp.



300720-10

- Remove O-ring ⑤.
- Remove protective ring ⑥.
- Take out the lower triple clamp with the steering stem.
- Take out the upper steering head bearing.

Installing the lower triple clamp ↩

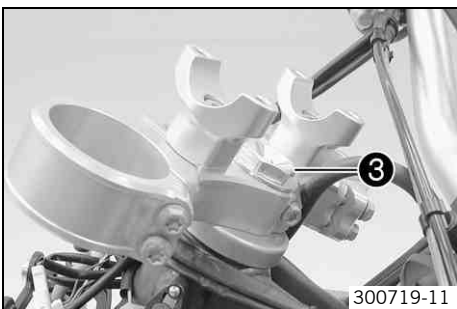


300720-11

- Clean and grease the bearings and sealing elements.

Long-life grease (☛ p. 103)

- Insert the lower triple clamp with the steering stem. Mount the upper steering head bearing.
- Slide on protective ring ① and O-ring ②.

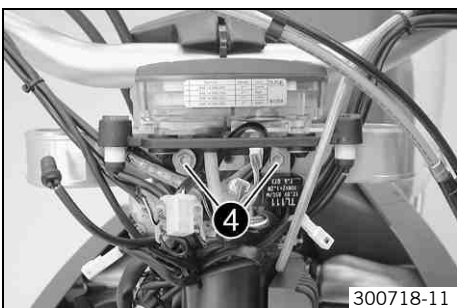


300719-11

- Position the upper triple clamp.
- Mount and tighten screw ③.

Guideline

Screw, top steering head	M20x1.5	10 Nm (7.4 lbf ft)
--------------------------	---------	--------------------

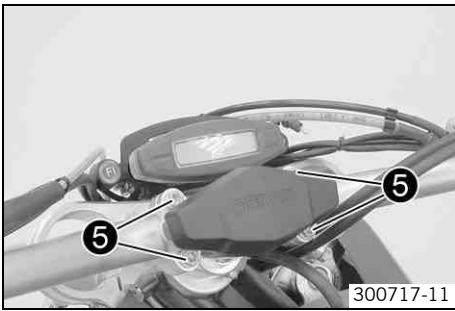


300718-11

- Position the speedometer and connector board. Mount and tighten screws ④.

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
---------------------------	----	--------------------

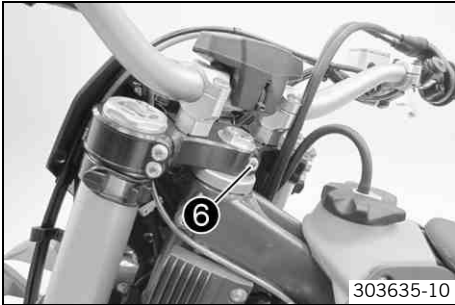


- Position the handlebar.
- Mount and tighten screws 5.

Guideline

Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)
------------------------	----	------------------------

- Mount the handlebar cushion.
- Install the front fender.
- Install the fork legs. (🔧 p. 41)



- Mount and tighten screw 6.

Guideline

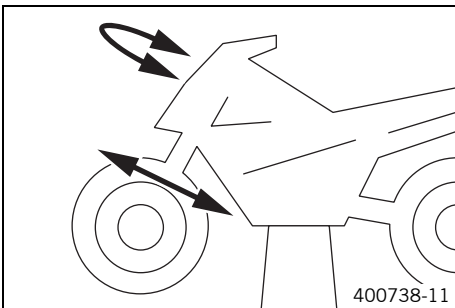
Screw, top steering stem	M8	17 Nm (12.5 lbf ft)	Loctite® 243™
--------------------------	----	------------------------	---------------

- Check wiring harness, control cables, brake and clutch lines for freedom of movement and routing.
- Check the steering head bearing play. (🔧 p. 43)

Checking the steering head bearing play

Warning
Danger of accidents Unstable vehicle handling from incorrect steering head bearing play.
 - Adjust the steering head bearing play without delay. (Your authorized HUSABERG workshop would be pleased to help you.)

i Info
 If the bike is ridden with play in the steering head bearing, the bearing and the bearing seats in the frame can become damaged over time.



- Raise the motorcycle with the work stand. (🔧 p. 39)
- Move the handlebar to the straight-ahead position. Move the fork legs to and fro in the direction of travel.

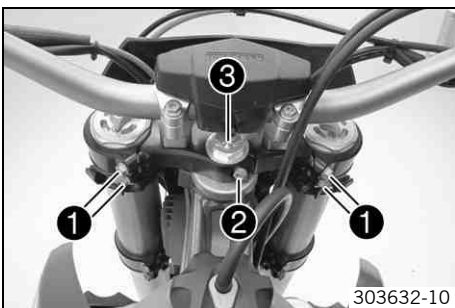
No play should be noticeable in the steering head bearing.

- » If there is noticeable play present:
 - Adjust the play of the steering head bearing. (🔧 p. 43)
- Move the handlebar to and fro over the entire steering range.

The handlebar must be able to move easily over the entire steering range. No resting locations should be noticeable.

- » If click positions are noticeable:
 - Adjust the play of the steering head bearing. (🔧 p. 43)
 - Check the steering head bearing and change if necessary.
- Remove the motorcycle from the work stand. (🔧 p. 39)

Adjusting the play of the steering head bearing



- Raise the motorcycle with the work stand. (🔧 p. 39)
- Loosen screw 1. Remove screw 2.
- Loosen and retighten screw 3.

Guideline

Screw, top steering head	M20x1.5	10 Nm (7.4 lbf ft)
--------------------------	---------	--------------------

- Using a plastic hammer, tap lightly on the upper triple clamp to avoid strains.
- Fully tighten screw 1.

Guideline

Screw, top triple clamp	M8	17 Nm (12.5 lbf ft)
-------------------------	----	------------------------

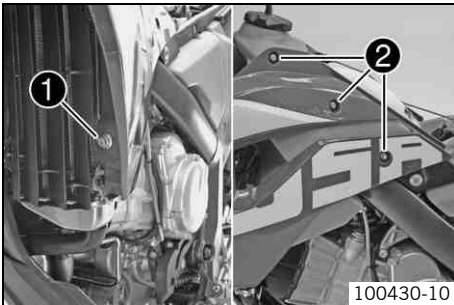
- Mount and tighten screw ②.

Guideline

Screw, top steering stem	M8	17 Nm (12.5 lbf ft)	Loctite® 243™
--------------------------	----	------------------------	---------------

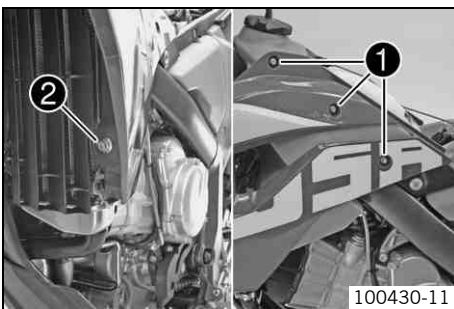
- Check the steering head bearing play. (☛ p. 43)

Removing the spoiler



- Remove the seat. (☛ p. 45)
- Remove screw ① on the radiator.
- Remove screws ② on the fuel tank and take off the spoiler.
- Repeat this step on the opposite side.

Installing the spoiler



- Position the spoiler. Mount and tighten screws ①.

Guideline

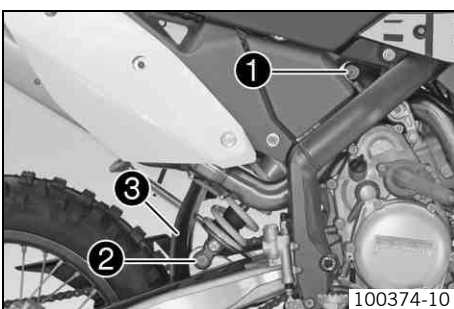
- Mount and tighten screw ② on the radiator.

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)	
---------------------------	----	--------------------	--

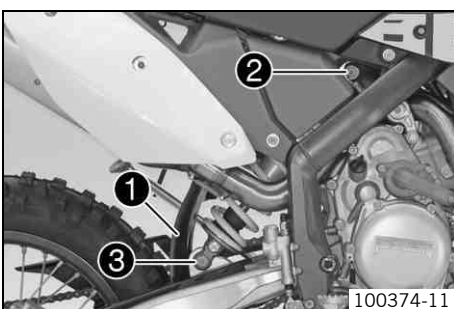
- Repeat this step on the opposite side.
- Mount the seat. (☛ p. 45)

Removing the shock absorber



- Raise the motorcycle with the work stand. (☛ p. 39)
- Remove screw ① and lower the rear wheel with the swingarm as far as possible without blocking the rear wheel. Fix the rear wheel in this position.
- Remove screw ②, push splash protector ③ to the side, and remove the shock absorber.

Installing the shock absorber



- Push splash protector ① to the side and position the shock absorber. Mount and tighten screw ②.

Guideline

Screw, top shock absorber	M12	80 Nm (59 lbf ft)	Loctite® 2701
---------------------------	-----	----------------------	---------------

- Mount and tighten screw ③.

Guideline

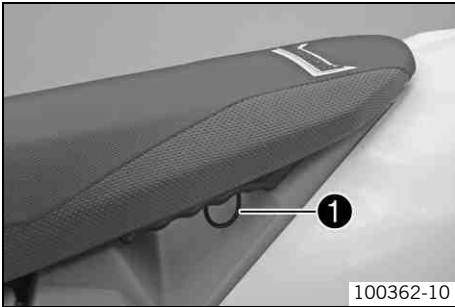
Screw, bottom shock absorber	M12	80 Nm (59 lbf ft)	Loctite® 2701
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Info

The heim joint for the shock absorber at the swingarm is Teflon coated. It must not be greased with grease or with other lubricants. Lubricants dissolve the Teflon coating, thereby drastically reducing the service life.

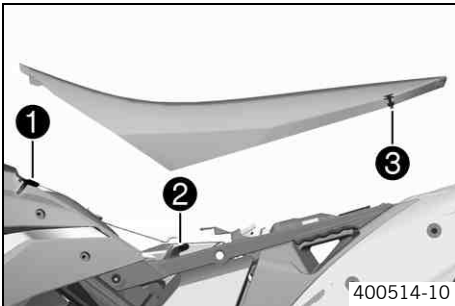
- Remove the motorcycle from the work stand. (☛ p. 39)

Removing the seat



- Pull on the loop ❶ while raising the rear of the seat.
- Pull the seat back and lift it off.

Mounting the seat



- Attach the seat to the hooks on fuel tank ❶ and on subframe ❷, and lower it at the rear while pushing forward.
- Guide lock bolt ❸ into the lock housing and push down the rear of the seat until the lock bolt engages audibly.
- Finally, check that the seat is correctly mounted.

Removing the air filter

Note

Engine failure Unfiltered intake air has a negative effect on the service life of the engine.

- Never ride the vehicle without an air filter since dust and dirt can get into the engine and result in increased wear.



Warning

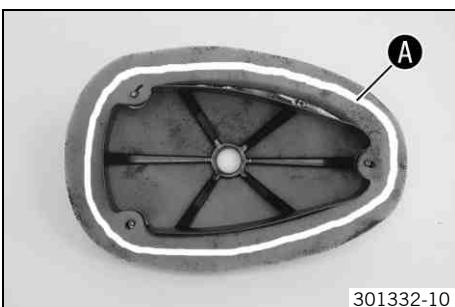
Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.



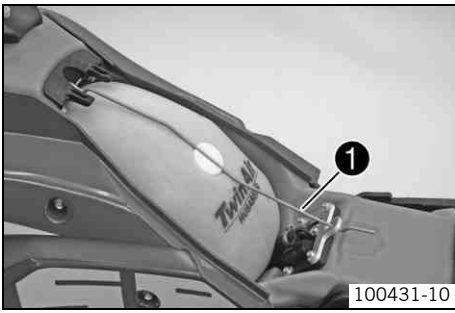
- Remove the seat. (☛ p. 45)
- Remove coarse dirt.
- Detach air filter holder ❶ at the bottom and swing it to one side. Remove the air filter with the air filter support.
- Remove the air filter from the air filter support.

Installing the air filter



- Mount the clean air filter onto the air filter support.
- Apply grease to the air filter around area A.

Long-life grease (☛ p. 103)



- Put in both parts together, position them and fix them with air filter holder ❶.

i Info

If the air filter is not correctly mounted, dust and dirt can penetrate into the engine and can cause damage.

- Mount the seat. (☞ p. 45)

Cleaning air filter 🛠️



Warning

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.



Info

Do not clean the air filter with highly flammable substances (e.g., fuel, petroleum, solvents) as these substances will damage the foam rubber.



- Remove the air filter. 🛠️ (☞ p. 45)
- Wash the air filter thoroughly in special cleaning liquid and allow it to dry properly.

Air filter cleaning agent (☞ p. 103)

i Info

Only press the air filter to dry it, never wring it out.

- Oil the dry air filter with a high quality filter oil.

Oil for foam air filter (☞ p. 103)

- Clean the intake flange and check it for damage and tightness.
- Install the air filter. 🛠️ (☞ p. 45)

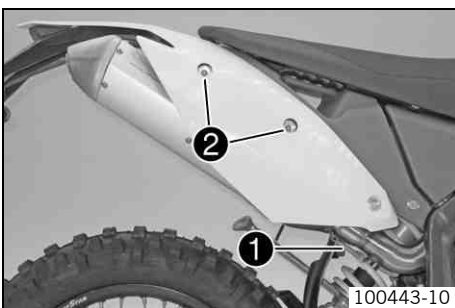
Removing the main silencer



Warning

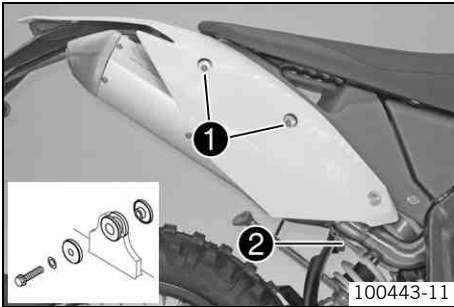
Danger of burns The exhaust system gets very hot when the vehicle is driven.

- Allow the exhaust system to cool down. Do not touch hot components.



- Disconnect spring ❶.
- Remove screws ❷ and take off the main silencer.

Installing the main silencer



- Mount the main silencer. Mount and tighten screws ❶.

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
---------------------------	----	--------------------

- Reconnect spring ❷.

Changing the glass fiber yarn filling of the main silencer



Warning

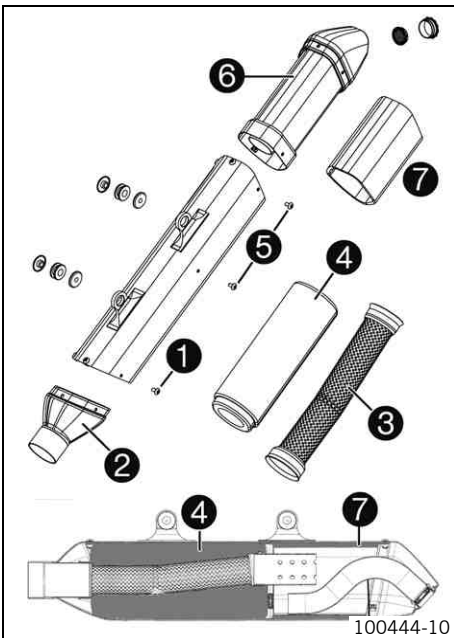
Danger of burns The exhaust system gets very hot when the vehicle is driven.

- Allow the exhaust system to cool down. Do not touch hot components.



Info

Over a period, the fibers of the insulating material vanish into the air, and the silencer "burns out". Not only is the noise level higher, the performance characteristic changes.



- Remove the main silencer. (☛ p. 46)
- Remove screws ❶ of connecting cap ❷.
- Remove the connecting cap, perforated pipe ❸ and glass fiber yarn filling ❹.
- Remove screws ❺ and take off silencer cap ❻ with stuffing yarn ❼.
- Mount the new stuffing yarn ❼ on silencer cap ❻ and fix it with adhesive tape.
- Position the end cap. Mount and tighten the screws.
- Insert the perforated piping and mount the new glass fiber yarn filling using a blunt tool.



Tip

To aid you in mounting the glass fiber yarn filling, you can create a wooden or metal cone piece that is inserted into the perforated piping.

- Position the connection cap. Mount and tighten the screws.
- Install the main silencer. (☛ p. 47)

Removing the fuel tank



Danger

Fire hazard Fuel is highly flammable.

- Never refuel the vehicle near open flames or burning cigarettes, and always switch off the engine first. Be careful that no fuel is spilt, especially on hot vehicle components. Clean up spilt fuel immediately.
- Fuel in the fuel tank expands when warm and can escape if the tank is overfilled. See the notes on refueling.

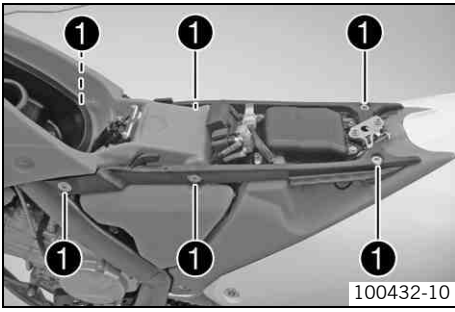


Warning

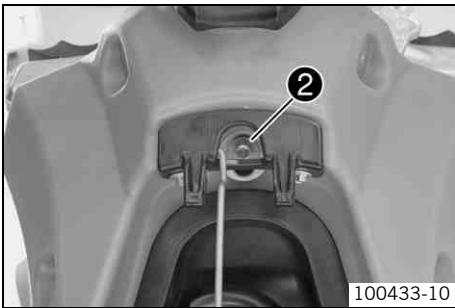
Danger of poisoning Fuel is poisonous and a health hazard.

- Avoid contact between fuel and skin, eyes and clothing. Do not inhale fuel vapors. If fuel gets into your eyes, rinse immediately with water and contact a doctor. Wash affected skin areas immediately with soap and water. If fuel is swallowed, contact a doctor immediately. Change clothing that has come into contact with fuel. Store fuel in a suitable canister according to regulations and keep it out of the reach of children.

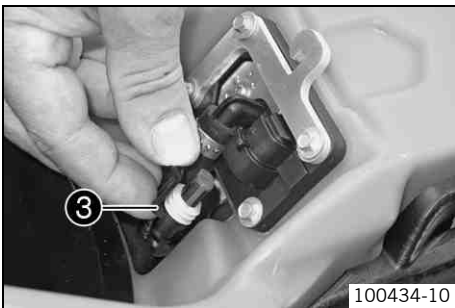
- Remove the spoiler. (☛ p. 44)



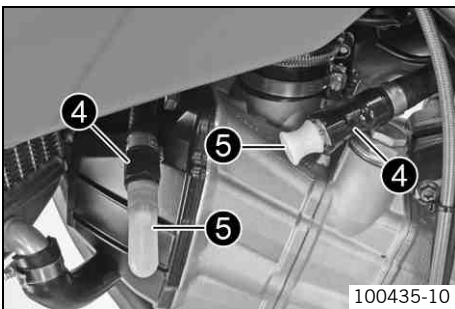
- Remove the air filter. (☛ (☛ p. 45)
- Remove screws ①.
- Pull the subframe out slightly at the front and remove it.



- Remove screw ②.



- Detach connector ③ of the fuel pump.



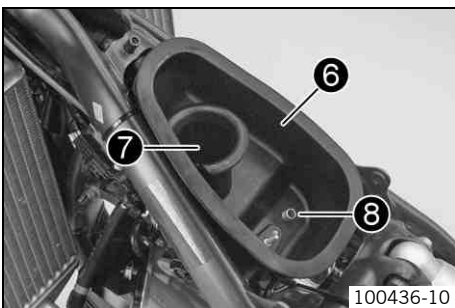
- Thoroughly clean plug-in connection ④ of the fuel line using compressed air.

i Info

Under no circumstances should dirt enter into the fuel line. Dirt in the fuel line will clog the fuel injection jets.

- Disconnect the plug-in connection of the fuel line.
- Mount wash cap set ⑤.

Wash cap set (81212016000)



- Carefully raise the fuel tank while detaching intake flange ⑥.
- Disconnect the plug-in connection of the fuel level indicator.
- Carefully close intake trumpet ⑦ and connection ⑧ of the engine case vent to prevent dirt from entering.

Installing the fuel tank



Danger

Fire hazard Fuel is highly flammable.

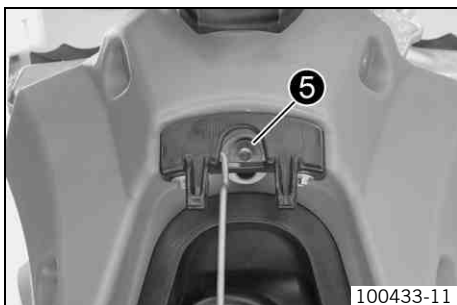
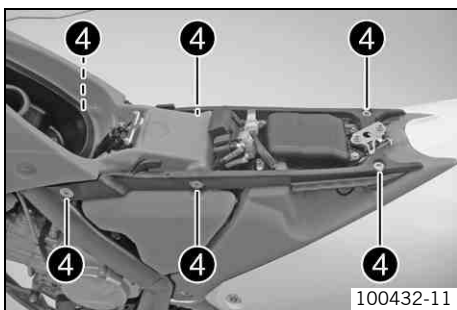
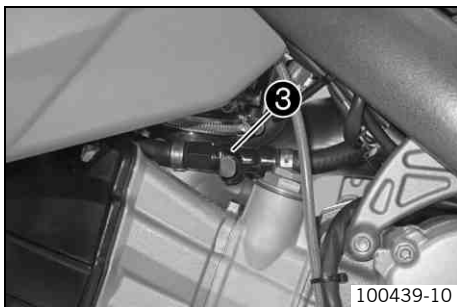
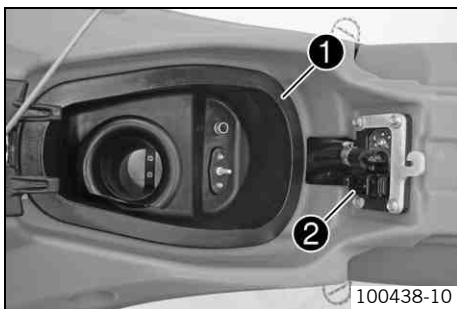
- Never refuel the vehicle near open flames or burning cigarettes, and always switch off the engine first. Be careful that no fuel is spilt, especially on hot vehicle components. Clean up spilt fuel immediately.
- Fuel in the fuel tank expands when warm and can escape if the tank is overfilled. See the notes on refueling.



Warning

Danger of poisoning Fuel is poisonous and a health hazard.

- Avoid contact between fuel and skin, eyes and clothing. Do not inhale fuel vapors. If fuel gets into your eyes, rinse immediately with water and contact a doctor. Wash affected skin areas immediately with soap and water. If fuel is swallowed, contact a doctor immediately. Change clothing that has come into contact with fuel. Store fuel in a suitable canister according to regulations and keep it out of the reach of children.



- Clean all parts well.
- Check the throttle cable routing. (☛ p. 54)
- Position the fuel tank and route the fuel line to the front.
- Connect the plug-in connection of the fuel level indicator.
- Route the fuel pump cable up through the rear opening in the fuel tank and position the fuel tank in its final location.
- Pull intake flange 1 through the front opening in the fuel tank and position it.
- Attach connector 2 of the fuel pump.

- Thoroughly clean plug-in connection 3 of the fuel line using compressed air.



Info

Under no circumstances should dirt enter into the fuel line. Dirt in the fuel line will clog the fuel injection jets.

- Remove the wash cap set. Oil the O-ring and connect the plug-in connection of the fuel line.



Info

Route the cable and fuel line at a safe distance from the exhaust system.

- Position the subframe.
- Mount and tighten screws 4.

Guideline

Screw, subframe	M8	35 Nm (25.8 lbf ft)	Loctite® 2701
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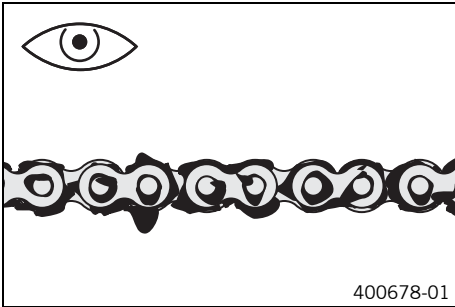
- Mount and tighten screw 5.

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
---------------------------	----	--------------------

- Check that the intake trumpet and the connection of the engine case vent are clear.
- Install the air filter. (☛ p. 45)
- Install the spoiler. (☛ p. 44)
- Check the fuel system for leakage.

Checking for chain dirt accumulation



- Check the chain for coarse dirt accumulation.
 - » If the chain is very dirty:
 - Clean the chain. (☛ p. 50)

Cleaning the chain

Warning
Danger of accidents Oil or grease on the tires reduces their grip.

- Remove oil and grease with a suitable cleaning material.

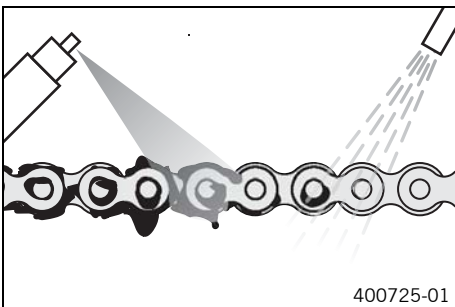
Warning
Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

- Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.

Warning
Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

Info
 The service life of the chain depends largely on its maintenance.



- Clean the chain regularly and then treat with chain spray.

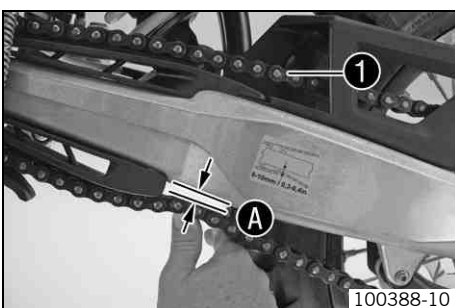
Chain cleaner (☛ p. 103)

Chain spray (☛ p. 103)

Checking the chain tension

Warning
Danger of accidents Danger caused by incorrect chain tension.

- If the chain tension is too high, the components of the secondary power train (chain, engine sprocket, rear sprocket, bearings in transmission and rear wheel) are under additional load. Apart from premature wear, in extreme cases the chain can rupture or the countershaft of the transmission can break. On the other hand, if the chain is loose, it can fall off the engine sprocket or the rear sprocket and block the rear wheel or damage the engine. Check the chain tension and correct if necessary.



- Raise the motorcycle with the work stand. (☛ p. 39)
- Push the chain at the end of the chain sliding component upwards to measure the chain tension **A**.

Info
 The upper chain section **1** must be taut.
 Chain wear is not always even, so you should repeat this measurement at different chain positions.

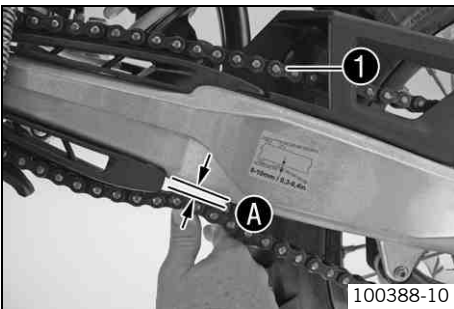
Chain tension	8... 10 mm (0.31... 0.39 in)
---------------	------------------------------

- » If the chain tension does not meet specifications:
 - Adjust the chain tension. (☛ p. 51)
 - Remove the motorcycle from the work stand. (☛ p. 39)

Adjusting the chain tension

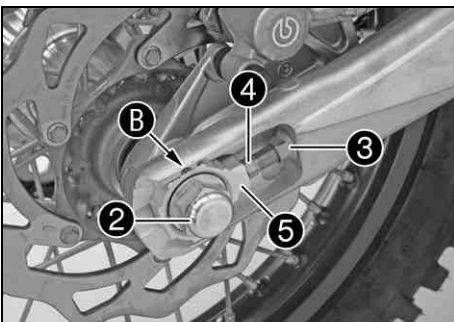
Warning
Danger of accidents Danger caused by incorrect chain tension.

- If the chain tension is too high, the components of the secondary power train (chain, engine sprocket, rear sprocket, bearings in transmission and rear wheel) are under additional load. Apart from premature wear, in extreme cases the chain can rupture or the countershaft of the transmission can break. On the other hand, if the chain is loose, it can fall off the engine sprocket or the rear sprocket and block the rear wheel or damage the engine. Check the chain tension and correct if necessary.



- Raise the motorcycle with the work stand. (☛ p. 39)
- Push the chain at the end of the chain sliding component upwards to measure the chain tension **A**.

i Info
 The upper chain section **1** must be taut.
 Chain wear is not always even, so you should repeat this measurement at different chain positions.



- Loosen nut **2**.
- Loosen nuts **3**.
- Adjust the chain tension by turning the adjusting screws **4** left and right.

Guideline

Chain tension	8... 10 mm (0.31... 0.39 in)
Turn adjusting screws 4 on the left and right so that the markings on the left and right chain adjusters are in the same position relative to the reference marks B . The rear wheel is then correctly aligned.	

- Tighten nuts **3**.
- Make sure that chain adjusters **5** are fitted correctly on adjusting screws **4**.
- Tighten nut **2**.

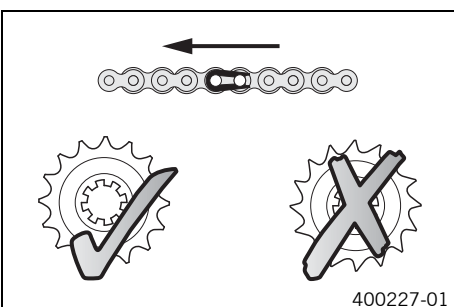
Guideline

Nut, rear wheel spindle	M20x1.5	80 Nm (59 lbf ft)
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i Info
 The wide adjustment range of the chain adjusters (32 mm (1.26 in)) enables different secondary ratios with the same chain length.
 Chain adjusters **5** can be turned by 180°.

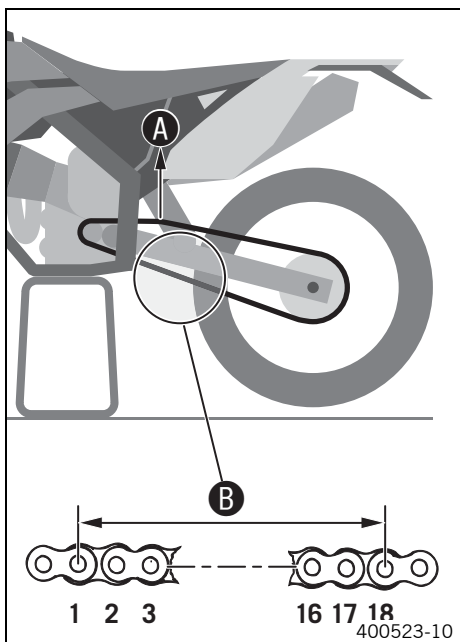
- Remove the motorcycle from the work stand. (☛ p. 39)

Checking the chain, rear sprocket, engine sprocket and chain guide



- Raise the motorcycle with the work stand. (☛ p. 39)
- Shift gear to neutral.
- Check the rear sprocket and engine sprocket for wear.
 - » If the rear sprocket and engine sprocket are worn:
 - Replace the rear sprocket or engine sprocket. ☛

i Info
 The engine sprocket, rear sprocket and chain should always be replaced together.



- Pull on the upper part of the chain with the specified weight **A**.

Guideline

Weight, chain wear measurement	10... 15 kg (22... 33 lb.)
--------------------------------	----------------------------

- Measure the distance **B** of 18 chain links in the lower chain section.

i **Info**

Chain wear is not always even, so you should repeat this measurement at different chain positions.

Maximum distance B at the longest chain section	272 mm (10.71 in)
--	-------------------

- » If the distance **B** is greater than the specified measurement:
 - Replace the chain. 🛠️

i **Info**

When the chain is replaced, the rear sprocket and engine sprocket should also be changed.
New chains wear out faster on old, worn sprockets.



- Check the chain sliding guard for wear.
 - » If the bottom edge of the chain bolt is in line with or below the chain sliding guard:
 - Change the chain sliding guard. 🛠️
- Check that the chain sliding guard is firmly seated.
 - » If the chain sliding guard is loose:
 - Tighten the chain sliding guard.

Guideline

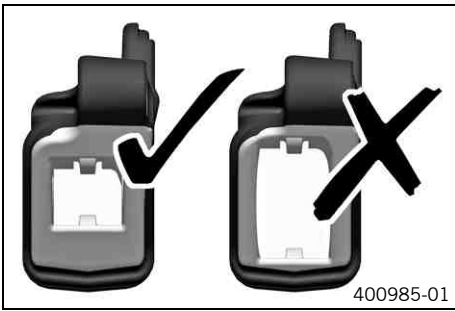
Screw, chain sliding guard	M6	6 Nm (4.4 lbf ft)	Loctite® 243™
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- Check the chain sliding piece for wear.
 - » If the bottom edge of the chain bolt is in line with or below the chain sliding piece:
 - Change the chain sliding piece. 🛠️
- Check that the chain sliding piece is firmly seated.
 - » If the chain sliding piece is loose:
 - Tighten the chain sliding piece.

Guideline

Screw, chain sliding piece	M8	15 Nm (11.1 lbf ft)
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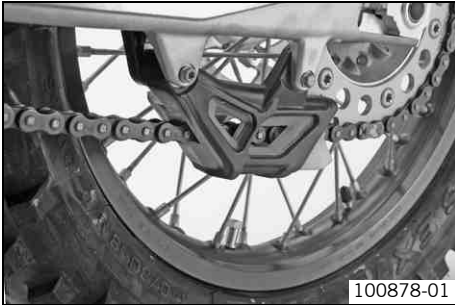
- Check the chain guide for wear.



Info

Wear is visible on the front of the chain guide.

- » If the light part of the chain guide is worn:
 - Change the chain guide. 🛠️



- Check that the chain guide is firmly seated.

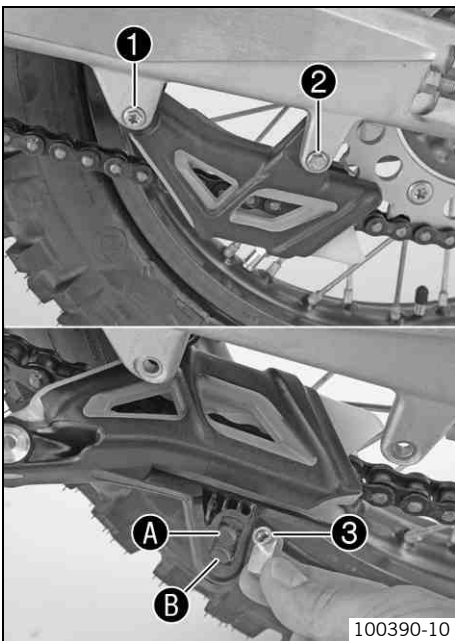
- » If the chain guide is loose:
 - Tighten the chain guide.

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
Remaining nuts, chassis	M6	15 Nm (11.1 lbf ft)

- Remove the motorcycle from the work stand. (👉 p. 39)

Adjusting the chain guide 🛠️



- Remove the nut of screw ❶.
- Remove screws ❶ and ❷. Take off the chain guide.

Condition

Number of teeth: ≤ 44 teeth

- Insert nut ❸ in hole ❹. Position the chain guide.
- Mount and tighten screws ❶ and ❷.

Guideline

Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
---------------------------	----	-----------------------

- Mount the nut on screw ❶ and tighten it.

Guideline

Remaining nuts, chassis	M6	15 Nm (11.1 lbf ft)
-------------------------	----	------------------------

Condition

Number of teeth: ≥ 45 teeth

- Insert nut ❸ in hole ❺. Position the chain guide.
- Mount and tighten screws ❶ and ❷.

Guideline

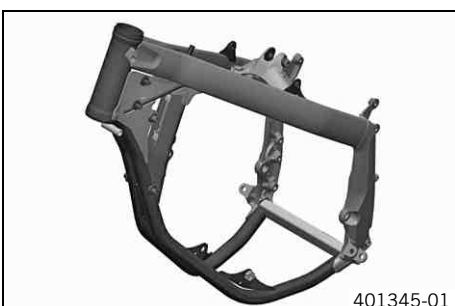
Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)
---------------------------	----	-----------------------

- Mount the nut on screw ❶ and tighten it.

Guideline

Remaining nuts, chassis	M6	15 Nm (11.1 lbf ft)
-------------------------	----	------------------------

Checking the frame 🛠️



- Check the frame for cracks and deformation.

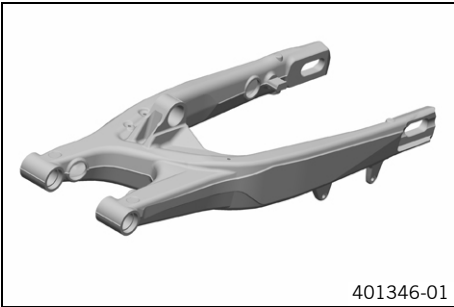
- » If the frame exhibits cracks or deformation due to a mechanical impact:
 - Change the frame. 🛠️




Info

A frame that has been damaged due to a mechanical impact must always be changed. Repair of the frame is not authorized by HUS-ABERG.

Checking the swingarm



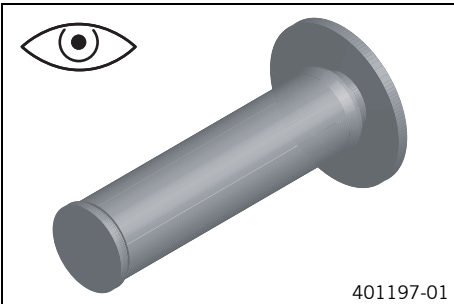
- Check the swingarm for damage, cracking, and deformation.
 - » If the swingarm shows signs of damage, cracking, or deformation:
 - Change the swingarm. 




Info

A damaged swingarm must always be changed. Repair of the swingarm is not authorized by HUSABERG.

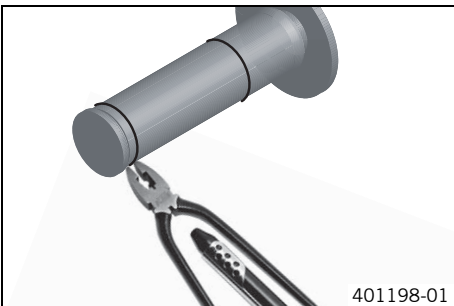
Checking the rubber grip




- Check the rubber grips on the handlebar for damage, wear, and looseness.
 - » If a rubber grip is damaged, worn, or loose:
 - Change and secure the rubber grip.

Rubber grip adhesive (00062030051) ( p. 104)

Additionally securing the rubber grip



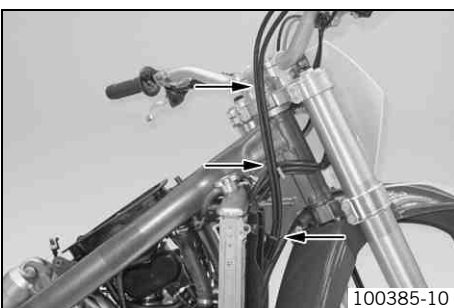
- Check the rubber grip. ( p. 54)
- Secure the rubber grip at two points using the securing wire.



Securing wire (54812016000)

Wire twister forceps (U6907854)



- ✓ The twisted wire ends face away from the hands and are bent toward the rubber grip.

Checking the throttle cable routing

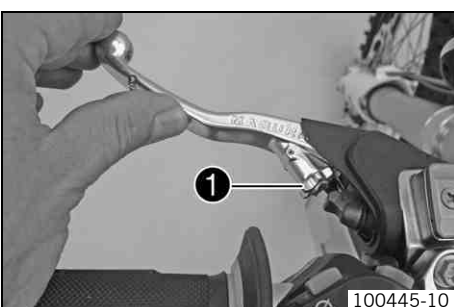


- Remove the fuel tank.  ( p. 47)
- Check the throttle cable routing.

Both throttle cables must be routed next to each other at the rear of the handlebars to the throttle cable guide and then to the throttle valve body.

- » If the throttle cable is not routed as specified:
 - Correct the throttle cable routing.
- Install the fuel tank.  ( p. 49)

Adjusting the basic position of the clutch lever



- Adjust the basic setting of the clutch lever to your hand size by turning adjusting screw ❶.



Info

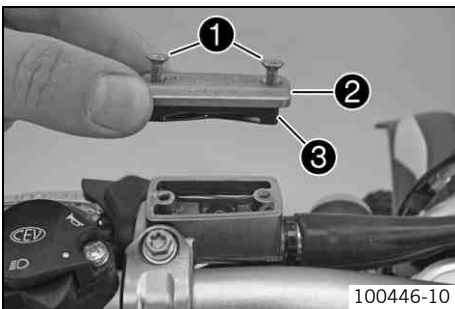
The adjusting screw is easier to turn when you pull the clutch lever forward. Turn the adjusting screw clockwise to decrease the distance between the clutch lever and the handlebar. Turn the adjusting screw counterclockwise to increase the distance between the clutch lever and the handlebar. The range of adjustment is limited. Turn the adjusting screw by hand only, and do not apply any force. Do not make any adjustments while riding!

Checking the fluid level of the hydraulic clutch



Info

The fluid level rises with increasing wear of the clutch lining disks. Do not use brake fluid.



- Move the clutch fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws ①.
- Remove cover ② with membrane ③.
- Check the fluid level.

Fluid level under top level of container	4 mm (0.16 in)
--	----------------

- » If the level of the fluid does not meet specifications:
 - Correct the fluid level of the hydraulic clutch.

Hydraulic oil (15) (☛ p. 101)

- Position the cover with the membrane. Mount and tighten the screws.

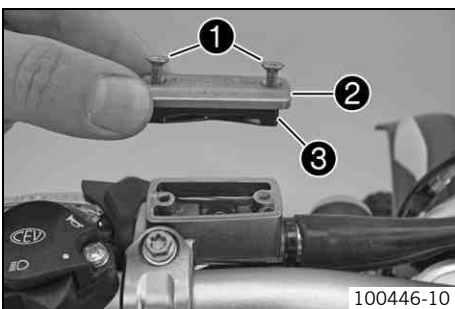
Changing the hydraulic clutch fluid ☞



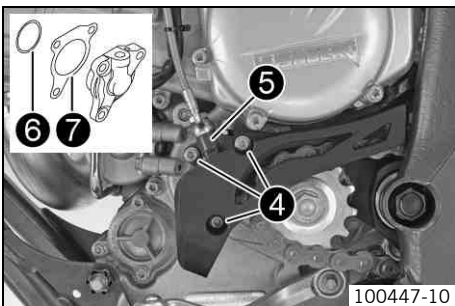
Warning

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.



- Move the clutch fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws ①.
- Remove cover ② with membrane ③.



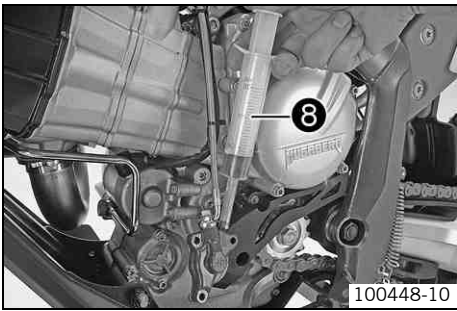
- Remove screws ④. Lift off the engine sprocket cover at the front and carefully remove clutch slave cylinder ⑤.



Info

Do not operate the clutch lever when the clutch slave cylinder is removed.

- Remove O-ring ⑥ and seal ⑦.

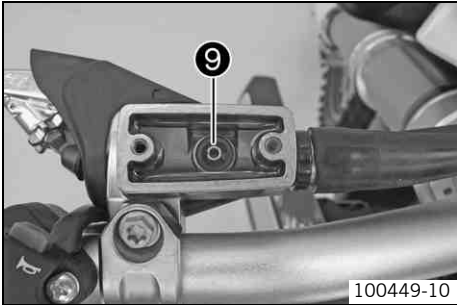


- Fill bleeding syringe 8 with the appropriate hydraulic fluid.

Bleed syringe (50329050000)

Hydraulic oil (15) (☛ p. 101)

- On the clutch slave cylinder, remove the bleeder screw and mount the bleeding syringe.



- Inject the liquid into the system until it escapes from drill hole 9 of the clutch slave cylinder without bubbles.
- To prevent overflow, drain fluid occasionally from the clutch slave cylinder reservoir.
- Remove the bleeding syringe. Mount and tighten the bleeder screw.
- Clean the sealing surfaces of the clutch slave cylinder and engine case.
- Position the seal and O-ring on the clutch slave cylinder and install it.
- Mount and tighten the screws.

Guideline

Remaining screws, chassis

M6

10 Nm (7.4 lbf ft)

- Correct the fluid level of the hydraulic clutch.

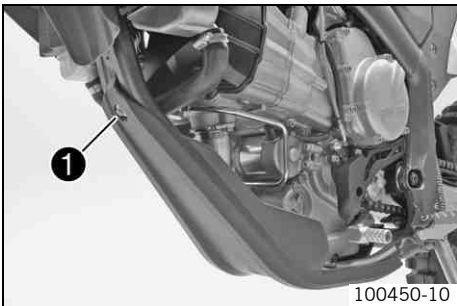
Guideline

Fluid level under top edge of container

4 mm (0.16 in)

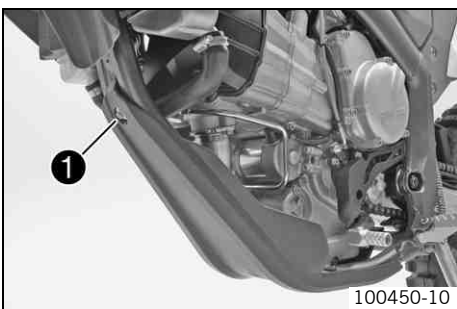
- Position the cover with the membrane. Mount and tighten the screws.
- Check that the clutch is functioning properly.

Removing the engine guard



- Remove screw 1. Remove the engine guard.

Installing the engine guard



- Attach the engine guard on the frame at the rear and swing it up and forward. Mount and tighten screw 1.

Guideline

Remaining screws, chassis

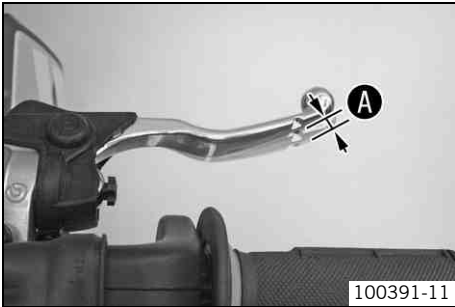
M6

10 Nm (7.4 lbf ft)

Checking the free travel of the hand brake lever

Warning
Danger of accidents Brake system failure.

- If there is no free travel on the hand brake lever, pressure builds up in the front brake circuit. The front brake can fail due to overheating. Adjust free travel on hand brake lever according to specifications.

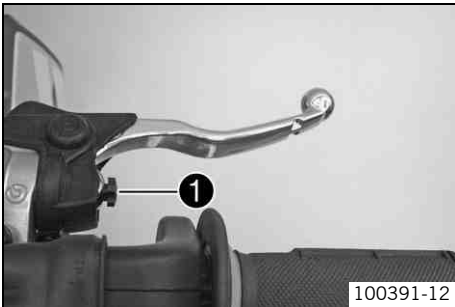


- Push the hand brake to the handlebar and check free travel **A**.

Free travel of hand brake lever	≥ 3 mm (≥ 0.12 in)
---------------------------------	--------------------

- » If the free travel does not meet specifications:
 - Adjust the free travel of the hand brake lever. (☛ p. 57)

Adjusting the free travel of the hand brake lever



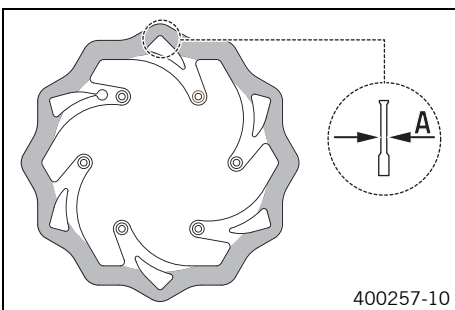
- Check the free travel of the hand brake lever. (☛ p. 57)
- Adjust the free travel of the hand brake lever with adjusting screw **1**.

i Info
 Turn the adjusting screw clockwise to reduce free travel. The pressure point moves away from the handlebar.
 Turn the adjusting screw counterclockwise to increase free travel. The pressure point moves towards the handlebar.
 The range of adjustment is limited.
 Turn the adjusting screw by hand only, and do not apply any force.
 Do not make any adjustments while riding!

Checking the brake disks

Warning
Danger of accidents Reduced braking efficiency due to worn brake disc(s).

- Change the worn brake disc(s) without delay. (Your authorized HUSABERG workshop would be pleased to help you.)



- Check the thickness of the front and rear brake disks at several places on the disk to see if it conforms to measurement **A**.

i Info
 Wear reduces the thickness of the brake disk around the area used by the brake linings.

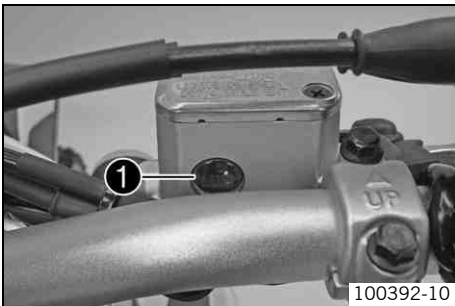
Brake discs - wear limit	
Front	2.5 mm (0.098 in)
Rear	3.5 mm (0.138 in)

- » If the brake disk thickness is less than the specified value:
 - Change the brake disk.
- Check the front and rear brake disks for damage, cracking and deformation.
 - » If the brake disk exhibits damage, cracking or deformation:
 - Change the brake disk.

Checking the front brake fluid level

- Warning**
Danger of accidents Failure of the brake system.
- If the brake fluid level falls below the **MIN** mark, this indicates a leakage in the brake system or worn-out brake linings. Check the brake system and do not continue riding. (Your authorized HUSABERG workshop would be pleased to help you.)

- Warning**
Danger of accidents Reduced braking effect caused by old brake fluid.
- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized HUSABERG workshop would be pleased to help you.)



- Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
- Check the brake fluid level in the viewer ❶.
 - » If the brake fluid is below the **MIN** marking:
 - Add front brake fluid. 🛠️ (📄 p. 58)

Adding front brake fluid 🛠️

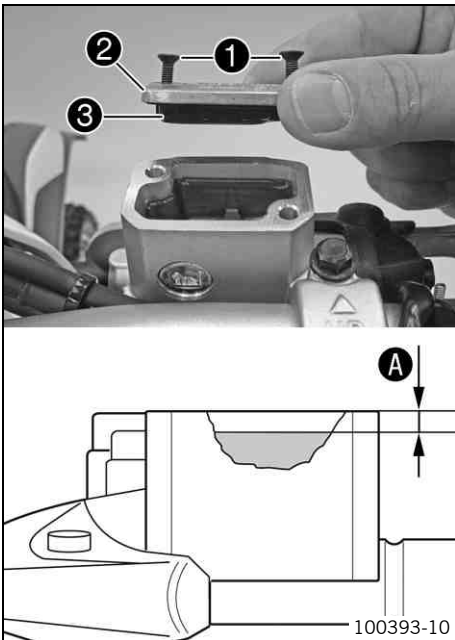
- Warning**
Danger of accidents Failure of the brake system.
- If the brake fluid level falls below the **MIN** mark, this indicates a leakage in the brake system or worn-out brake linings. Check the brake system and do not continue riding. (Your authorized HUSABERG workshop would be pleased to help you.)

- Warning**
Skin irritation Brake fluid can cause skin irritation on contact.
- Avoid contact with skin and eyes, and keep out of the reach of children.
 - Wear suitable protective clothing and goggles.
 - If brake fluid comes into contact with the eyes, flush the eyes thoroughly with water and consult a physician immediately.

- Warning**
Danger of accidents Reduced braking effect caused by old brake fluid.
- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized HUSABERG workshop would be pleased to help you.)

- Warning**
Environmental hazard Hazardous substances cause environmental damage.
- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

- i** **Info**
- Never use DOT 5 brake fluid! It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.
 Avoid contact between brake fluid and painted parts. Brake fluid attacks paint!
 Use only clean brake fluid from a sealed container.



- Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws ❶.
- Remove cover ❷ with membrane ❸.
- Add brake fluid to level A.

Guideline

Measurement of A	5 mm (0.2 in)
------------------	---------------

Brake fluid DOT 4 / DOT 5.1 (☞ p. 101)
--

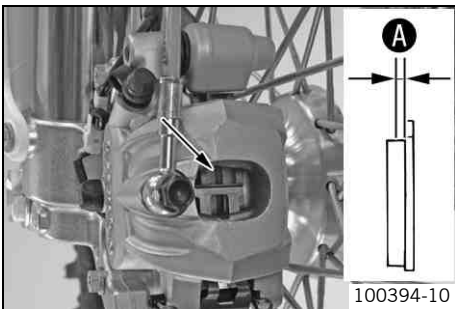
- Position the cover with the membrane. Mount and tighten the screws.

i Info
Clean up overflowed or spilt brake fluid immediately with water.

Checking the front brake linings

Warning
Danger of accidents Reduced braking efficiency caused by worn brake linings.

- Change worn brake linings immediately. (Your authorized HUSABERG workshop would be pleased to help you.)



- Check the brake linings for minimum thickness A.

Minimum thickness A	≥ 1 mm (≥ 0.04 in)
---------------------	--------------------

- » If the minimum thickness is less than specified:
 - Change the front brake linings. ☞ (☞ p. 59)
- Check the brake linings for damage and cracking.
 - » If damage or cracking is visible:
 - Change the front brake linings. ☞ (☞ p. 59)

Changing the front brake linings ☞

Warning
Danger of accident Brake system failure.

- Maintenance work and repairs must be carried out professionally. (Your authorized HUSABERG workshop would be pleased to help you.)

Warning
Skin irritation Brake fluid can cause skin irritation on contact.

- Avoid contact with skin and eyes, and keep out of the reach of children.
- Wear suitable protective clothing and goggles.
- If brake fluid comes into contact with the eyes, flush the eyes thoroughly with water and consult a physician immediately.

Warning
Danger of accidents Reduced braking effect caused by old brake fluid.

- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized HUSABERG workshop would be pleased to help you.)

Warning
Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

- Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.



Warning

Danger of accidents Reduced braking efficiency due to use of non-approved brake linings.

- Brake linings available from accessory suppliers are often not tested and approved for use on HUSABERG vehicles. The construction and friction factor of the brake linings and therefore the brake power can differ considerably from the original HUSABERG brake linings. If brake linings are used that differ from the originals, there is no guarantee that they comply with the original license. The vehicle no longer corresponds to the condition at delivery, and the warranty is no longer valid.



Warning

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

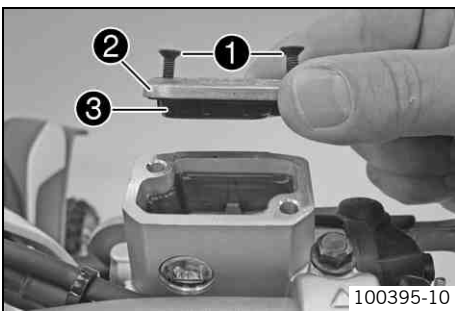


Info

Never use DOT 5 brake fluid! It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.

Avoid contact between brake fluid and painted parts. Brake fluid attacks paint!

Use only clean brake fluid from a sealed container.

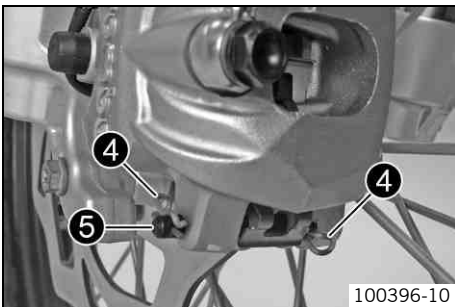


- Move the brake fluid reservoir mounted on the handlebar to a horizontal position.
- Remove screws **1**.
- Remove cover **2** with membrane **3**.
- Press the brake caliper onto the brake disc by hand in order to push back the brake pistons. Ensure that brake fluid does not overflow from the brake fluid reservoir, using suction to remove it if it does.

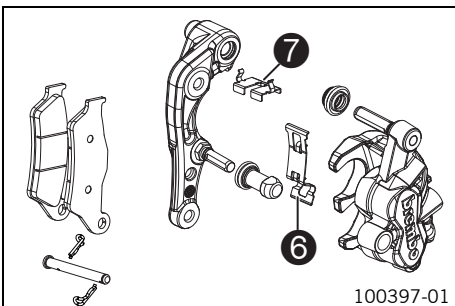


Info

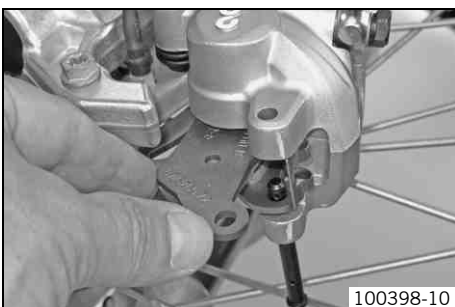
Make sure when pushing back the brake pistons that you do not press the brake caliper against the spokes.



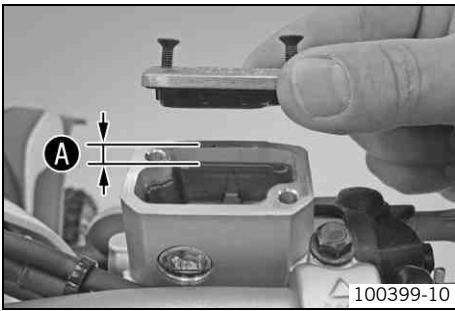
- Remove locking split pins **4**, withdraw bolt **5**, and take out the brake linings.
- Clean the brake caliper and brake caliper support.



- Check that leaf spring **6** in the brake caliper and sliding plate **7** in the brake caliper support are seated correctly.



- Fit the brake linings, insert the bolt, and mount the locking split pins.
- Operate the hand brake lever repeatedly until the brake linings are in contact with the brake disc and there is a pressure point.



- Correct the brake fluid quantity to level **A**.

Guideline

Measurement of A	5 mm (0.2 in)
-------------------------	---------------

Brake fluid DOT 4 / DOT 5.1 (☞ p. 101)
--

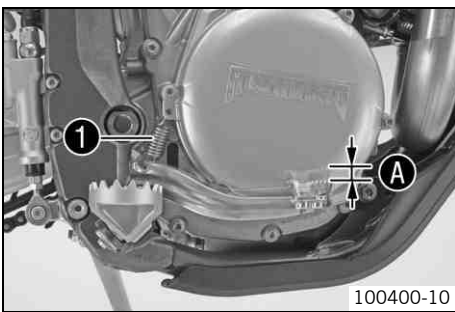
- Position the cover with the membrane. Mount and tighten the screws.

i Info
Clean up overflowed or spilt brake fluid immediately with water.

Checking the free travel of the foot brake lever

Warning
Danger of accidents Brake system failure.

- If there is no free travel on the foot brake lever, pressure builds up on the rear brake circuit. The rear brake can fail due to overheating. Adjust free travel on foot brake lever according to specifications.



- Disconnect spring **1**.
- Move the foot brake lever backwards and forwards between the end stop and the foot brake cylinder piston bracket and check free travel **A**.

Guideline

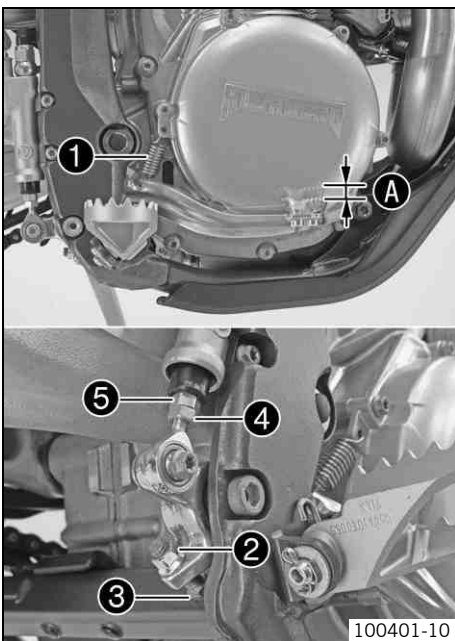
Free travel at foot brake lever	3... 5 mm (0.12... 0.2 in)
---------------------------------	----------------------------

- » If the free travel does not meet specifications:
 - Adjust the basic position of the foot brake lever. ☞ (☞ p. 61)
- Reconnect spring **1**.

Adjusting the basic position of the foot brake lever ☞

Warning
Danger of accidents Brake system failure.

- If there is no free travel on the foot brake lever, pressure builds up on the rear brake circuit. The rear brake can fail due to overheating. Adjust free travel on foot brake lever according to specifications.



- Disconnect spring **1**.
- Loosen nut **4** and turn it back with push rod **5** until you have maximum free travel.
- To adjust the basic position of the foot brake lever individually, loosen nut **2** and turn screw **3** accordingly.

i Info
The range of adjustment is limited.

- Turn push rod **5** accordingly until you have free travel **A**. If necessary, adjust the basic position of the foot brake lever.

Guideline

Free travel at foot brake lever	3... 5 mm (0.12... 0.2 in)
---------------------------------	----------------------------

- Hold screw **3** and tighten nut **2**.

Guideline

Nut, foot brake lever stop	M8	20 Nm (14.8 lbf ft)
----------------------------	----	------------------------

- Hold push rod **5** and tighten nut **4**.

Guideline

Remaining nuts, chassis	M6	15 Nm (11.1 lbf ft)
-------------------------	----	------------------------

- Reconnect spring **1**.

Checking the rear brake fluid level

- Warning**
Danger of accidents Failure of the brake system.
- If the brake fluid level falls below the **MIN** mark, this indicates a leakage in the brake system or worn-out brake linings. Check the brake system and do not continue riding. (Your authorized HUSABERG workshop would be pleased to help you.)

- Warning**
Danger of accidents Reduced braking effect caused by old brake fluid.
- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized HUSABERG workshop would be pleased to help you.)



100402-10

- Stand the vehicle upright.
- Check the brake fluid level in the viewer ❶.
 - » When in the viewer ❶ an air bubble is visible:
 - Add rear brake fluid. ↗ (↖ p. 62)

Adding rear brake fluid ↗

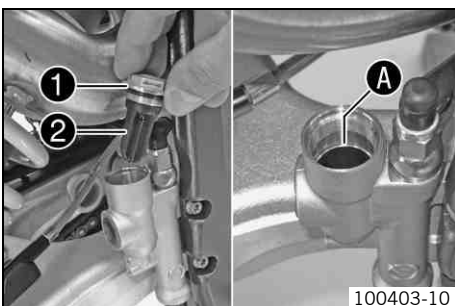
- Warning**
Danger of accidents Failure of the brake system.
- If the brake fluid level falls below the **MIN** mark, this indicates a leakage in the brake system or worn-out brake linings. Check the brake system and do not continue riding. (Your authorized HUSABERG workshop would be pleased to help you.)

- Warning**
Skin irritation Brake fluid can cause skin irritation on contact.
- Avoid contact with skin and eyes, and keep out of the reach of children.
 - Wear suitable protective clothing and goggles.
 - If brake fluid comes into contact with the eyes, flush the eyes thoroughly with water and consult a physician immediately.

- Warning**
Danger of accidents Reduced braking effect caused by old brake fluid.
- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized HUSABERG workshop would be pleased to help you.)

- Warning**
Environmental hazard Hazardous substances cause environmental damage.
- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

- i Info**
 Never use DOT 5 brake fluid! It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.
 Avoid contact between brake fluid and painted parts. Brake fluid attacks paint!
 Use only clean brake fluid from a sealed container.



100403-10

- Stand the vehicle upright.
 - Remove screw cap ❶ with membrane ❷ and the O-ring.
 - Add brake fluid to level A.
- Brake fluid DOT 4 / DOT 5.1 (↖ p. 101)
- Mount the screw cap with the membrane and the O-ring.

- i Info**
 Clean up overflowed or spilt brake fluid immediately with water.

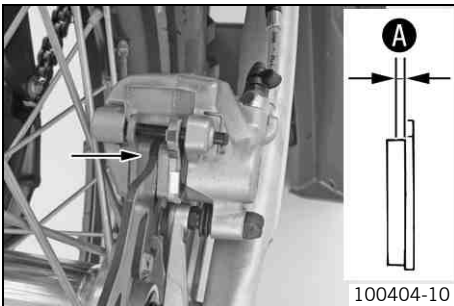
Checking the rear brake linings



Warning

Danger of accidents Reduced braking efficiency caused by worn brake linings.

- Change worn brake linings immediately. (Your authorized HUSABERG workshop would be pleased to help you.)



- Check the brake linings for minimum thickness **A**.

Minimum thickness A	$\geq 1 \text{ mm } (\geq 0.04 \text{ in})$
----------------------------	---

- » If the minimum thickness is less than specified:
 - Change the rear brake linings. 🛠️ (👉 p. 63)
- Check the brake linings for damage and cracking.
 - » If damage or cracking is visible:
 - Change the rear brake linings. 🛠️ (👉 p. 63)

Changing the rear brake linings 🛠️



Warning

Danger of accident Brake system failure.

- Maintenance work and repairs must be carried out professionally. (Your authorized HUSABERG workshop would be pleased to help you.)



Warning

Skin irritation Brake fluid can cause skin irritation on contact.

- Avoid contact with skin and eyes, and keep out of the reach of children.
- Wear suitable protective clothing and goggles.
- If brake fluid comes into contact with the eyes, flush the eyes thoroughly with water and consult a physician immediately.



Warning

Danger of accidents Reduced braking effect caused by old brake fluid.

- Change the brake fluid of the front and rear brake according to the service schedule. (Your authorized HUSABERG workshop would be pleased to help you.)



Warning

Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

- Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.



Warning

Danger of accidents Reduced braking efficiency due to use of non-approved brake linings.

- Brake linings available from accessory suppliers are often not tested and approved for use on HUSABERG vehicles. The construction and friction factor of the brake linings and therefore the brake power can differ considerably from the original HUSABERG brake linings. If brake linings are used that differ from the originals, there is no guarantee that they comply with the original license. The vehicle no longer corresponds to the condition at delivery, and the warranty is no longer valid.



Warning

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

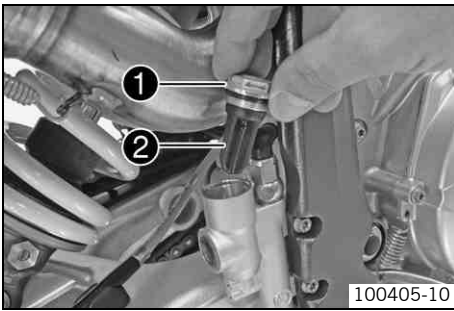


Info

Never use DOT 5 brake fluid! It is silicone-based and purple in color. Oil seals and brake lines are not designed for DOT 5 brake fluid.

Avoid contact between brake fluid and painted parts. Brake fluid attacks paint!

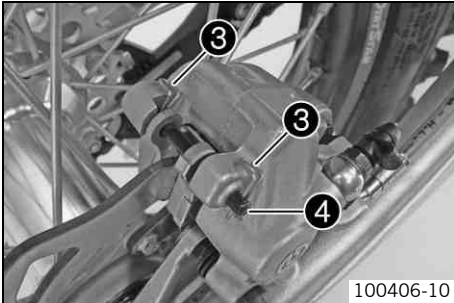
Use only clean brake fluid from a sealed container.



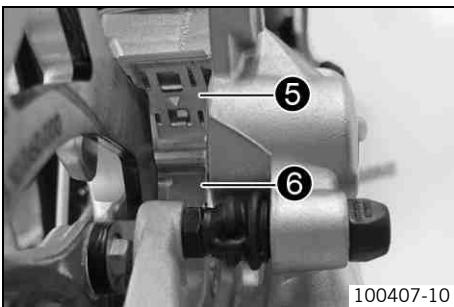
- Stand the vehicle upright.
- Remove screw cap ① with membrane ② and the O-ring.
- Press the brake caliper onto the brake disc by hand in order to push back the brake pistons. Ensure that brake fluid does not overflow from the brake fluid reservoir, using suction to remove it if it does.

i **Info**

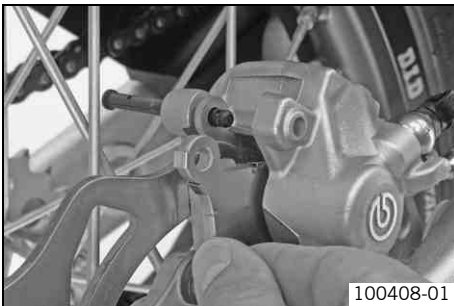
Make sure when pushing back the brake piston that you do not press the brake caliper against the spokes.



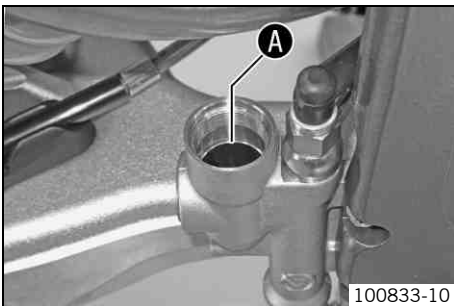
- Remove locking split pins ③, withdraw bolt ④, and take out the brake linings.
- Clean the brake caliper and brake caliper support.



- Check that leaf spring ⑤ in the brake caliper and sliding plate ⑥ in the brake caliper support are seated correctly.



- Fit the brake linings, insert the bolt, and mount the locking split pins.
- Operate the foot brake lever repeatedly until the brake linings are in contact with the brake disc and there is a pressure point.



- Add brake fluid to level A.

Brake fluid DOT 4 / DOT 5.1 (☞ p. 101)

- Mount the screw cap with the membrane and the O-ring.

i **Info**

Clean up overflowed or spilt brake fluid immediately with water.

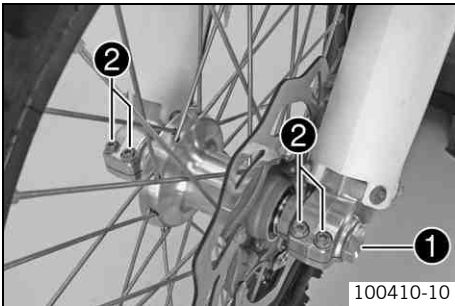
Removing the front wheel



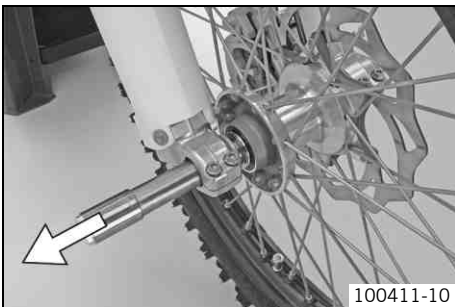
- Raise the motorcycle with the work stand. (☛ p. 39)
- Press the brake caliper onto the brake disc by hand in order to push back the brake pistons.

i Info

Make sure when pushing back the brake pistons that you do not press the brake caliper against the spokes.



- Remove screw ❶.
- Loosen screws ❷.



- Holding the front wheel, withdraw the wheel spindle. Take the front wheel out of the fork.

i Info

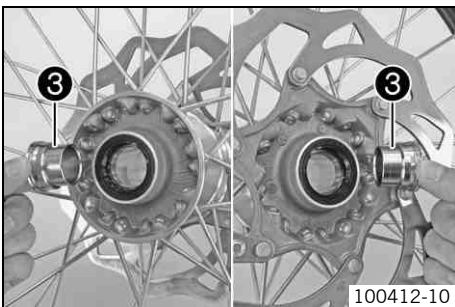
Do not pull the hand brake lever when the front wheel is removed. Always lay the wheel down in such a way that the brake disc is not damaged.



Warning

Danger of accidents Reduced braking effect caused by damaged brake discs.

- Always lay the wheel down in such a way that the brake discs are not damaged.



- Remove spacers ❸.

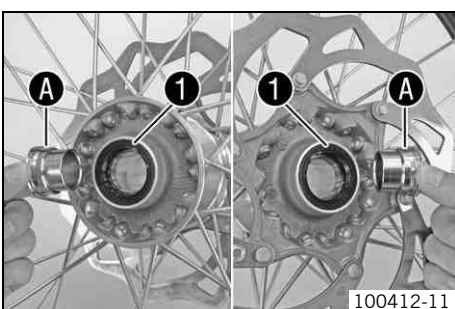
Installing the front wheel



Warning

Danger of accidents Reduced braking efficiency due to oil or grease on the brake discs.

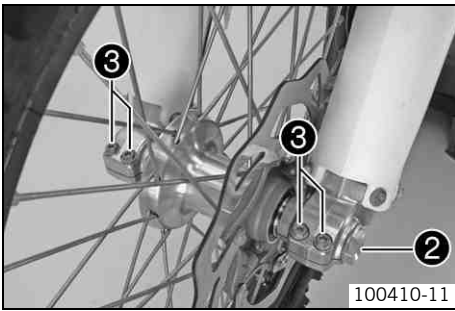
- Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.



- Check the wheel bearing for damage and wear.
 - » If the wheel bearing is damaged or worn:
 - Change the wheel bearing. ☛
- Clean and grease shaft seal rings ❶ and bearing surface A of the spacers.

Long-life grease (☛ p. 103)

- Insert the spacers.



- Lift the front wheel into the fork, position it, and insert the wheel spindle.
- Mount and tighten screw ②.

Guideline

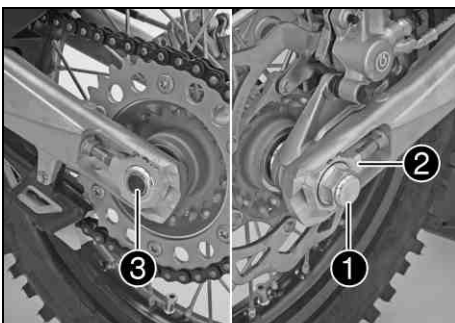
Screw, front wheel spindle	M24x1.5	45 Nm (33.2 lbf ft)
----------------------------	---------	------------------------

- Operate the hand brake lever several times until the brake linings are lying correctly on the brake disc.
- Remove the motorcycle from the work stand. (☛ p. 39)
- Pull the front wheel brake and push down hard on the fork several times to align the fork legs.
- Tighten screws ③.

Guideline

Screw, fork stub	M8	15 Nm (11.1 lbf ft)
------------------	----	------------------------

Removing the rear wheel ☛



- Raise the motorcycle with the work stand. (☛ p. 39)
- Press the brake caliper onto the brake disc by hand in order to push back the brake pistons.

i Info

Make sure when pushing back the brake piston that you do not press the brake caliper against the spokes.

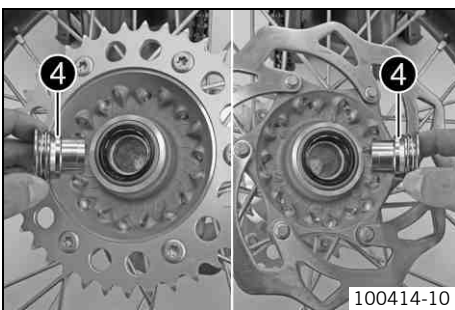
- Remove nut ①.
- Remove chain adjuster ②. Withdraw wheel spindle ③ only enough to allow the rear wheel to be pushed forward.
- Push the rear wheel forward as far as possible. Remove the chain from the rear sprocket.
- Holding the rear wheel, withdraw the wheel spindle. Take the rear wheel out of the swingarm.

i Info

Do not operate the foot brake when the rear wheel is removed. Always lay the wheel down in such a way that the brake disc is not damaged.



- Remove spacers ④.

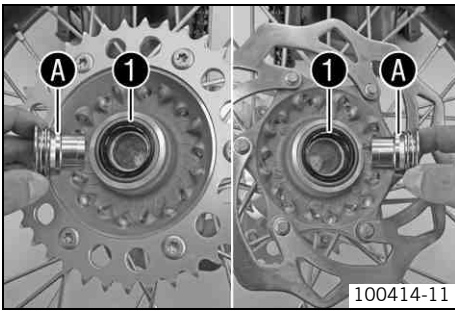


Installing the rear wheel ☛

⚠ Warning
Danger of accidents

Reduced braking efficiency due to oil or grease on the brake discs.

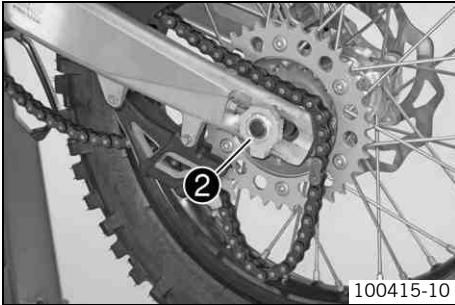
- Always keep the brake discs free of oil and grease, and clean them with brake cleaner when necessary.



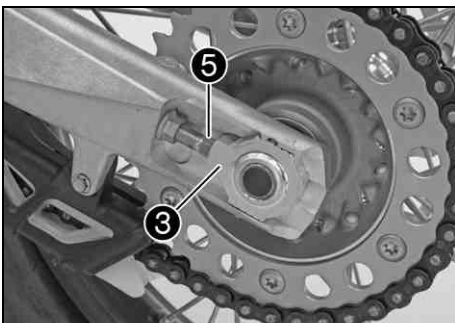
- Check the wheel bearing for damage and wear.
 - » If the wheel bearing is damaged or worn:
 - Change the wheel bearing. 🛠️
- Clean and grease shaft seal rings 1 and bearing surface A of the spacers.

Long-life grease (👉 p. 103)

- Insert the spacers.



- Lift the rear wheel into the swingarm, position it, and insert the wheel spindle 2.
- Put the chain on.

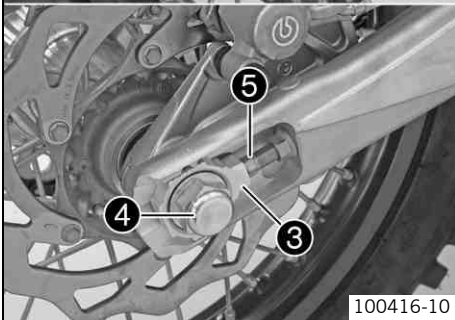


- Position chain adjuster 3. Mount nut 4 but do not tighten it yet.
- Check the chain tension. (👉 p. 50)
- Make sure that chain adjusters 3 are fitted correctly on adjusting screws 5.
- Tighten nut 4.

Guideline

Nut, rear wheel spindle	M20x1.5	80 Nm (59 lbf ft)
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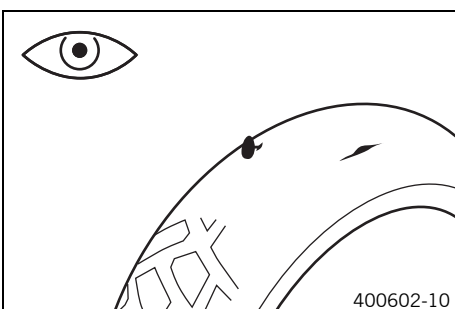
i Info
 The wide adjustment range of the chain adjusters (32 mm (1.26 in)) enables different secondary ratios with the same chain length. Chain adjusters 3 can be turned by 180°.



- Operate the foot brake lever repeatedly until the brake linings lie on the brake disc and there is a pressure point.
- Remove the motorcycle from the work stand. (👉 p. 39)

Checking the tire condition

i Info
 Only mount tires approved or recommended by HUSABERG. Other tires could have a negative effect on riding behavior. The type, condition and air pressure of the tires all have an important impact on the riding behavior of the motorcycle. The tires mounted on the front and rear wheels must have a similar profile. Worn tires have a negative effect on riding behavior, especially on wet surfaces.



- Examine the front and rear tires for cuts, foreign bodies and other damage.
 - » If you find cuts, foreign bodies or other damage on a tire:
 - Change the tire.
- Check the depth of the tread.

i Info
 Note local national regulations concerning the minimum tread depth.

Minimum tread depth	≥ 2 mm (≥ 0.08 in)
---------------------	--------------------

- » If the tread depth is less than the minimum allowable depth:

- Change the tire.
- Check the tire age.

i Info

The tire manufacture date is usually included in the tire identification number and comprises the last four digits of the **DOT** code. The first two digits indicate the week of manufacture and the last two digits the year of manufacture.

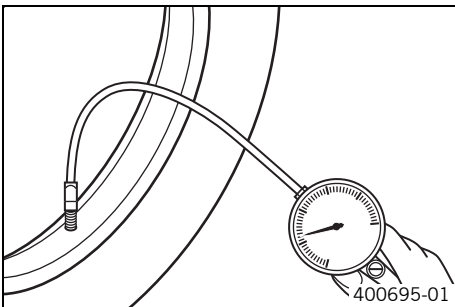
HUSABERG recommends replacing the tires after five years at the latest, regardless of the actual wear.

- » If the tire is older than five years:
 - Change the tire.

Checking the tire air pressure

i Info

Low tire air pressure leads to abnormal wear and overheating of the tire. Correct tire air pressure ensures optimal riding comfort and maximum tire service life.



- Remove the dust cap.
- Check tire air pressure when tires are cold.

Tire air pressure off road	
Front	1.0 bar (15 psi)
Rear	1.0 bar (15 psi)

Road tire pressure	
Front	1.5 bar (22 psi)
Rear	2.0 bar (29 psi)

- » If the tire pressure does not meet specifications:
 - Correct the tire pressure.
- Mount the dust cap.

Checking the spoke tension

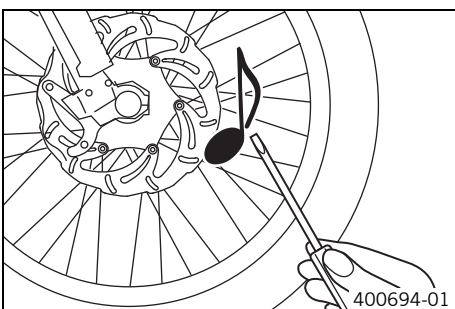
Warning

Danger of accidents Instable handling due to incorrect spoke tension.

- Ensure that the spoke tension is correct. (Your authorized HUSABERG workshop would be pleased to help you.)

i Info

A loose spoke causes wheel imbalance and rapidly leads to more loose spokes. If the spokes are too tight, they can break due to local overload. Check the spoke tension regularly, especially on a new motorcycle.



- Briefly strike each spoke with the tip of a screwdriver.

i Info

The tone frequency depends on the length of the spoke and the spoke diameter.

If you hear different tone frequencies from different spokes of equal length and diameter, this is an indication of different spoke tensions.

You should hear a high note.

- » If the spoke tension varies:
 - Correct the spoke tension. 🛠️
- Check the spoke torque.

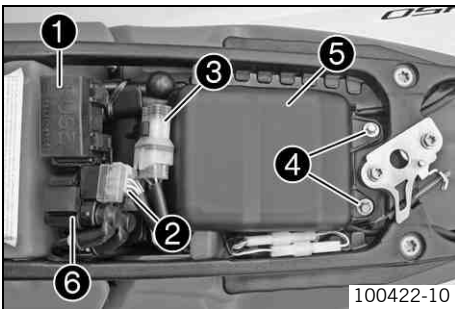
Guideline

Spoke nipple, front wheel	M4.5	5... 6 Nm (3.7... 4.4 lbf ft)
Spoke nipple, rear wheel	M5	5... 6 Nm (3.7... 4.4 lbf ft)

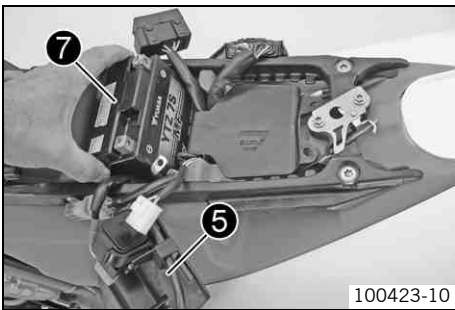
Torque wrench with various accessories in set (58429094000)

Removing the battery ↩

- Warning**
Risk of injury Battery acid and battery gases cause serious chemical burns.
- Keep batteries out of the reach of children.
 - Wear suitable protective clothing and goggles.
 - Avoid contact with battery acid and battery gases.
 - Keep the battery away from sparks or open flames. Charge only in well-ventilated areas.
 - In the event of skin contact, rinse with large amounts of water. If battery acid gets in the eyes, rinse with water for at least 15 minutes and contact a physician.



- Switch off all power consumers and the engine.
- Remove the seat. (↩ p. 45)
- Detach fuse box ① from the battery cover.
- Detach connector ② and swing it to one side with connector ③.
- Remove screws ④ and lift the back of battery cover ⑤.
- Swing the EFI control unit and fuse box to one side.

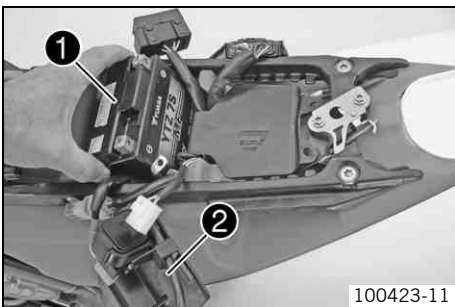


- Disconnect the negative and positive cables of the battery.

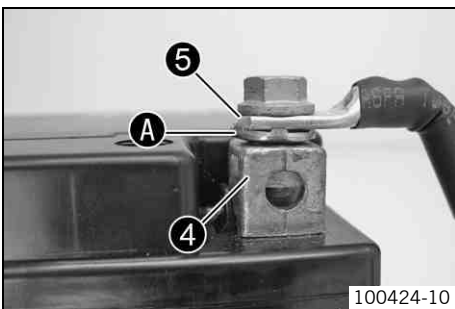
i Info
 Pay attention to the contact disks between the cable sockets and battery terminals.

- Detach starter relay ⑥ from the battery cover.
- Detach the battery cover from the battery compartment and swing it to one side with the starter relay.
- Lift battery ⑦ up and out.

Installing the battery ↩



- Insert battery ① into the battery compartment with the terminals facing to the rear.
 Battery (YTZ7S) (↩ p. 96)
- Attach battery cover ② to the battery compartment.
- Attach the starter relay to the battery cover.
- Position the EFI control unit.



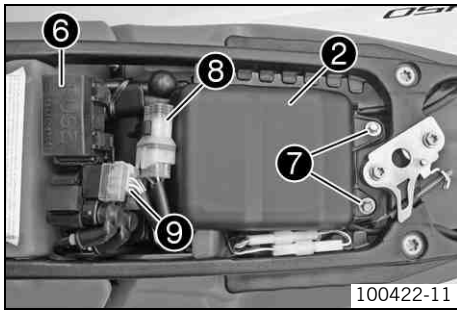
- Connect the positive and negative cables and slide the protection cover over the positive terminal.

i Info
 Contact disks A must be mounted between battery terminals ④ and cable sockets ⑤ with the claws facing up.

- Tighten the screws.

Guideline

Screw, battery terminal	M5	2.5 Nm (1.84 lbf ft)
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- Attach fuse box ⑥ to the battery cover.
- Mount screws ⑦.
- Attach connector ⑧ to the battery cover and plug in connector ⑨ to the starter relay.
- Mount the seat. (☛ p. 45)

Charging the battery ↩



Warning

Risk of injury Battery acid and battery gases cause serious chemical burns.

- Keep batteries out of the reach of children.
- Wear suitable protective clothing and goggles.
- Avoid contact with battery acid and battery gases.
- Keep the battery away from sparks or open flames. Charge only in well-ventilated areas.
- In the event of skin contact, rinse with large amounts of water. If battery acid gets in the eyes, rinse with water for at least 15 minutes and contact a physician.



Warning

Environmental hazard Battery components and acid are harmful to the environment.

- Do not dispose of batteries with the regular garbage. Dispose of defective batteries in an environmentally responsible manner. Take the batteries to your HUSABERG dealer or to a collection point for old batteries.



Warning

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.



Info

Even when there is no load on the battery, it is still depleted slightly every day.

The charging level and type of charge are very important to the battery service life.

Rapid charging with a high charging current has a negative impact on the service life.

If the charging current, charging voltage and charging time are exceeded, electrolyte escapes via the safety valves. This reduces the battery capacity.

If the vehicle is started repeatedly until the battery is depleted, the battery must be charged immediately.

If the battery is left in a discharged state for an extended period, it will drain completely and sulfate, destroying the battery.

The battery is maintenance-free, which means that the acid level does not need to be checked.

- Switch off all power consumers and the engine.
- Remove the seat. (☛ p. 45)
- Disconnect the negative cable of the battery to avoid damage to the onboard electronics.



- Connect the battery charger to the battery. Switch on the battery charger.

Battery charger (81229074000)

You can also use the battery charger to check the off load voltage, the starting ability of the battery and the alternator. The device also makes it impossible to over-charge the battery.

i Info
 Never remove cover ①.
 Charge the battery with a maximum of 10% of the capacity specified on battery housing ②.

- Switch off the battery charger after charging.

Guideline

Charging current, charging voltage and charging time may not be exceeded.

Recharge the battery regularly if the motorcycle is not put into operation	3 months
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i Tip
 If the vehicle is not ridden for more than two weeks, we recommend trickle charging the battery with the HUSABERG battery charger. The battery is first charged completely and then maintained at this level over the subsequent period. Thus, the battery is always fully charged when the vehicle is put into operation.

- Connect the negative cable.

i Info
 Contact disk ① must be mounted between battery terminal ③ and cable socket ④ with the claws facing up.

- Tighten the screw.

Guideline

Screw, battery terminal	M5	2.5 Nm (1.84 lbf ft)
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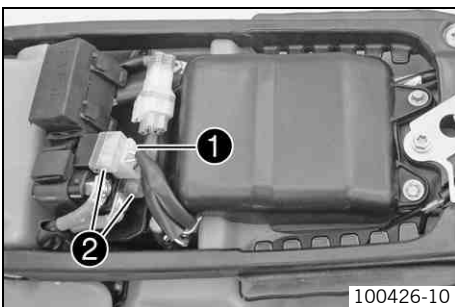
- Mount the seat. (☛ p. 45)

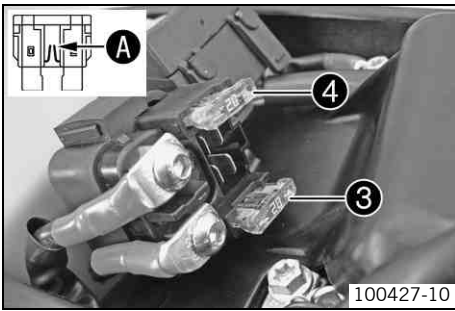
Changing the main fuse

! Warning
Fire hazard The electrical system can be overloaded if the wrong fuses are used.
 - Use only fuses with the prescribed amperage. Never by-pass or repair fuses.

i Info
 The main fuse protects all power consumers of the vehicle. It is located in the housing of the starter relay on the battery cover.

- Switch off all power consumers and switch off the engine.
- Remove the seat. (☛ p. 45)
- Detach connector ①.
- Remove protection covers ②.





- Remove faulty main fuse ③.

i Info

You can recognize a faulty fuse by the burned-out fuse wire ④. A reserve fuse ④ is located in the starter relay.

- Insert a new main fuse.

Fuse (58011109120)

- Plug in connector ① on the starter relay.
- Check the functioning of the electrical equipment.

i Tip

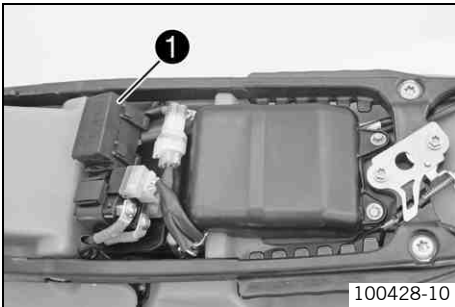
Replace the spare fuse so that it is available if needed.

- Attach protection covers ②.
- Mount the seat. (☛ p. 45)

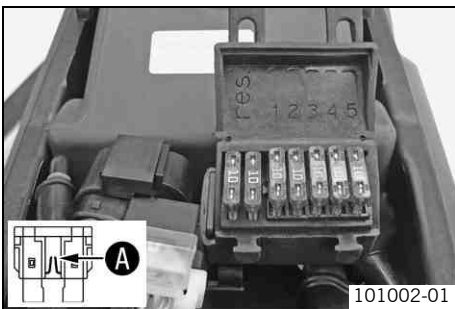
Changing the fuses of individual power consumers

i Info

The fuse box containing the fuses of individual power consumers is located under the seat.



- Switch off all power consumers and the engine.
- Remove the seat. (☛ p. 45)
- Open fuse box cover ①.



- Remove the faulty fuse.

Guideline

Fuse 1 - 10 A - EFI control unit
Fuse 2 - 10 A - fuel pump
Fuse 3 - 10 A - high beam, low beam, parking light, tail light, license plate lamp
Fuse 4 - 10 A - speedometer, horn, brake light, turn signal, radiator fan (optional)
Fuse 5 - not used
Fuse res - 10 A - spare fuses

i Info

You can recognize a faulty fuse by the burned-out fuse wire ④.

! Warning

Fire hazard The electrical system can be overloaded if the wrong fuses are used.

- Use only fuses with the prescribed amperage. Never by-pass or repair fuses.

- Use spare fuses with the correct rating only.

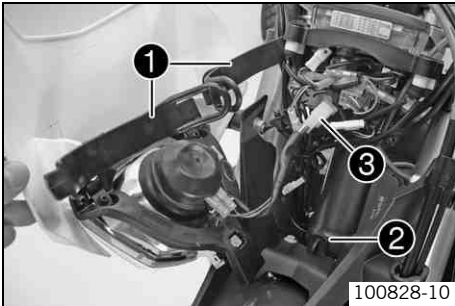
Fuse (58011109110) (☛ p. 96)

i Tip

Replace the spare fuse in the fuse box so that it is available if needed.

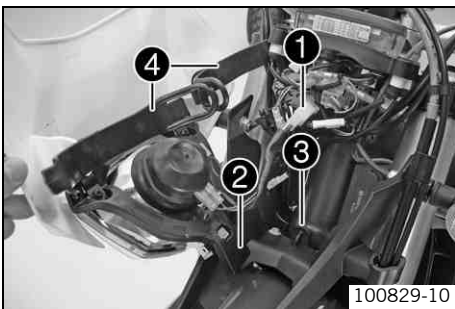
- Check that the power consumer is functioning properly.
- Close the fuse box cover.
- Mount the seat. (☛ p. 45)

Removing the headlight mask with the headlight

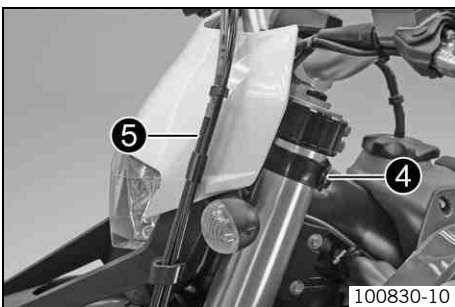


- Switch off all power consumers and the engine.
- Open rubber bands ① on the fork legs.
- Tilt the headlight mask forward and detach it at catch ②.
- Detach connector ③.
- Remove the headlight mask with the headlight.

Installing the headlight mask with the headlight



- Plug in connector ①.
- Check that the lighting is working properly.
- Attach headlight holder ② at catch ③ and position the headlight mask.



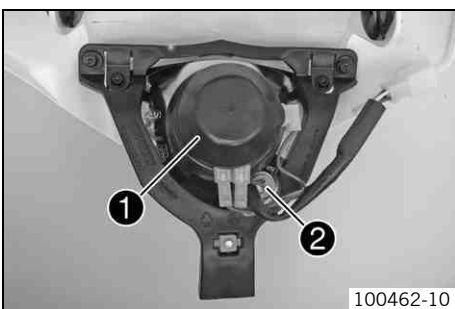
- Wrap rubber bands ④ around the fork legs and close them.
- ✓ The wiring harness and brake line ⑤ are routed in front of the headlight mask.
- Check the headlight adjustment. (☛ p. 75)

Changing the headlight bulb

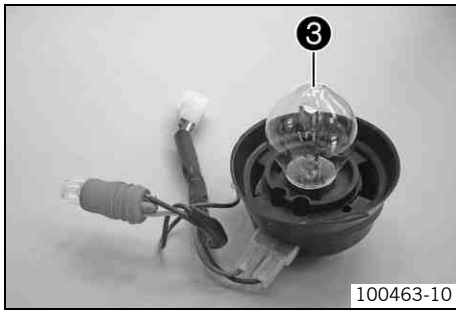
Note

Damage to reflector Reduced luminance.

- Grease on the lamp will evaporate due to the heat and be deposited on the reflector. Clean the lamp and keep it free of grease before mounting.



- Remove the headlight mask with the headlight. (☛ p. 74)
- Turn rubber cap ① together with the underlying lamp socket counterclockwise all the way and remove it.
- Pull lamp socket ② of the parking light out of the reflector.



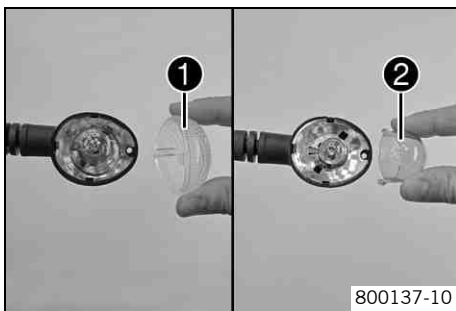
- Press headlight bulb ③ into the lamp socket lightly, turn it counterclockwise all the way, and pull it out.
 - Insert a new headlight bulb.
- | |
|---------------------------------------|
| Headlight (S2/socket BA20d) (☛ p. 96) |
|---------------------------------------|
- Insert the rubber cap together with the lamp socket into the reflector and turn it clockwise all the way.
 - Insert the lamp socket of the parking light into the reflector.
 - Install the headlight mask with the headlight. (☛ p. 74)

Changing the turn signal bulb

Note

Damage to reflector Reduced luminance.

- Grease on the lamp will evaporate due to the heat and be deposited on the reflector. Clean the lamp and keep it free of grease before mounting.



- Remove the screw on the rear of the turn signal housing.
- Carefully remove diffuser ①.
- Lightly squeeze the orange plug ② in the area of the holding lugs and take it off.
- Press the turn signal bulb carefully into the socket, turn it counterclockwise by about 30°, and take it out of the socket.

Info

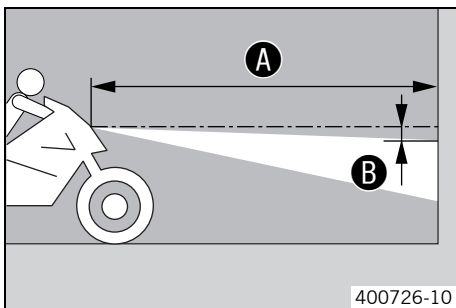
Do not touch the reflector with your fingers, and keep it free from grease.

- Press the new turn signal bulb carefully into the socket and turn it clockwise until it stops.

Turn signal (R10W/socket BA15s) (☛ p. 96)

- Mount the orange plug.
- Position the diffuser.
- Insert the screw and turn it counterclockwise first until it engages in the thread with a light jerk. Tighten the screw slightly.
- Check that the turn signal system is functioning properly.

Checking the headlight adjustment



- Position the vehicle upright on a horizontal surface in front of a light wall and make a mark at the height of the center of the low beam headlight.
- Make another mark at a distance ② under the first mark.

Guideline

Distance ②	5 cm (2 in)
------------	-------------

- Position the vehicle vertically at a distance ① in front of the wall.

Guideline

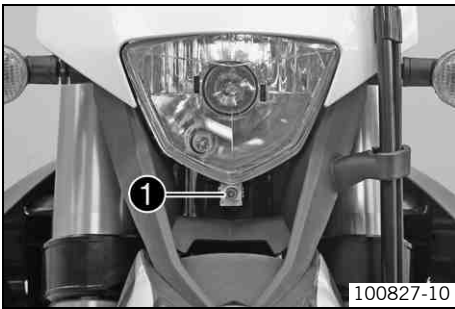
Distance ①	5 m (16 ft)
------------	-------------

- The rider now sits down on the motorcycle.
- Switch on the low beam.
- Check the headlight adjustment.

The border between light and dark must be exactly at the lower mark when the motorcycle is operational and complete with rider.

- » If the boundary between light and dark does not meet specifications:
 - Adjust the headlight range. (☛ p. 76)

Adjusting the headlight range



- Check the headlight adjustment. (☛ p. 75)
- Adjust the headlight range by turning adjusting screw ❶.

Guideline

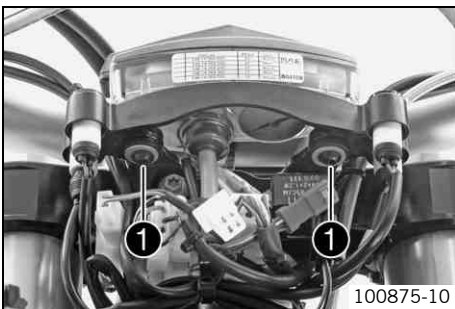
The boundary between light and dark must be exactly on the lower mark for a motorcycle with a rider (mark is applied under: Checking the headlight adjustment).

i Info

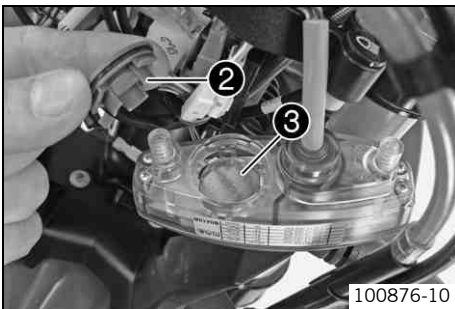
Turn clockwise to decrease the headlight range; turn counterclockwise to increase the headlight range.

A change in weight on the vehicle may require a correction of the headlight range.

Changing the speedometer battery



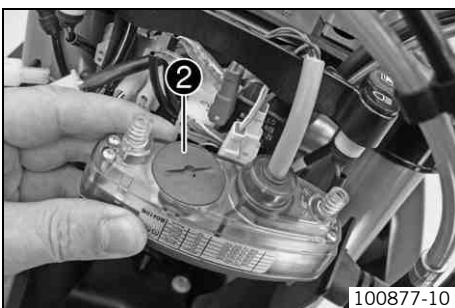
- Remove the headlight mask with the headlight. (☛ p. 74)
- Remove screws ❶.
- Pull the speedometer out of the bracket from above.



- Using a coin, turn locking cap ❷ counterclockwise all the way and remove it.
- Remove speedometer battery ❸.
- Insert the new battery with the label facing upward.

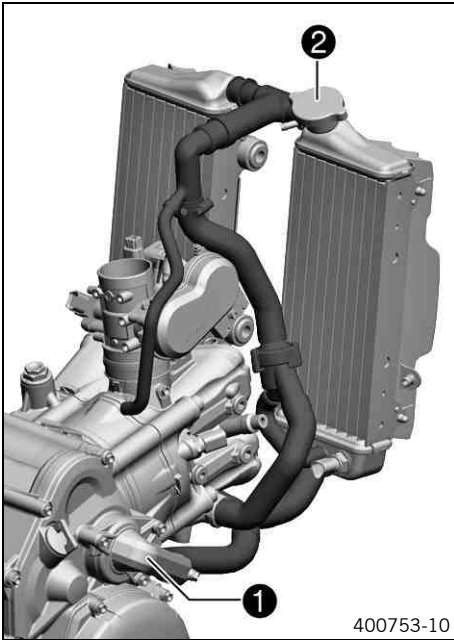
Speedometer battery (CR 2430) (☛ p. 96)

- Check that the O-ring of the locking cap is seated properly.



- Position locking cap ❷ and, using a coin, turn it clockwise all the way.
- Press any button on the speedometer.
 - ✓ The speedometer is activated.
- Position the speedometer in the bracket.
- Mount and tighten the screws with washers.
- Install the headlight mask with the headlight. (☛ p. 74)
- Set kilometers or miles. (☛ p. 14)
- Adjust the speedometer functions. (☛ p. 15)
- Set the clock. (☛ p. 15)

Cooling system



Water pump ❶ in the engine circulates the coolant.

The pressure resulting from the warming of the cooling system is regulated by a valve in radiator cap ❷. This ensures that operating the vehicle at the specified coolant temperature will not result in a risk of malfunctions.

120 °C (248 °F)

Cooling is effected by the air stream.

The lower the speed, the less the cooling effect. Dirty cooling fins also reduce the cooling effect.

Checking the antifreeze and coolant level



Warning

Danger of scalding During motorcycle operation, the coolant gets very hot and is under pressure.

- Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.



Warning

Danger of poisoning Coolant is poisonous and a health hazard.

- Avoid contact between coolant and skin, eyes and clothing. If it gets into your eyes, rinse immediately with water and contact a doctor. Wash affected skin areas immediately with soap and water. If coolant is swallowed, contact a doctor immediately. Change clothes that have come into contact with coolants. Keep coolant out of the reach of children.

Condition

The engine is cold.

- Stand the motorcycle upright on a horizontal surface.
- Remove the radiator cap.
- Check the antifreeze of the coolant.

-25... -45 °C (-13... -49 °F)

- » If the antifreeze of the coolant does not meet specifications:
 - Correct the antifreeze of the coolant.

- Check the coolant level in the radiator.

Coolant level A above radiator fins.

10 mm (0.39 in)

- » If the level of the coolant does not meet specifications:
 - Correct the coolant level.

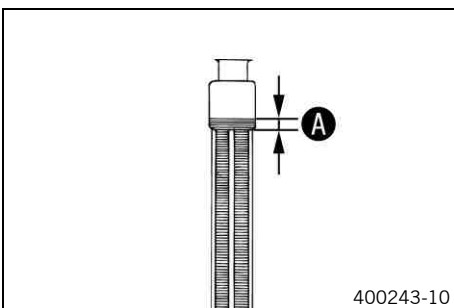
Alternative 1

Coolant (☞ p. 101)

Alternative 2

Coolant (mixed ready to use) (☞ p. 101)

- Refit the radiator cap.



Checking the coolant level



Warning

Danger of scalding During motorcycle operation, the coolant gets very hot and is under pressure.

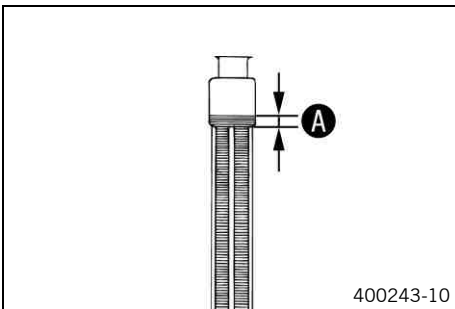
- Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.



Warning

Danger of poisoning Coolant is poisonous and a health hazard.

- Avoid contact between coolant and skin, eyes and clothing. If it gets into your eyes, rinse immediately with water and contact a doctor. Wash affected skin areas immediately with soap and water. If coolant is swallowed, contact a doctor immediately. Change clothes that have come into contact with coolants. Keep coolant out of the reach of children.



Condition

The engine is cold.

- Stand the motorcycle upright on a horizontal surface.
- Remove radiator cap.
- Check the coolant level in the radiator.

Coolant level A above the radiator fins.	10 mm (0.39 in)
---	-----------------

» If the level of the coolant does not meet specifications:

- Correct the coolant level.

Alternative 1

Coolant (☛ p. 101)

Alternative 2

Coolant (mixed ready to use) (☛ p. 101)

- Refit the radiator cap.

Draining the coolant



Warning

Danger of scalding During motorcycle operation, the coolant gets very hot and is under pressure.

- Do not remove the radiator cap, radiator hoses or other cooling system components when the engine is hot. Allow the engine and cooling system to cool down. In case of scalding, rinse immediately with lukewarm water.



Warning

Danger of poisoning Coolant is poisonous and a health hazard.

- Avoid contact between coolant and skin, eyes and clothing. If it gets into your eyes, rinse immediately with water and contact a doctor. Wash affected skin areas immediately with soap and water. If coolant is swallowed, contact a doctor immediately. Change clothes that have come into contact with coolants. Keep coolant out of the reach of children.

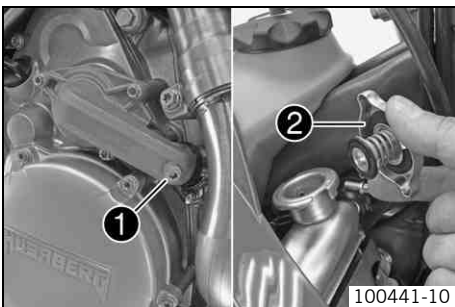
Condition

The engine is cold.

- Stand the vehicle upright.
- Place a suitable container under the water pump cover.
- Remove screw **1**. Take off radiator cap **2**.
- Completely drain the coolant.
- Mount and tighten screw **1** with a new seal ring.

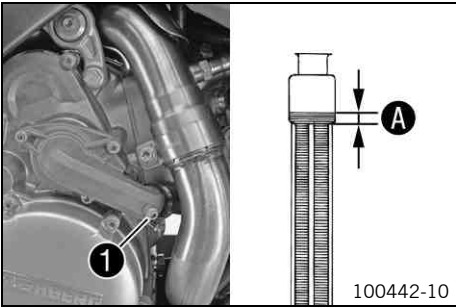
Guideline

Plug, water pump drain hole	M6	10 Nm (7.4 lbf ft)
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Refilling coolant



- Warning**
Danger of poisoning Coolant is poisonous and a health hazard.
- Avoid contact between coolant and skin, eyes and clothing. If it gets into your eyes, rinse immediately with water and contact a doctor. Wash affected skin areas immediately with soap and water. If coolant is swallowed, contact a doctor immediately. Change clothes that have come into contact with coolants. Keep coolant out of the reach of children.




- Make sure that screw ❶ is tightened.
- Stand the vehicle upright.
- Pour coolant in up to measurement A above the radiator fins.

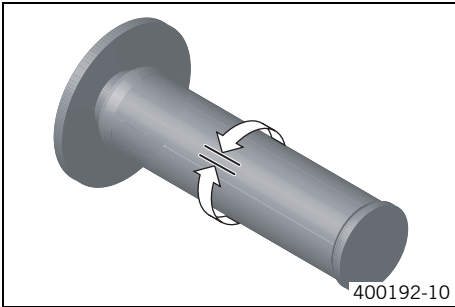
Guideline

10 mm (0.39 in)

Coolant	1.00 l (1.06 qt.)	Coolant ( p. 101)
		Coolant (mixed ready to use) ( p. 101)

- Refit the radiator cap.
- Make a short test ride.
- Check the coolant level. ( p. 78)

Checking the play in the throttle cable



- Check the throttle grip for smooth operation.
- Move the handlebar to the straight-ahead position. Move the throttle grip backwards and forwards to ascertain the play in the throttle cable.

Play in throttle cable	3... 5 mm (0.12... 0.2 in)
------------------------	----------------------------

- » If the throttle cable play does not meet specifications:
 - Adjust the play in the throttle cable. (☞ p. 80)



Danger

Danger of poisoning Exhaust gases are poisonous and inhaling them may result in unconsciousness and/or death.

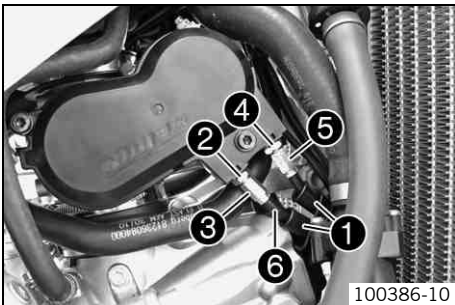
- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.

- Start the engine and let it run idle. Move the handlebar to and fro over the entire steering range.

The idle speed must not change.

- » If the idle speed changes:
 - Adjust the play in the throttle cable. (☞ p. 80)

Adjusting the play in the throttle cable



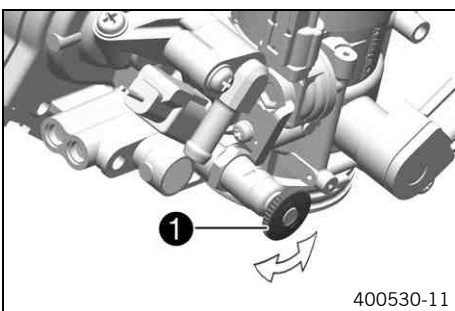
- Remove the fuel tank. (☞ p. 47)
- Move the handlebar to the straight-ahead position.
- Push back sleeves ①.
- Loosen nut ②. Turn adjusting screw ③ in as far as possible.
- Loosen nut ④. Turn adjusting screw ⑤ so that there is play in the throttle cable at the throttle grip.

Guideline

Play in throttle cable	3... 5 mm (0.12... 0.2 in)
------------------------	----------------------------

- Tighten nut ④.
- Press and hold the throttle grip in the closed setting. Turn adjusting screw ③ out until there is no play in the throttle cable ⑥.
- Tighten nut ②.
- Push sleeves ① on. Check the throttle grip for smooth operation.
- Install the fuel tank. (☞ p. 49)
- Check the play in the throttle cable. (☞ p. 80)

Adjusting the idle speed



- Idle speed adjusting screw ① is attached to the throttle valve body on the left side.
- Run the engine warm and push the idle speed adjusting screw all the way in.
- Set the desired idle speed by turning the idle speed adjusting screw.

Guideline

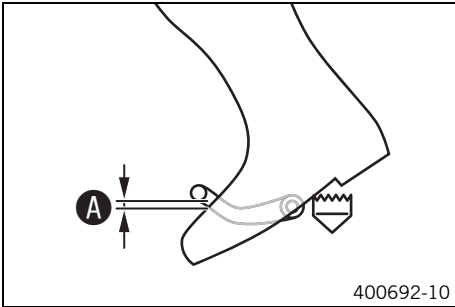
Idle speed	1,800... 1,900 rpm
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Info

Turn counterclockwise to increase the idle speed.
Turn clockwise to decrease the idle speed.

Checking the basic position of the shift lever

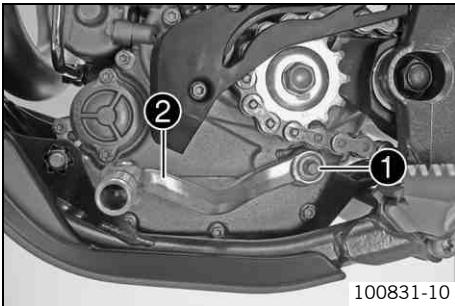


- Sit on the vehicle in the riding position and determine distance **A** between the upper edge of your boot and the shift lever.

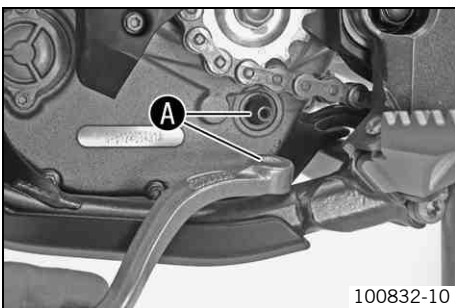
Distance between shift lever and upper edge of boot	10... 20 mm (0.39... 0.79 in)
---	-------------------------------

- » If the distance does not meet specifications:
 - Adjust the basic position of the shift lever. (p. 81)

Adjusting the basic position of the shift lever



- Remove screw **1** and take off shift lever **2**.



- Clean gear teeth **A** of the shift lever and shift shaft.
- Mount the shift lever on the shift shaft in the required position and engage the gearing.

Info

The range of adjustment is limited.
The shift lever must not come into contact with any other vehicle components during the shift procedure.

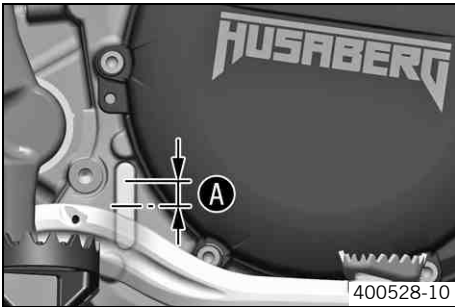
- Mount and tighten screw.

Guideline

Screw, shift lever	M6	14 Nm (10.3 lbf ft)	Loctite® 243™
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Checking the engine oil level

i Info
The engine oil level must be checked when the engine is cold.



- Stand the motorcycle upright on a horizontal surface.

Condition

The engine is cold.

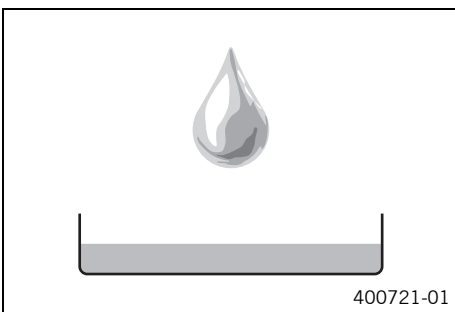
- Check the engine oil level.

The engine oil level must be within range A .
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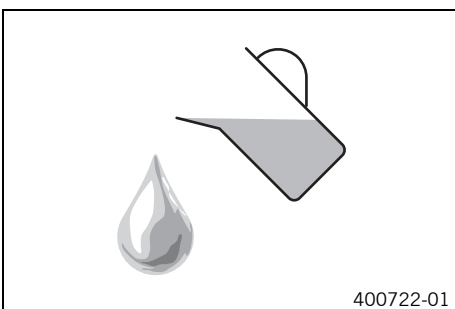
Range A above the middle of the viewer	10 mm (0.39 in)
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- » If the engine oil level is below the specified level:
 - Add engine oil. (☞ p. 84)

Changing the engine oil and oil filter, cleaning the engine oil screen



- Remove the engine guard. (☞ p. 56)
- Drain the engine oil and clean the engine oil screens. (☞ p. 82)
- Remove the oil filter. (☞ p. 83)
- Install the oil filter. (☞ p. 84)



- Fill up with engine oil. (☞ p. 84)
- Install the engine guard. (☞ p. 56)

Draining engine oil, cleaning engine oil screens

Warning
Danger of scalding Engine oil and gear oil get very hot when the motorcycle is ridden.

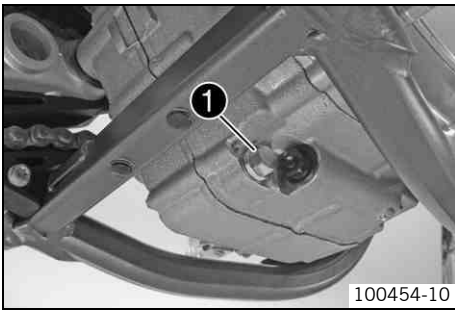
- Wear appropriate protective clothing and safety gloves. In case of burns, rinse immediately with lukewarm water.

Warning
Environmental hazard Hazardous substances cause environmental damage.

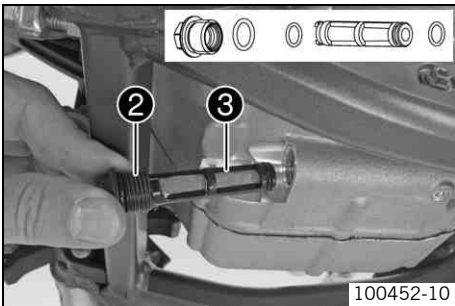
- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

i Info
Drain the engine oil only when the engine is warm.

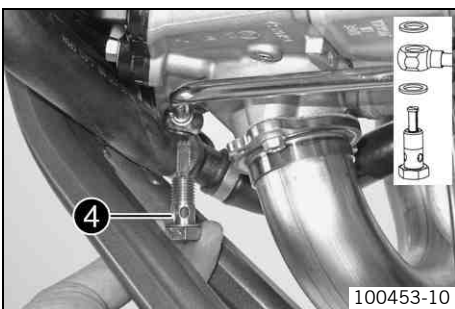
- Place the motorcycle upright on a horizontal surface (not on the side stand).



- Place a suitable container under the engine.
- Remove oil drain plug ❶ with the magnet and seal ring.



- Remove engine oil screen plug ❷ with engine oil screen ❸.
- Completely drain the engine oil.



- Remove banjo bolt ❹ with the oil screen.
- Thoroughly clean the parts and sealing surfaces.
- Mount and tighten banjo bolt ❹ with the oil screen and seals.

Guideline

Banjo bolt, oil line	M12	15 Nm (11.1 lbf ft)
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- Oil the O-rings on the engine oil screen and insert them in the engine oil screen plug. Mount and tighten the engine oil screen plug.

Guideline

Plug, engine oil screen	M17x1.5	20 Nm (14.8 lbf ft)
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- Mount and tighten the oil drain plug with the magnet and seal ring.

Guideline

Oil drain plug with magnet	M12x1.5	20 Nm (14.8 lbf ft)
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Removing the oil filter ↩



Warning

Danger of scalding Engine oil and gear oil get very hot when the motorcycle is ridden.

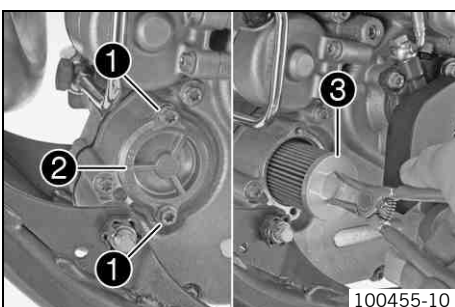
- Wear appropriate protective clothing and safety gloves. In case of burns, rinse immediately with lukewarm water.



Warning

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

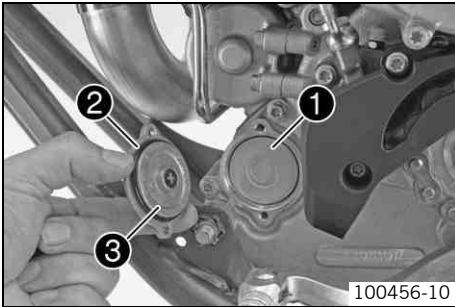


- Place a suitable container under the engine.
- Remove screws ❶. Remove oil filter cover ❷ with the O-ring.
- Pull oil filter ❸ out of the oil filter housing.

Circlip pliers reverse (51012011000)

- Completely drain the engine oil.

Installing the oil filter ↗



- Insert oil filter ❶ into the oil filter housing.
- Oil O-ring ❷ of the oil filter cover.
- Mount oil filter cover ❸.
- Mount and tighten the screws.

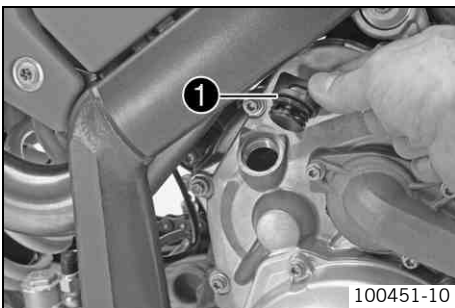
Guideline

Screw, oil filter cover	M5	6 Nm (4.4 lbf ft)
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Filling up with engine oil ↗

i Info

Too little engine oil or poor-quality engine oil results in premature wear to the engine.



- Remove screw connection ❶ and add engine oil.

Engine oil	1.4 l (1.5 qt.)	Engine oil (SAE 10W/50) (☛ p. 101)
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- Mount and tighten screw cap ❶.



Danger

Danger of poisoning Exhaust gases are poisonous and inhaling them may result in unconsciousness and/or death.

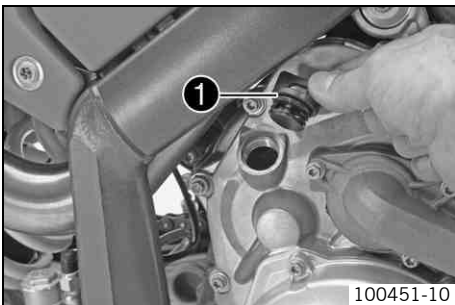
- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.

- Start the engine and check that it is oil-tight.
- Check the engine oil level. (☛ p. 82)

Adding engine oil

i Info

Too little engine oil or poor-quality engine oil results in premature wear to the engine.



- Remove screw connection ❶ and add engine oil.

Engine oil (SAE 10W/50) (☛ p. 101)

- Mount and tighten screw cap ❶.



Danger

Danger of poisoning Exhaust gases are poisonous and inhaling them may result in unconsciousness and/or death.

- When running the engine, always make sure there is sufficient ventilation, and do not start or run the engine in an enclosed space without an effective exhaust extraction system.

- Start the engine and let it run briefly. Stop the engine and check that it is oil-tight.
- Check the engine oil level. (☛ p. 82)

Cleaning the motorcycle

Note

Material damage Damage and destruction of components by high-pressure cleaning equipment.

- Never clean the vehicle with high-pressure cleaning equipment or a strong water-jet. The excessive pressure can penetrate electrical components, socket connects, throttle cables, and bearings, etc., and can damage or destroy these parts.



Warning

Environmental hazard Hazardous substances cause environmental damage.

- Oil, grease, filters, fuel, cleaners, brake fluid, etc., should be disposed of as stipulated in applicable regulations.

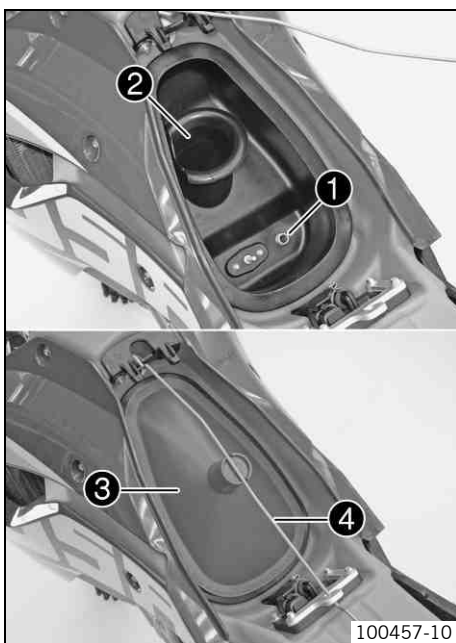


Info

If you clean the motorcycle regularly, its value and appearance will be maintained over a long period.

Avoid direct sunlight on the motorcycle during cleaning.

Before cleaning, the intake flange and exhaust system must be protected against contact with water.



- Remove the seat. (☞ p. 45)
- Remove the air filter. ☞ (☞ p. 45)
- Close off sleeve ❶ of the engine vent and intake trumpet ❷.
- Mount intake flange cover ❸ and fix it with air filter holder ❹.

Intake flange cover (81206005000)



Info

If the intake flange is not closed properly, dirt and water can enter into the engine. In the worst case, this can lead to engine damage.

- First remove coarse dirt particles with a gentle water spray.
- Spray very dirty areas with a normal motorcycle cleaner and then clean with a brush.

Motorcycle cleaner (☞ p. 103)



Info

Clean the vehicle with warm water containing normal motorcycle cleaner and a soft sponge.

- After rinsing the motorcycle with a gentle spray of water, allow it to dry thoroughly.
- Remove all covers.
- Clean the air filter. ☞ (☞ p. 46)
- Install the air filter. ☞ (☞ p. 45)
- Mount the seat. (☞ p. 45)



Warning

Danger of accidents Reduced braking efficiency due to wet or dirty brakes.

- Clean or dry dirty or wet brakes by riding and braking gently.

- After cleaning, ride the vehicle a short distance until the engine warms up, and then apply the brakes.
 - ✓ The heat produced causes water at inaccessible locations in the engine and the brakes to evaporate.
- Push back the protection covers on the handlebar controls to allow any water that may have entered there to evaporate.
- After the motorcycle has cooled off, lubricate all moving parts and bearings.
- Clean the chain. (☞ p. 50)
- Treat bare metal parts (except for brake discs and exhaust system) with anti-corrosion materials.

Cleaning and polishing materials for metal, rubber and plastic (☞ p. 103)

- Treat all plastic parts and powder-coated parts with a mild cleaning and care product.

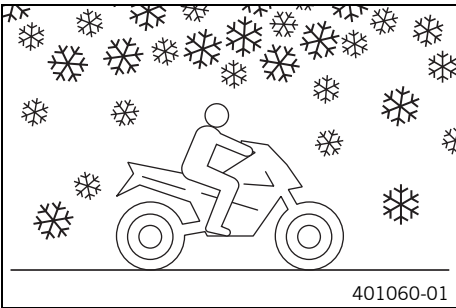
Cleaner and polish for shiny and matte paints, metal and plastic surfaces (☛ p. 103)

- Lubricate the steering lock.

Universal oil spray (☛ p. 104)

Checks and maintenance steps for winter operation

i Info
 If you use the motorcycle in the winter, you can expect to encounter salt on the roads. Precautions need to be taken against road salt corrosion.
 If the vehicle was operated in road salt, clean it with cold water after riding. Warm water would enhance the corrosive effects of salt.



- Clean the motorcycle. (☛ p. 85)
- Clean the brakes.

i Info
 After **EVERY** trip on salted roads, thoroughly wash the brake calipers and brake linings with cold water and dry carefully. This should be done after the parts are cooled down and while they are installed.
 After use on salted roads, clean the motorcycle thoroughly with cold water and dry it properly.

- Treat the engine, swingarm and all other bare or galvanized parts (except the brake discs) with a wax-based anticorrosive.

i Info
 Avoid getting anticorrosive on the brake discs: this would badly affect the braking.

- Clean the chain. (☛ p. 50)

Storage

**Warning****Danger of poisoning** Fuel is poisonous and a health hazard.

- Avoid contact between fuel and skin, eyes and clothing. Do not inhale fuel vapors. If fuel gets into your eyes, rinse immediately with water and contact a doctor. Wash affected skin areas immediately with soap and water. If fuel is swallowed, contact a doctor immediately. Change clothing that has come into contact with fuel. Store fuel in a suitable canister according to regulations and keep it out of the reach of children.

**Info**

If you want to garage the motorcycle for a longer period, take the following steps.

Before storing the motorcycle, check all parts for function and wear. If service, repairs or replacements are necessary, you should do this during the storage period (less workshop overload). In this way, you can avoid long workshop waiting times at the start of the new season.

- Clean the motorcycle. (🔧 p. 85)
- Change the engine oil and oil filter, clean the engine oil screen. 🛢️ (🔧 p. 82)
- Check the antifreeze and coolant level. (🔧 p. 77)
- Check the tire air pressure. (🔧 p. 68)
- Remove the battery. 🛢️ (🔧 p. 70)
- Charge the battery. 🛢️ (🔧 p. 71)

Guideline

Storage temperature of battery without direct sunlight	0... 35 °C (32... 95 °F)
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- Store the vehicle in a dry location that is not subject to large fluctuations in temperature.

**Info**

HUSABERG recommends raising the motorcycle.

- Raise the motorcycle with the work stand. (🔧 p. 39)
- Cover the vehicle with a tarp or a cover that is permeable to air.

**Info**














Do not use non-porous materials since they prevent humidity from escaping, thus causing corrosion.








Avoid running the engine for a short time only. Since the engine cannot warm up properly, the water vapor produced during combustion condenses and causes valves and exhaust system to rust.


Preparing for use after storage

- Remove the motorcycle from the work stand. (🔧 p. 39)
- Install the battery. 🛢️ (🔧 p. 70)
- Refuel. (🔧 p. 29)
- Perform checks and maintenance work when preparing the vehicle for use. (🔧 p. 26)
- Make a test ride.

Faults	Possible cause	Action
Engine doesn't crank when the electric starter button is pressed	Operating error	– Go through the steps of starting the engine. (☞ p. 26)
	Battery discharged	– Charge the battery. 🛠️ (☞ p. 71) – Check the charging voltage. 🛠️ – Check the closed current. 🛠️ – Check the stator winding of the alternator. 🛠️
	Main fuse blown	– Change the main fuse. (☞ p. 72)
	Starter relay defective	– Check the starter relay. 🛠️
	Starter motor defective	– Check the starter motor. 🛠️
Engine turns but does not start.	Fuse 1 or 2 blown	– Change the fuses of individual power consumers. (☞ p. 73)
	Coupling of fuel hose connection not joined together	– Join coupling of fuel hose connection together.
	Idle speed is not set correctly	– Adjust the idle speed. 🛠️ (☞ p. 80)
	Spark plug oily or wet	– Clean and dry the spark plug, or change it if necessary.
	Electrode distance (plug gap) of spark plug too wide	– Adjust the plug gap. Guideline Spark plug electrode gap 0.9 mm (0.035 in)
	Ignition system defective	– Check the ignition system. 🛠️
	Short-circuit cable in wiring harness frayed, kill switch or emergency OFF switch defective	– Check the wiring harness. (visual check) – Check the electrical system.
	Plug-in connector of EFI control device, pulse generator or ignition coil oxidized.	– Clean the plug-in connector and treat it with contact spray.
Engine does not speed up.	Fault in fuel injection system	– Read out the fault memory using the HUS-ABERG diagnostic tool. 🛠️
	Ignition system defective	– Ignition coil - check the secondary winding. 🛠️ – Check the spark plug connector. 🛠️ – Check the stator winding of the alternator. 🛠️
Engine has too little power.	Air filter very dirty	– Clean the air filter. 🛠️ (☞ p. 46)
	Fuel filter very dirty	– Change the fuel filter. 🛠️
	Fault in fuel injection system	– Read out the fault memory using the HUS-ABERG diagnostic tool. 🛠️
	Exhaust system leaky, deformed or too little glass fiber yarn filling in main silencer.	– Check exhaust system for damage. – Change the glass fiber yarn filling of the main silencer. 🛠️ (☞ p. 47)
	Valve clearance too little	– Adjust the valve clearance. 🛠️
	Ignition system defective	– Ignition coil - check the secondary winding. 🛠️ – Check the spark plug connector. 🛠️ – Check the stator winding of the alternator. 🛠️
Engine dies during the trip	Lack of fuel	– Refuel. (☞ p. 29)
	Fuse 1 or 2 blown	– Change the fuses of individual power consumers. (☞ p. 73)
Engine overheats.	Too little coolant in cooling system	– Check the cooling system for leakage. – Check the coolant level. (☞ p. 78)
	Too little air stream	– Switch off the engine when standing.
	Radiator fins very dirty	– Clean radiator fins.
	Foam formation in cooling system	– Drain the coolant. 🛠️ (☞ p. 78) – Refill the coolant. 🛠️ (☞ p. 79)
	Bent radiator hose	– Change the radiator hose. 🛠️

Faults	Possible cause	Action
Engine overheats.	Thermostat defective	<ul style="list-style-type: none"> – Check the thermostat.  <p>Guideline Opening temperature: 70 °C (158 °F)</p>
FI warning lamp (MIL) lights up/flashes	Fault in fuel injection system	<ul style="list-style-type: none"> – Stop the motorcycle and identify the faulty part using the blink code. – Check the cabling for damage and the electrical plug-in connections for corrosion and damage. <hr/> <p> Info See blink code</p> <hr/> <ul style="list-style-type: none"> – Read out the fault memory using the HUS-ABERG diagnostic tool. 
High oil consumption	Engine vent hose bent	<ul style="list-style-type: none"> – Route the vent hose without bends or change it if necessary.
	Engine oil level too high	<ul style="list-style-type: none"> – Check the engine oil level. ( p. 82)
	Engine oil too thin (low viscosity)	<ul style="list-style-type: none"> – Change the engine oil and oil filter, clean the engine oil screen.  ( p. 82)
	Piston and cylinder worn	<ul style="list-style-type: none"> – Piston/cylinder - determine the mounting clearance. 
Battery discharged	Battery is not charging	<ul style="list-style-type: none"> – Check the charging voltage.  – Check the stator winding of the alternator. 
	Unwanted power consumer	<ul style="list-style-type: none"> – Check the closed current. 
Speedometer values deleted (time, stop watch, lap times)	The battery in the speedometer is discharged	<ul style="list-style-type: none"> – Change the speedometer battery. ( p. 76)
The high beam, low beam, parking light, tail light and license plate lamp are not working.	Fuse 3 blown	<ul style="list-style-type: none"> – Change the fuses of individual power consumers. ( p. 73)
The speedometer, horn, brake light, turn signal and radiator fan (optional) are not working	Fuse 4 blown	<ul style="list-style-type: none"> – Change the fuses of individual power consumers. ( p. 73)

Blink code FI warning lamp (MIL)	 02 FI warning lamp (MIL) flashes 2x short
Error level condition	Crankshaft position sensor - circuit fault
Blink code FI warning lamp (MIL)	 06 FI warning lamp (MIL) flashes 6x short
Error level condition	Throttle position sensor circuit A - input signal too low
	Throttle position sensor circuit A - input signal too high
Blink code FI warning lamp (MIL)	 09 FI warning lamp (MIL) flashes 9x short
Error level condition	Manifold absolute pressure sensor cylinder 1 - input signal too low
	Manifold absolute pressure sensor cylinder 1 - input signal too high
Blink code FI warning lamp (MIL)	 12 FI warning lamp (MIL) flashes 1x long, 2x short
Error level condition	Engine coolant temperature sensor - input signal too low
	Engine coolant temperature sensor - input signal too high
Blink code FI warning lamp (MIL)	 13 FI warning lamp (MIL) flashes 1x long, 3x short
Error level condition	Intake air temperature sensor - input signal too low
	Intake air temperature sensor - input signal too high
Blink code FI warning lamp (MIL)	 15 FI warning lamp (MIL) flashes 1x long, 5x short
Error level condition	Rollover sensor (A/D type) - input signal too low
	Rollover sensor (A/D type) - input signal too high
Blink code FI warning lamp (MIL)	 17 FI warning lamp (MIL) flashes 1x long, 7x short
Error level condition	FE EU Lambda sensor cylinder 1, sensor 1 - circuit fault
Blink code FI warning lamp (MIL)	 33 FI warning lamp (MIL) flashes 3x long, 3x short
Error level condition	Injector cylinder 1 - circuit fault
Blink code FI warning lamp (MIL)	 37 FI warning lamp (MIL) flashes 3x long, 7x short
Error level condition	Ignition coil 1, cylinder 1 - circuit fault
Blink code FI warning lamp (MIL)	 41 FI warning lamp (MIL) flashes 4x long, 1x short
Error level condition	Fuel pump control - short circuit to ground or open circuit

Blink code FI warning lamp (MIL)	 45 FI warning lamp (MIL) flashes 4x long, 5x short
Error level condition	FE EU Lambda sensor heater cylinder 1, sensor 1 - short circuit to ground or open circuit

Design	1-cylinder 4-stroke engine, water-cooled
Displacement (all 390 models)	393.3 cm ³ (24.001 cu in)
Displacement (all 450 models)	449.3 cm ³ (27.418 cu in)
Displacement (all 570 models)	565.5 cm ³ (34.509 cu in)
Stroke (all 390 models)	55.5 mm (2.185 in)
Stroke (all 450 models)	63.4 mm (2.496 in)
Stroke (all 570 models)	72 mm (2.83 in)
Bore (all 390 models)	95 mm (3.74 in)
Bore (all 450 models)	95 mm (3.74 in)
Bore (all 570 models)	100 mm (3.94 in)
Compression ratio (all 390 models)	11.1:1
Compression ratio (all 450 models)	11.8:1
Compression ratio (all 570 models)	11.8:1
Idle speed	1,800... 1,900 rpm
Control	OHC, 4 valves controlled via rocker arm, drive via tooth/wheel chain
Valve diameter, intake	40 mm (1.57 in)
Valve diameter, exhaust	33 mm (1.3 in)
Valve clearance	
Intake at: 20 °C (68 °F)	0.10... 0.15 mm (0.0039... 0.0059 in)
Exhaust at: 20 °C (68 °F)	0.12... 0.17 mm (0.0047... 0.0067 in)
Crankshaft bearing	2 cylinder bearings
Conrod bearing	Needle bearing
Piston pin bearing	Not a bearing bush - DLC-plated piston pins
Pistons	Forged light alloy
Piston rings	1 compression ring, 1 oil scraper ring
Engine lubrication	Pressure circulation lubrication with two rotary pumps
Primary transmission	33:76
Clutch	Multidisc clutch in oil bath/hydraulically activated
Transmission ratio	
1st gear	14:36
2nd gear	17:32
3rd gear	19:28
4th gear	22:26
5th gear	24:23
6th gear	26:21
Alternator	12 V, 210 W
Mixture preparation	Electronically controlled fuel injection
Ignition	Contactless controlled fully electronic ignition with digital ignition adjustment
Spark plug	NGK LKAR 8AI - 9
Spark plug electrode gap	0.9 mm (0.035 in)
Cooling	Water cooling, permanent circulation of coolant by water pump
Starting aid	Electric starter

Capacity - engine oil

Engine oil	1.4 l (1.5 qt.)	Engine oil (SAE 10W/50) (☛ p. 101)
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Capacity - coolant

Coolant	1.00 l (1.06 qt.)	Coolant (☛ p. 101)
		Coolant (mixed ready to use) (☛ p. 101)

Screw, cable holder in alternator cover	M4	3 Nm (2.2 lbf ft)	Loctite® 243™
Locking screw for bearing	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Oil jet, piston cooling	M5	2 Nm (1.5 lbf ft)	Loctite® 243™
Oil jet, rocker arm lubrication	M5	2 Nm (1.5 lbf ft)	Loctite® 243™
Screw, crankshaft position sensor	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Screw, locking lever	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Screw, oil filter cover	M5	6 Nm (4.4 lbf ft)	–
Screw, oil pump cover	M5	6 Nm (4.4 lbf ft)	Loctite® 222
Screw, stator bracket	M5	6 Nm (4.4 lbf ft)	Loctite® 243™
Nut, water-pump wheel	M6	8 Nm (5.9 lbf ft)	Loctite® 243™
Plug, water pump drain hole	M6	10 Nm (7.4 lbf ft)	–
Screw, alternator cover	M6x30	10 Nm (7.4 lbf ft)	–
Screw, alternator cover	M6x50	10 Nm (7.4 lbf ft)	–
Screw, alternator cover (chain shaft through-hole)	M6x30	10 Nm (7.4 lbf ft)	–
Screw, camshaft bearing support	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, clutch cover	M6x25	10 Nm (7.4 lbf ft)	–
Screw, clutch cover	M6x30	10 Nm (7.4 lbf ft)	–
Screw, clutch cover	M6x65	10 Nm (7.4 lbf ft)	–
Screw, clutch spring	M6	10 Nm (7.4 lbf ft)	–
Screw, cylinder head	M6	10 Nm (7.4 lbf ft)	–
Screw, engine case	M6x60	10 Nm (7.4 lbf ft)	–
Screw, engine case	M6x70	10 Nm (7.4 lbf ft)	–
Screw, engine case	M6x75	10 Nm (7.4 lbf ft)	–
Screw, idler	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, shift drum locating	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, shift lever	M6	14 Nm (10.3 lbf ft)	Loctite® 243™
Screw, starter motor	M6	10 Nm (7.4 lbf ft)	–
Screw, timing chain guide rail	M6	8 Nm (5.9 lbf ft)	Loctite® 243™
Screw, timing chain securing guide	M6	8 Nm (5.9 lbf ft)	Loctite® 243™
Screw, timing chain tensioning rail	M6	8 Nm (5.9 lbf ft)	Loctite® 243™
Screw, torque limiter	M6	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, valve cover	M6	10 Nm (7.4 lbf ft)	–
Screw, water pump cover	M6x25	10 Nm (7.4 lbf ft)	Loctite® 243™
Screw, water pump cover	M6x55	10 Nm (7.4 lbf ft)	Loctite® 243™
Oil jet, conrod lubrication	M6x0.75	4 Nm (3 lbf ft)	–
Plug, oil channel	M7	9 Nm (6.6 lbf ft)	Loctite® 243™
Screw, rocker arm bearing	M7x1	15 Nm (11.1 lbf ft)	–
Plug, crank shaft location with thick copper disk	M8	10 Nm (7.4 lbf ft)	–
Plug, oil channel	M10	15 Nm (11.1 lbf ft)	Loctite® 243™
Screw, engine sprocket	M10	60 Nm (44.3 lbf ft)	Loctite® 243™
Balancer shaft nut	M10x1	40 Nm (29.5 lbf ft)	–
Screw, unlocking of timing chain tensioner	M10x1	10 Nm (7.4 lbf ft)	–

Screw, cylinder head	M10x1.25	Tightening sequence: Tighten diagonally, beginning with the rear screw on the chain shaft. Step 1 10 Nm (7.4 lbf ft) Step 2 30 Nm (22.1 lbf ft) Step 3 50 Nm (36.9 lbf ft)	Lubricated with engine oil
Banjo bolt, oil line	M12	15 Nm (11.1 lbf ft)	–
Nut, rotor	M12x1	60 Nm (44.3 lbf ft)	–
Spark plug	M12x1.25	15... 20 Nm (11.1... 14.8 lbf ft)	–
Engine coolant temperature sensor at cylinder head	M12x1.5	12 Nm (8.9 lbf ft)	–
Oil drain plug with magnet	M12x1.5	20 Nm (14.8 lbf ft)	–
Plug, oil pressure regulator valve	M12x1.5	20 Nm (14.8 lbf ft)	–
Plug, SLS	M12x1.5	20 Nm (14.8 lbf ft)	–
Plug, rocker arm	M14x1.25	20 Nm (14.8 lbf ft)	–
Plug, engine oil screen	M17x1.5	20 Nm (14.8 lbf ft)	–
Nut, inner clutch hub	M18x1.5	80 Nm (59 lbf ft)	–
Nut, primary gear	M20LHx1.5	120 Nm (88.5 lbf ft)	Loctite® 243™
Plug, timing chain tensioner	M24x1.5	30 Nm (22.1 lbf ft)	–

Frame	Perimeter tube frame made of chrome molybdenum steel tubing	
Fork	WP Suspension Up Side Down 4860 MXMA CC	
Suspension travel		
Front	300 mm (11.81 in)	
Rear	335 mm (13.19 in)	
Fork offset	22 mm (0.87 in)	
Shock absorber	WP Suspension PDS 5018 DCC	
Brake system	Disc brakes, brake calipers on floating bearings	
Brake discs - diameter		
Front	260 mm (10.24 in)	
Rear	220 mm (8.66 in)	
Brake discs - wear limit		
Front	2.5 mm (0.098 in)	
Rear	3.5 mm (0.138 in)	
Tire air pressure off road		
Front	1.0 bar (15 psi)	
Rear	1.0 bar (15 psi)	
Road tire pressure		
Front	1.5 bar (22 psi)	
Rear	2.0 bar (29 psi)	
Final drive	13:38 (13:52)	
Chain	5/8 x 1/4"	
Rear sprockets available	38, 40, 42, 45, 48, 49, 50, 51, 52	
Steering head angle	63.5°	
Wheelbase	1,475±10 mm (58.07±0.39 in)	
Seat height, unloaded	985 mm (38.78 in)	
Ground clearance, unloaded	390 mm (15.35 in)	
Weight without fuel, approx. (all 390 models, all 450 models)	116.5 kg (256.8 lb.)	
Weight without fuel, approx. (all 570 models)	117 kg (258 lb.)	
Maximum permissible front axle load	145 kg (320 lb.)	
Maximum permissible rear axle load	190 kg (419 lb.)	
Maximum permissible overall weight	335 kg (739 lb.)	

Battery	YTZ7S	Battery voltage: 12 V Nominal capacity: 6 Ah Maintenance-free
Speedometer battery	CR 2430	Battery voltage: 3 V
Fuse	58011109110	10 A
Fuse	58011109120	20 A

Lighting equipment

Headlight	S2/socket BA20d	12 V 35/35 W
Parking light	W5W/socket W2.1x9.5d	12 V 5 W
Indicator lights	W2.3W/socket W2x4.6d	12 V 2.3 W
Turn signal	R10W/socket BA15s	12 V 10 W
Brake/tail light	LED	
License plate lamp	W5W/socket W2.1x9.5d	12 V 5 W

Tires

Front tire	Rear tire
90/90 - 21 M/C 54R M+S TT Michelin ENDURO COMPETITION	140/80 - 18 M/C 70R TT Michelin ENDURO COMPETITION
Additional information is available in the Service section under: www.husaberg.com	

Capacity - fuel

Total fuel tank capacity, approx.	8.5 l (2.25 US gal)	Super unleaded (ROZ 95/RON 95/PON 91) (☛ p. 102)
Fuel reserve, approx.		
The marking 1 on the fuel level indicator points upwards (as delivered)	2.8 l (3 qt.)	
The marking 2 on the fuel level indicator points upwards	1.8 l (1.9 qt.)	

Fork part number	14.45.7K.02	
Fork	WP Suspension Up Side Down 4860 MXMA CC	
Compression damping		
Comfort	14 clicks	
Standard	12 clicks	
Sport	10 clicks	
Rebound damping		
Comfort	14 clicks	
Standard	12 clicks	
Sport	10 clicks	
Spring length with preload spacer(s)	492 mm (19.37 in)	
Spring rate		
Weight of rider: 65... 75 kg (143... 165 lb.)	4.4 N/mm (25.1 lb/in)	
Weight of rider: 75... 85 kg (165... 187 lb.)	4.6 N/mm (26.3 lb/in)	
Weight of rider: 85... 95 kg (187... 209 lb.)	4.8 N/mm (27.4 lb/in)	
Fork length	940 mm (37.01 in)	
Gas pressure	1.2 bar (17 psi)	
Oil capacity per cartridge	195 ml (6.59 fl. oz.)	Fork oil (SAE 5) (☛ p. 101)
Oil capacity fork leg without cartridge	370 ml (12.51 fl. oz.)	Fork oil (SAE 5) (☛ p. 101)

Shock absorber part number	12.45.7K.02
Shock absorber	WP Suspension PDS 5018 DCC
Compression damping, low-speed	
Comfort	24 clicks
Standard	20 clicks
Sport	15 clicks
Compression damping, high-speed	
Comfort	2 turns
Standard	1.5 turns
Sport	1 turn
Rebound damping	
Comfort	25 clicks
Standard	24 clicks
Sport	22 clicks
Spring preload	8 mm (0.31 in)
Spring rate	
Weight of rider: 65... 75 kg (143... 165 lb.)	69 N/mm (394 lb/in)
Weight of rider: 75... 85 kg (165... 187 lb.)	72 N/mm (411 lb/in)
Weight of rider: 85... 95 kg (187... 209 lb.)	76 N/mm (434 lb/in)
Spring length	250 mm (9.84 in)
Gas pressure	10 bar (145 psi)
Static sag	35 mm (1.38 in)
Riding sag	105 mm (4.13 in)
Fitted length	411 mm (16.18 in)
Damper oil	Shock absorber oil (SAE 2.5) (50180342S1) (☛ p. 102)

Spoke nipple, front wheel	M4.5	5... 6 Nm (3.7... 4.4 lbf ft)	–
Screw, battery terminal	M5	2.5 Nm (1.84 lbf ft)	–
Screw, intake air temperature sensor	M5	2 Nm (1.5 lbf ft)	–
Spoke nipple, rear wheel	M5	5... 6 Nm (3.7... 4.4 lbf ft)	–
Remaining nuts, chassis	M6	15 Nm (11.1 lbf ft)	–
Remaining screws, chassis	M6	10 Nm (7.4 lbf ft)	–
Screw, ball joint of push rod on foot brake cylinder	M6	10 Nm (7.4 lbf ft)	–
Screw, chain sliding guard	M6	6 Nm (4.4 lbf ft)	Loctite® 243™
Screw, front brake disc	M6	14 Nm (10.3 lbf ft)	Loctite® 243™
Screw, rear brake disc	M6	14 Nm (10.3 lbf ft)	Loctite® 243™
Screw, shock absorber adjusting ring	M6	5 Nm (3.7 lbf ft)	–
Nut, rear sprocket screw	M8	35 Nm (25.8 lbf ft)	Loctite® 2701
Nut, rim lock	M8	10 Nm (7.4 lbf ft)	–
Remaining nuts, chassis	M8	30 Nm (22.1 lbf ft)	–
Remaining screws, chassis	M8	25 Nm (18.4 lbf ft)	–
Screw, bottom triple clamp	M8	12 Nm (8.9 lbf ft)	–
Screw, chain sliding piece	M8	15 Nm (11.1 lbf ft)	–
Screw, engine brace	M8	33 Nm (24.3 lbf ft)	–
Screw, exhaust clamp on manifold	M8	8 Nm (5.9 lbf ft)	–
Screw, fork stub	M8	15 Nm (11.1 lbf ft)	–
Screw, front brake caliper	M8	25 Nm (18.4 lbf ft)	Loctite® 243™
Screw, handlebar clamp	M8	20 Nm (14.8 lbf ft)	–
Screw, side stand fixing	M8	40 Nm (29.5 lbf ft)	Loctite® 2701
Screw, subframe	M8	35 Nm (25.8 lbf ft)	Loctite® 2701
Screw, top steering stem	M8	17 Nm (12.5 lbf ft)	Loctite® 243™
Screw, top triple clamp	M8	17 Nm (12.5 lbf ft)	–
Engine carrying screw	M10	60 Nm (44.3 lbf ft)	–
Remaining nuts, chassis	M10	50 Nm (36.9 lbf ft)	–
Remaining screws, chassis	M10	45 Nm (33.2 lbf ft)	–
Screw, handlebar support	M10	40 Nm (29.5 lbf ft)	Loctite® 243™
Screw, bottom shock absorber	M12	80 Nm (59 lbf ft)	Loctite® 2701
Screw, top shock absorber	M12	80 Nm (59 lbf ft)	Loctite® 2701
Nut, swingarm pivot	M16x1.5	100 Nm (73.8 lbf ft)	–
Nut, rear wheel spindle	M20x1.5	80 Nm (59 lbf ft)	–
Screw, top steering head	M20x1.5	10 Nm (7.4 lbf ft)	–
Screw, front wheel spindle	M24x1.5	45 Nm (33.2 lbf ft)	–

Brake fluid DOT 4 / DOT 5.1

According to

- DOT

Guideline

- Use only brake fluid that complies with the specified standards (see specifications on the container) and that possesses the corresponding properties. HUSABERG recommends **Castrol** and **Motorex®** products.

Supplier

Castrol

- **RESPONSE BRAKE FLUID SUPER DOT 4**

Motorex®

- **Brake Fluid DOT 5.1**

Coolant

Guideline

- Use only suitable coolant (even in countries with high temperatures). Using inferior antifreeze can result in corrosion and foaming. HUSABERG recommends **Motorex®** products.

Mixture ratio

Antifreeze: -25... -45 °C (-13... -49 °F)	50 % Anti-corrosion/antifreeze 50 % Distilled water
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Coolant (mixed ready to use)

Antifreeze	-40 °C (-40 °F)
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Supplier

Motorex®

- **Anti Freeze**

Engine oil (SAE 10W/50)

According to

- JASO T903 MA (☛ p. 105)
- SAE (☛ p. 105) (SAE 10W/50)

Guideline

- Use only engine oils that comply with the specified standards (see specifications on the container) and that possess the corresponding properties. HUSABERG recommends **Motorex®** products.

Synthetic engine oil

Supplier

Motorex®

- **Cross Power 4T**

Fork oil (SAE 5)

According to

- SAE (☛ p. 105) (SAE 5)

Guideline

- Use only oils that comply with the specified standards (see specifications on the container) and that possess the corresponding properties. HUSABERG recommends **Motorex®** products.

Supplier

Motorex®

- **Racing Fork Oil**

Hydraulic oil (15)

According to

- ISO VG (15)

Guideline

- Use only hydraulic oil that complies with the specified standards (see specifications on the container) and that possesses the corresponding properties. HUSABERG recommends **Motorex®** products.

Supplier

Motorex®

- **Hydraulic Fluid 75**

Shock absorber oil (SAE 2.5) (50180342S1)

According to

- SAE (☛ p. 105) (SAE 2.5)

Guideline

- Use only oils that comply with the specified standards (see specifications on the container) and that possess the corresponding properties.

Super unleaded (ROZ 95/RON 95/PON 91)

According to

- DIN EN 228 (ROZ 95/RON 95/PON 91)

Guideline

- Only use unleaded super fuel that matches or is equivalent to the specified fuel grade.
- Fuel with an ethanol content of up to 10 % (E10 fuel) is safe to use.



Info

Do **not** use fuel containing methanol (e. g. M15, M85, M100) or more than 10 % ethanol (e. g. E15, E25, E85, E100).

Air filter cleaning agent

Guideline

- HUSABERG recommends **Motorex®** products.

Supplier

Motorex®

- **Twin Air Dirt Bio Remover**

Chain cleaner

Guideline

- HUSABERG recommends **Motorex®** products.

Supplier

Motorex®

- **Chain Clean**

Chain spray

Guideline

- HUSABERG recommends **Motorex®** products.

Supplier

Motorex®

- **Chainlube Offroad**

Cleaner and polish for shiny and matte paints, metal and plastic surfaces

Guideline

- HUSABERG recommends **Motorex®** products.

Supplier

Motorex®

- **Clean & Polish**

Cleaning and polishing materials for metal, rubber and plastic

Guideline

- HUSABERG recommends **Motorex®** products.

Supplier

Motorex®

- **Protect & Shine**

Long-life grease

Guideline

- HUSABERG recommends **Motorex®** products.

Supplier

Motorex®

- **Bike Grease 2000**

Motorcycle cleaner

Guideline

- HUSABERG recommends **Motorex®** products.

Supplier

Motorex®

- **Moto Clean 900**

Oil for foam air filter

Guideline

- HUSABERG recommends **Motorex®** products.

Supplier

Motorex®

- **Twin Air Liquid Bio Power**

Rubber grip adhesive (00062030051)

Supplier

KTM-Sportmotorcycle AG

- GRIP GLUE

Universal oil spray

Guideline

- HUSABERG recommends **Motorex**[®] products.

Supplier

Motorex[®]

- Joker 440 Synthetic

JASO T903 MA

Different technical development directions required a new specification for 4-stroke motorcycles – the JASO T903 MA Standard. Earlier, engine oils from the automobile industry were used for 4-stroke motorcycles because there was no separate motorcycle specification. Whereas long service intervals are demanded for automobile engines, high performance at high engine speeds are in the foreground for motorcycle engines. With most motorcycles, the gearbox and the clutch are lubricated with the same oil as the engine. The JASO MA Standard meets these special requirements.

SAE

The SAE viscosity classes were defined by the Society of Automotive Engineers and are used for classifying oils according to their viscosity. The viscosity describes only one property of oil and says nothing about quality.

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I

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