

HUSABERG PRE 99 - IGNITION TIMMING

It is strange but as far as I know this is the right method to set up the ignition:

You will need two simple tools (home-made) to get the flywheel out

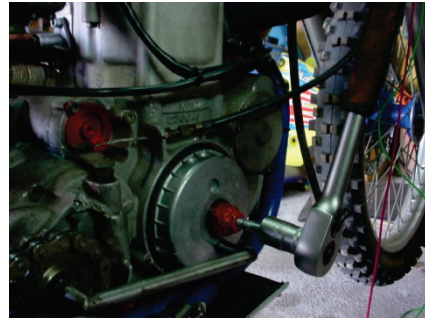
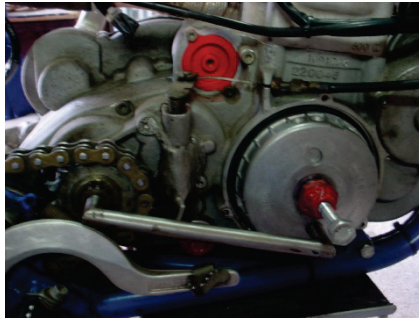
HOLDER



PULLER

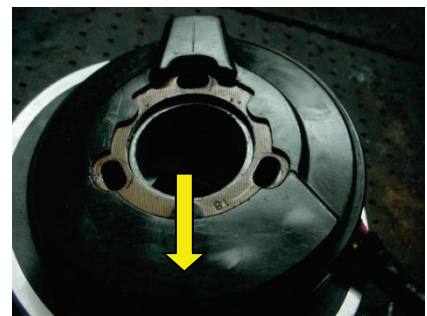
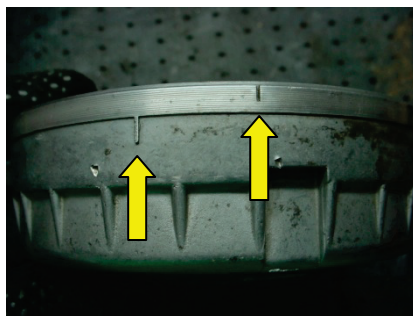
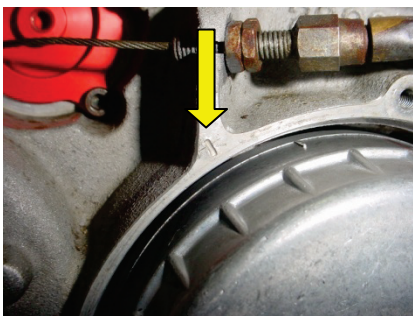


Take it out



(ATT – left-tread)

Now you have to look for some marks

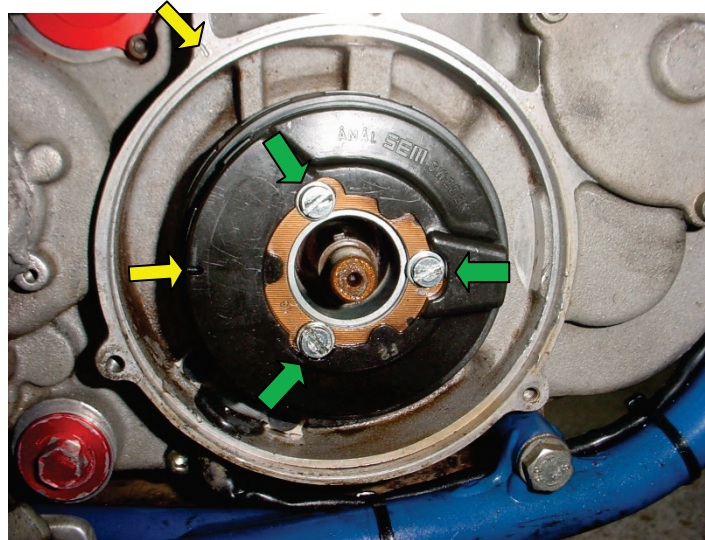


You have one mark on the engine, two on the fly-wheel (the first one from the die-cast and the second hand-made and in some difficult to find) and you have a hole in the stator.



On the fly-wheel you will also find a small hole.

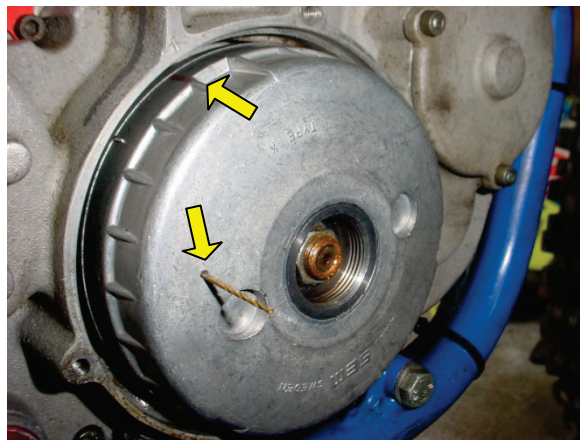
As you can see you have three screws to set up your stator



Now for setting up your ignition you will have to lose the screws, and using the fly-wheel you will have to align the second mark on the fly-wheel (the hand-made) with the marking on the engine.

Your setting will be ok when, with the second mark of the fly-wheel align with the mark of the engine, you can put a small drill (1,5mm) thru the hole of the fly-wheel and find the hole of the stator.

You will have to try several times to achieve this, when you do, tighten well the three screws.



This should give you the 33° BTDC.

After re-tighten the fly-wheel bolt 50 N.m, and remember left-tread.

LONG LIVE THE FORCE (you will need it)

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