Ignition Timing – Husaberg 01/03

STEP - 1

Finding real TDC, there are several ways to do it; I use a dial gauge with a tool that I've made.

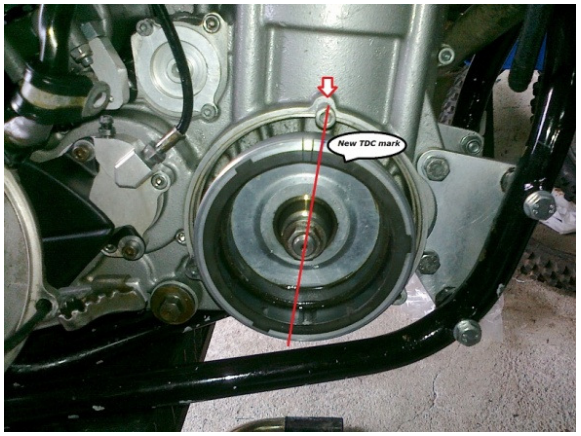
You can also use the dead stop method or a simple screw driver (which I don't advice), you should use a precise method, because a few degrees will make a difference. Anyway, this is what I use.

So, now you have found your real TDC, using the method you have found best.

STEP - 2

Now you will mark the real TDC on the flywheel.

You already have two marks on the flywheel that are used for the static setup, proposed by the manual, but this will usually result in a very advanced setup.

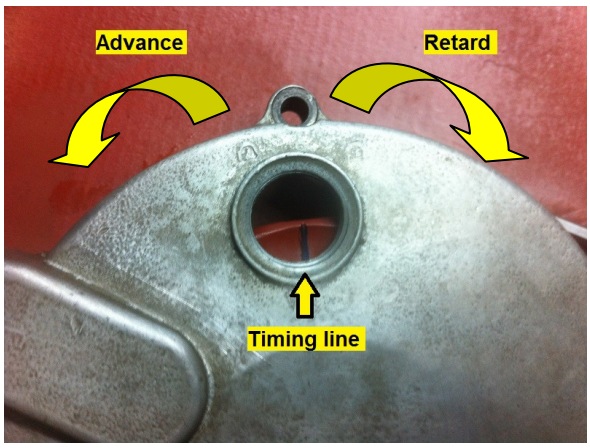


So, with the real TDC found, you will make the new mark, this can be done by using a ruler, and will be the line that goes from the center of the crank to the center of top screw of the stator cover

As guidance, this new mark is usually at an equal distance to the right, as the original ones have between them.

STEP - 3

Now it's time to setup the ignition advance.



Your guides will be the new TDC line that you've made on the flywheel and the timing line that you have on the back of the stator. I have recoated the back of the stator so the line is more visible.

As a guidance you can start putting the line 1mm to the left of the center of the bolt hole, it's usually right.

After your initial stator setup, install the timing light with the inductive clamp on the spark plug wire (it's not so easy because of the tank, so you should do it before you start), and warm the bike a bit so you have a steady idle.

Usually we don't have a tachometer, so we say "normal idle speed". But it's really that, if you have your idle too low, it will stall or the image of the 2 lines will be moving a lot, and if the idle it's too high the CDI will give you too much advance right away and the values will be stupid.

Now you setup your timing light for **<u>6ºdeg</u>** of advance and both marks should be aligned, at normal idle speed.

If not, using the timing light knob check how much advance you do have.

Remove the stator cover to tune the stator. If you have too much advance, move the stator mark to the right, if you have too little advance move the mark to the left, as it is on the image above.

Very important note: sometimes the CDI doubles the values !! (as mine does), so it's not 6º advance it's 12º that it's correct. Don't ask me why! It just happens, so if you are getting very different values near the initial setup place, try 12º on the timing light.

After you get it right, tighten the screw lightly a bit some glue.

Good Luck

ZAGA