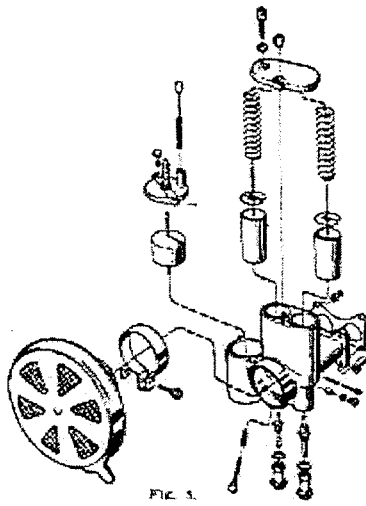


Husqvarna Report

6th Newsletter for Husqvarna Motorcycle Club

Club membership info can be found at 304-267-6471 or <http://www.intrepid.net/~husky/hustest.html>

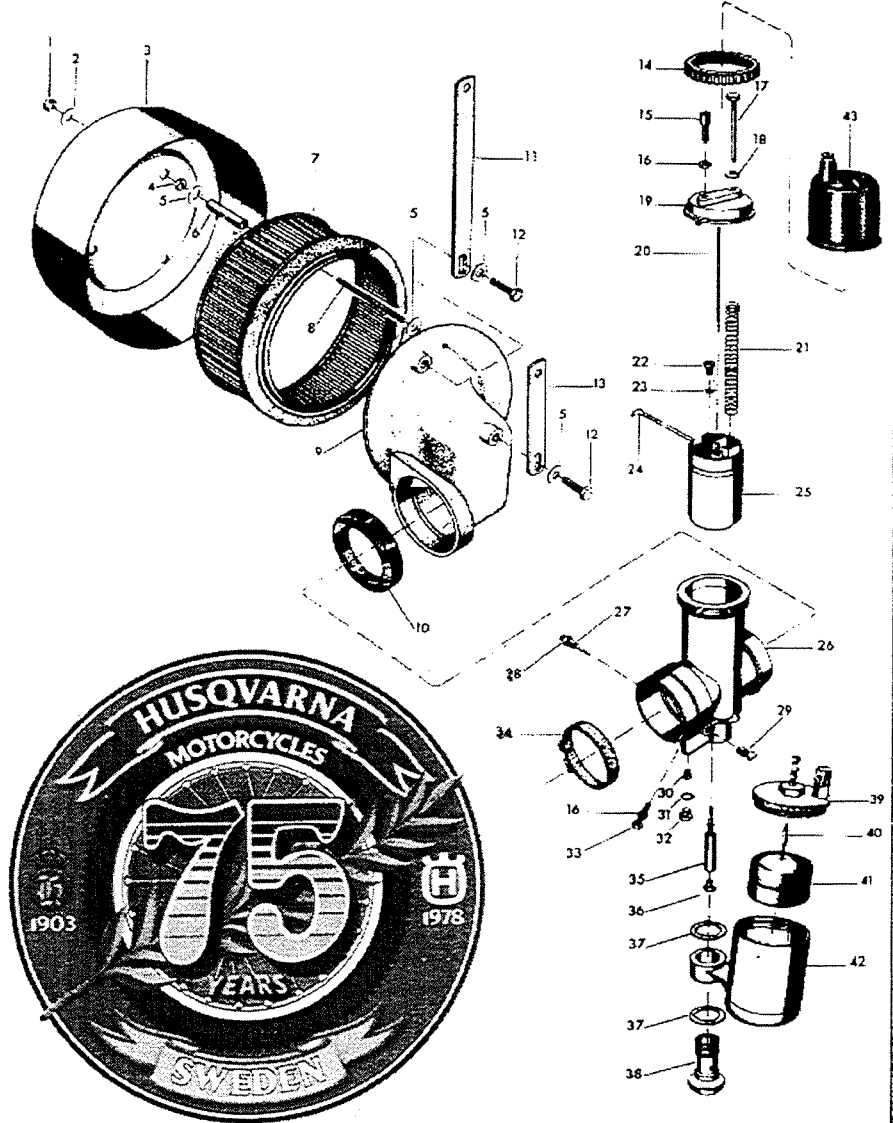
BING - BANG - BOOM!



Bing 18/18/1 Silverpilen 1955

Bing Vergaser

Martinsburg, WV - The first Husky to use a Bing carburetor was the famous Silverpilen introduced in 1955 and it sported a double slide Bing förgassor model 18/18/1. The same unit was used on the Gulpilen and worked well for the 175cc and 200cc Huskys that they powered. When these Silverpilen and Gulpilen were modified for enduro, trials, motocross, iceracing, the first



32mm Bing side float - Husqvarna 1963-1970 (66 shown)

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power improvement came from an increase in carburetor size as well as porting and intake manifold changes.

The carburetor of choice was the Bing 32 mm side float. Most of the aftermarket Swedes like Lindström, Flink, LT, and EG made manifolds to adapt this model Bing to Huskys. The Bings were easy to service and tune in the field.

2 Husqvarna Report

When Husqvarna began manufacturing a 2 stroke factory race bike in 1963, they also chose to use the tried and true Bing 32 mm side float. When Huskys were offered to the US in 1966 and later these same Bing carburetors were used exclusively on all models - 250's, 360's and early 400's.

In early 1970, Husqvarna motorcycles were upgraded to the famous 36mm concentric Bing model 54. This was to take advantage of new, improved porting on the 250's and the power improvements desired for the 360 and 400 motocross bikes.

Altho a lot of tuners liked to replace the Bing in favor of a Mikuni, the Bing still provides an excellent carb for any Husqvarna and the carb of my choice!

A couple of tips from Craig would be:

1. Do not waste your time or effort cleaning or reusing jets or needles, buy new ones and tuning spares. Especially the idle jet!
2. Do not waste your efforts reusing old gaskets, buy new ones and spares.
3. Only work on your Bing carbs after you have obtained the NEW correct fitting screwdrivers and wrenches.
4. Do not overtighten the brass fittings in your Bing carb.
5. Get an explanation to understand exactly what each jet, passageway, screw, or needle is providing before tuning or modifying.
6. Make sure all of the passageways are clean as new! This usually means chasing each with a small cleaning tool.
7. Your petcock and fuel tank level are the biggest culprits in gasoline supply.
8. The same theory of improving fuel flow to the main jet of a concentric can be applied to a side float.
9. Disassemble and check your Bing, cable and throttle prior to any official offroad event.
10. Do not show up at an AHRMA event, decide to do a last minute tune, lose your needle position clip in the grass and not be able to race because of

no spare clip! Or any other part as well!
11. Do not use the numbers on these newsletter IPB's to order parts. They are copied out of the Husky parts list not Bing parts list. *See the part numbers below in Charlie's article.*

*Hope this isn't too basic
Craig Comontofski*

32mm Bing Tips

*Bing Agency -Belvidere,KS-
Carbs for the Husqvarna Moto-Cross -
250cc single - Schweden
Bing #1/32/14 Type 124 T-203o*

Specs:

Float - **35-121**
Slide - **22-721**
Main Jet - **44-051-160**
Idle Jet - **44-353-30**
Needle Jet - **45-321-1710**
Jet Needle - **46-953** set at 2nd position
Idle Mix - set at 2 ½ turns out

The parts views of Body and Bowl show standard and also variable parts, as these carbs were set up differently for other applications.

We can get these parts from Germany for rebuilds. As of a year ago we were still able to get complete carbs. How long this remains is unknown, as Bing Germany discontinues parts and carbs from time to time.

We can do inshop rebuilds on any Bing Carb or you may buy parts and do it yourself.

When doing rebuilds yourself there are a few things to remember...

Completely disassemble the carb. Get a carb dip solution at the auto parts store. Submerge all metal parts in the solution for the recommended time, usually ½ hour unless they are really gunked up. Remove parts and rinse in water. If you have access to an ultrasonic cleaner put carbs in it for 5 minutes. Use a toothbrush or parts brush to really get them clean. Blow all passages out with air compressor. If there are

rust and lime deposits that haven't come off in the cleaner, you should use Lime Away or something similar from your grocer or hardware. Squirt it on the deposits, full strength and use your brush to scrub a bit. You may have to soak for a few minutes or even a few hours depending on the amount of lime and rust. Rinse in water after you are satisfied.

When you have all the parts clean and dry reassemble with new gaskets and rebuild parts.

If you are going to all the trouble of cleaning, put in new Jet Needle and Needle Jet as well as floats and float needles. Main Jets and Idle Jets usually don't wear and just need cleaned. Don't poke out crud with anything but soft copper wire that you know is smaller in diameter than the jet openings. You could inadvertently enlarge the hole diameters with steel wire. If they are really bad, or suspect, get new ones.

Hope this helps resurrect your old carbs.

Charlie Laughridge -The Carb Doctor

Bing Agency International
P.O. Box 1 101 South Main
Belvidere, KS 67028
Tech # 316-862-5808
Orders Only 800-309-2464
Fax 316-862-5699 email:
BING@havilandtelco.com

Powdercoat!

The following are notes from member Mark Raybon in Katy, Texas - I've done about 8 frames so far. Allied Plastics in Houston does the dirty work - blast, coat and bake at 500 deg. It comes out great! I bought the powder 60lbs. It's made by Fuller and is a Mercedes Silver. It doesn't match perfectly. but the stuff flows in every nook and cranny. No sanding polishing, buffing or drying. And this

stuff is tough. You have to hammer it hard with a piece of metal to get it off. The only drawback is if you have to weld on the frame you will have to do the frame over again. But some spray paint can take care of small spots. I have gotten many compliments on my Pentons and 74 Husky's. Allied charges about \$100 for the Frame and 25 for the swing arm. Hubs, brake stay and misc. pcs. go for \$10 each. I've heard these prices are pretty good. Allied does alot of commercial accounts. If you want some more info let me know. I race these bikes with the powder coat and it works great. The mud and dirt come off much easier.

I might add that the powder coat manufacturer is "Fuller" and not "Fuller-O'Brian". There are some Co.s that specialize in custom mixing but I heard through the coaters, it triples in cost. But if you want it "Concours" perfect you will have to spray paint it any way to get that dull-semi-gloss that Husky used. If you're going to race the machine, I believe this is the way to go. I have painted frame myself using "Ditzler" PPG epoxy finishes, but it's a mess and if you don't have the right equipment such as a fume mask OSHA rated for hazardous fumes, you're gonna be breathing bad stuff. Many of the body shops are now using forced air or rebreather masks. The advantage to using a paint system is that you can get an exact color match, but this method is also more costly in materials than powder coat.

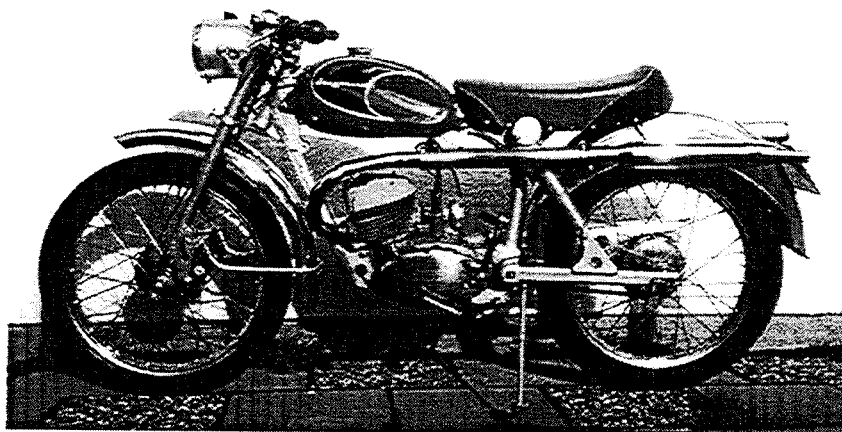
So why breathe the fumes, when you can be sucking clean air out on the race track? (well most of the time)

Regards,

Mark phone 281-855-4455
mraybon@msn.com

Classifieds

Wanted - 4.5 gallon gastank for 85-86 Husky. Please call Brad at 540-656-1126.



Jan Liljedahl's 1961 Husqvarna Silverpilen 282E

For sale **94 360 CR Husqvarna** runs great looks great \$3,000 or best offer . Big box of spares for above bike (cylinders , heads , pistons , cables , decals , kick start lever , gear shifter , seat , gas tank , fmf pipe/silencer spark arrester , and more) \$1,000.Terry 209 369-1667 email at huskyguy@softcom.net

For sale custom made **Vintage Bike Covers** , solid color with contracting stripe and bike name on stripe \$75. Can also do custom graphics at extra charge. Terry 209 369-1667 email huskyguy@softcom.net

For Sale- **250 Commando** rear wheel (new) \$200 , 66-67 rear wheel with braking plate \$100 , many other parts new and used , Terry 209369-1667 email at huskyguy@softcom.net.

79 390, rough, engine free, cobbled-on monoshock, later model forks, \$125. KY. psyadams@acs.eku.edu, 606-624-2644.

Wanted rear fender,Chain guard and stock shocks for **1970 Husky 400**.Have KONI shocks with finned lower reservoirs for trade. Darrell at 403-274-7767 or E.Mail at darrell.hilliard@pipe.nova.ca.

69-71 Husky 360c sportsman - wanted headlite, chain guard, muffler + more, call collect -Bob at - 520-428-5721.

82 Husky CR250- CN07076, 2079-2129, one owner, adult ridden, not raced, extra parts, great condition \$900 obo call Tom at 513-353-2918 in Ohio.

1984 Husky Öhlins shocks wanted for a 250 Husky WR or something that will work, 18" eye to eye, call Tom at 513-353-2918

Lots of Husky parts can be mail ordered from Rich in IL by calling 618-877-1307. Specials this month on 125 Husky parts, air filters, Desert tanks, but much much more for all years!

Huskys Parting Out- 72 250CR, 72 250WR, 73 360WR, 80 390CR, 83 250XC, **Bikes for sale 74 400WR** very trick, setup for MX \$1150, 83 125WR nice, clean bike, \$875, 88 500XC excellent cond, needs clutch - \$1150, lots of used wheels, tanks, forks, frames, also pistons for early Huskys \$100 each - call Idaho Mike at 208-522-1113.

Husky Auto Wanted - any year or size call 812-333-4070 or 812-838-6710 Indiana

76 360WR needs restored \$300 call

4 Husqvarna Report

John at 812-333-4070 weekends or 812-838-610 evenings in Indiana.

73 250RT for sale absolutely horrible condition and incomplete numbers match \$100 Jeff at 315-597-6797

Trade 73 400CR crank (small taper) for 73 400WR crank (large taper) call Jeff at 315 597-6797.

Husky Triple Clamps - CNC machined to race specs for Husqvarna! 5mm setback for great handling, call Tom at 515-277-6565 or fax at 515-255-0762

1983 510TE new parts in engine , very nice condition, new shocks , \$1500 obo call Steve at 708-562-3006 also have 86 auto for sale

1977 360 Auto Frame # ML19924 Engine # 2053-1309 Needs trans work and plastic parts. Engine Starts with one kick. Bearings new. 1973 WR250 Fram # MK03114 Engine # 2032-0533 For parts. Rims, Hubs, Engine, Frame, Misc parts, Tank is rough has been repainted. Seat has been recovered in Gray Vinyl? Forks and Triple clamps - no shocks or Carb. Want to sell all as package for Best Offer. Chris Lockard" <jclockard@mindspring.com> call 301-724-2260

1985 Husqvarna 510te 4-stroke for sale, UK, North Kent. Years MoT Tax till Jan '99. C-reg plate. 800 UKP. Contact Mik, m.reed@gre.ac.uk

1985 WR250 w/608 original miles. in storage since 1986. i purchased it last summer and gave it a well deserved tune-up. it needs nothing but someone to love it. i don't have the time to ride it. runs really good, motor & chassie very tight. my e-mail is protech@opman.com. our ph.(419) 332-3840

Wanted - 1984 Husqvarna 400WR or

just a 84 400 engine, any condition >please >> contact Tasos Toutoutzian at e-mail <atout@otenet.gr>Athens Greece

Wanted: 1995-96 610 or 410 WXC/WXE good condition and with in 4 hour driving distance from Columbus, Ohio. Tim Rooney 614-855-9445 (TRooney519@aol.com)

1995 Husky 360 WXC/WXE salvaged. All parts in good condition: engine, carburetor, airbox, subframe, electrical components, swingarm, rear wheel assemble, rear caliper, rear brake pedal, rear shock, rear fender, lighting, FMF silencer+stock, gas tank, front master cylinder+lever, right fork, NEW in the box husky fiber+steel drive clutch plates+springs, also NEW 95 250 WXC/WXE FMF pipe. EVERYTHING \$1,500 obo(will seperate).Tim Rooney 614-855-8446 Gahanna,Ohio (TRooney519@aol.com)

Wanted - rear fender,Chain guard and stock shocks for 1970 Husky 400.Have KONI shocks with finned lower reservoirs for trade.Pls call >Darrell at 403-274-7767 or E.Mail at darrell.hilliard@pipe.nova.ca.

Wanted: '83-'88 500 Huskys and '79-'82 Big Bore CR's Looking for good, reasonably priced bikes for collection. Desire bikes close to Michigan,will consider all. Contact (248) 435-0936 or E-Mail: Larry.Kubes@juno.com

Husky Engine Wanted - a 390 or 430 complete engine, with carb, exhaust, and electrics, prefer the wide ratio tranny. Call or e-mail Myron Dargus , MN. 218-681-1541 <dargus@northernnet.com>

Wanted: '82 Husky 500CR, not running or incomplete preferred to keep cost down, but will consider anything under \$600. Must have matching

Engine and Frame #'s. Contact Carl at ccschuur@gte.net

For sale 94 360 CR Husqvarna runs great looks great \$3,000 or best offer . Big box of spares for above bike (cylinders , heads , pistons , cables , decals , kick start lever , gear shifter , seat , gas tank , fmf pipe/silencer spark arrester , and more) \$1,000. Terry 209-369-1667 or huskyguy@softcom.net

79 Husky 390, rough, engine free, cobbled-on monoshock, later model forks, \$125. KY. psyadams@acs.eku.edu, 606-624-2644

For Sale ; 250 Commando rear wheel (new) \$200 , 66-67 rear wheel with braking plate \$100 , many other parts new and used , Terry 209-369-1667 email at huskyguy@softcom.net.

Wanted, 1972 to 1975 Husqvarna 400s, and literature. 717 645 0201ask for Ed ,or e mail,filkids@ptd.net

1980 Husqvarna Auto 390 Enduro, engine number 2077 0381 Runs great but needs trans work, new throttle cable, complete gasket set, brand new air filter, good tires, good plastic, speedo broke, asking \$700, neg. consider trade for 250cc + quad in the \$1000 range, Columbus Ohio, Call (614)-837-5870, ask for Ian.

1983 Husqvarna xc250 ,runs ,needs some berings,fast asking \$250 or obo, filkids@ptd.net or 717 645 8736 Summit Hill, PA ,ask for Dave .

Wanted 82 WR jugg or complete motor will buy or trade parts. Troy at 931-455-6699 e-mail cooter12@ficom.net

Wanted 1st oversize piston for a '74 WR400 Dan Shea e-mail <Dan.Shea@alliedsignal.com>

88 Husky 510 Enduro, good

condition, needs some work, 4-stroke, dual exhaust, for more info, E-mail Mike at - lorzip@pottsville.infi.net

Need piston: **1976 Husky 125**, eng#2039 0112, ML05289 call 210-826-5178 e-mail: REstr67813@aol.com fax 210-355-6625 attn: Robert

1973 Husky 400
cr, complete, running, needs restoring, but is rideable, very original, frame#mk 09869 motor#20301005 \$750 516 767 7533 n.y. Thanks Sonny DeFeo Mcywrld@aol.com

73 Husqvarna 250 WR, rough, stuck motor, restorable, \$250. (860) 572-7252. Mystic

78 Husqvarna 390 OR, excellent condition, Works Performance shocks, \$750. (860) 572-7252. Mystic

83 Husqvarna WR250, runs excellent, \$750 or best offer. (203) 723-1967 aft 5pm. Naugatuck

91 Husqvarna 260 WXE Enduro, original low hours, exc cond, \$1700 or best offer. (203) 268-9876. Trumbull

91 Husqvarna WXE 250, newly rebuilt, very good shape, \$1400 or best offer. (860) 643-1112. Manchester

Husqvarna Parts Inventory - for sale as a lot, but will sell individual pieces please e-mail at Chuck Jouver <cjouver@snet.net> 860-572-7252

Desperately seeking a "slider" for the power valve of a **91 WMX 250**. He has been waiting 9 months for the part on baxkoeder from Husqvarna. Roy S. Mitchell <mhap@earthlink.net> Jeff Coster (601)234-5608 MS

Husky's Wanted - **1984 Husky 510** air cooled 4-stroke - prefer cross country model & 1987 - 1989 Husky 500WR

Russ Becker - call 512-347-7383 or Email RBecker011@aol.com

For sale NEW 1982 WR 250 call for price and info. 931-455-6699 or e-mail cooter12@ficom.net

New **'81 Husky 420 Auto** frame complete with front forks, s/arm, air box & air filter. New 17" rear wheel & 21" front wheel (gold rims, no tires or brgs) '81 420 Auto motor (#2085-0364) missing ign. needs work. '81 Blue alloy XC gas tank in very good cond! call Dorian at 360.943.1559 or e-mail doriak@w-link.net WA

Wanted RH radiator shroud (white plastic) for **1987 430 WR**. Also have for sale extra crank assembly (VGC) for same, if anyone is in need. Curt (205) 828-1282 or CurtComer@aol.com.

Wanted - a pair of **Gas Girling** shox to suit a '76 **360 Auto**, eye to eye length is 13 inches. They do not need to have springs. Also a green alloy MX tank as fitted to the Autos in about '78 or so. E-mail- brian.watson@mrwa.wa.gov.au - my phone 61+08+94445785. Brian Watson

Wanted: Flywheel tool for **1982 Husqvarna 430WR** with SEM type flywheel; also want flywheel, stator and ignition coil for same. The motor# is 2086-2135 frame# WN12119. contact Greg at e-mail sawkagr@emcyber.com

1986 Husqvarna 500CR for sale: Engine has been ported and polished, Renthal bars, Roost Boost for hotter spark, Omega Oring Chain, modified 6 speed box, 39mm Keihin carb, Z racing alum rad guards, tank guards, all internals have been replaced if not meeting new specs, newer plastic, new Dunlops, all alum parts on bike polished, Uptight chrome plate chamber. Included with the bike is a parts bike which is 80% complete and 2

extra engines plus a Tree Bike Trailer. \$3150.00, E-mail me at rbyrd@i-o.com or call Richard 281-243-1638.

WANTED: A stator for a SEMI 140W '86 preferably in Sweden, Contact me at johan.gadnert@swipnet.se

I'm looking for flywheel and stator for **1986 400 XC**. My stator is cracked. I've been told that they come in a matched set. Other years may work. If you know where I can get these parts or of someone who may be able to repair my stator, please E-mail me at trstls@lightspeed.net

Now Available! Husqvarna Motorcycles 1966 thru 1977 Aluminum CNC milled Triple Clamps featuring Timkin bearings top and bottom, special bolts for frt fender mount, also 5mm setback for quicker steering. legal for AHRMA, cost \$350. For more info contact Tom at (515)277-6565 or E-mail me at Hrhusky@aol.com - Des Moines, Iowa.

Wanted - a clutch basket for a **Husqvarna 500CR**. The small gear that mates to the idler gear should have only 17 gear teeth. The Gears on the clutch basket must be in perfect condition. My email address is rbyrd@i-o.com or call me at 281-243-1638.

Looking for 1981 to 1984 Husky CR. Prefer 430 or 500 model but would consider a 250. Cash waiting for the right bike. Russ Becker at RBecker011@aol.com or call me at 512-347-7383.

1983 Husqvarna 500CR. Good tires, chain, sprockets, new chain wear pad. Engine is solid. This bike was raced in 83-84 about 1 1/2 times and garaged ever since other than an occasional cow pasture ride. Has Brembo disk fitted to front and aftermarket rear springs. (Have originals) Shocks are stock.

6 Husqvarna Report

Have all original parts. Have extra new front and rear tires, full gasket set, decal set. Motor has been ringed one time. Piston and cylinder in good condition. \$1150 call Kurt at 919-779-6307 or email kdressler@capital-invest.com. Will send pictures.

1973 250 RT nice shape, horn, turn sigs, lites, bat box, call for details Robert in CA at 408-438-0657.

Husky Parts 1966-1988, complete Canadian Husqvarna inventory is now available for your parts needs! Also Skyway muffs, and more !!! Call Jeff in Ontario at 905-797-2383.

Husky Parts and more! Call Rich Anderson in IL for prices and stock at 618-877-1307

Wanted Husky Literature for all years. Call Craig at 304-267-6471 parts books, sales sheets, service lit, owners manuals, catalogs, etc. I have duplicates to trade with also.

Original VDO speedos for 68-74 Huskys, NOS, 0 miles, just like on SG thru SK models \$90 or will trade for RT turn lite set or RT fenders. Call Craig 304-267-6471 Also have later model speedos NOS in the box for 80's era Huskys.

NOS 83 white plastic Large tank with embossed Husky logo areas and decals. Sale or trade for lit or other Husky items. Call Craig 304-267-6471

Bruce's Tips

Hemet, California March 1998 -

1. 4 speed Husky must engage kick start gear at no higher than 2:30 O'clock or kickback will shear off the stop on clutch cover - guaranteed.
2. Lowering the forks in the triple clamps approx 3/4"-1" greatly tightens up the steering to reduce front end plow.

3. The Bing Agency's Tuning Manual as advertised in Vintage Views is the best \$6.95 you can spend.

4. Matt Hilgenberg at Speed and Sport has very good Husky plastic at lo prices.

5. Bill Saltzman Motorcycles in California at 818-337-6811 has a great stash of Husky parts, but you need a part number when you call.

6. Ball bearing needed in an 8 speed linkage is same as steering head.

7. Barnett Clutches have a more visible to the naked eye.

Thanks for reading this babble
Bruce Chasmer 909-925-8489

Ed note: Thanks Bruce for sharing this info! This is what the newsletter is all about!

Events

June 28, 1998 - Motorcycle Swap Meet at Knoxville, Tenn, VVMC, call 423-523-6428 under roof rain or shine!

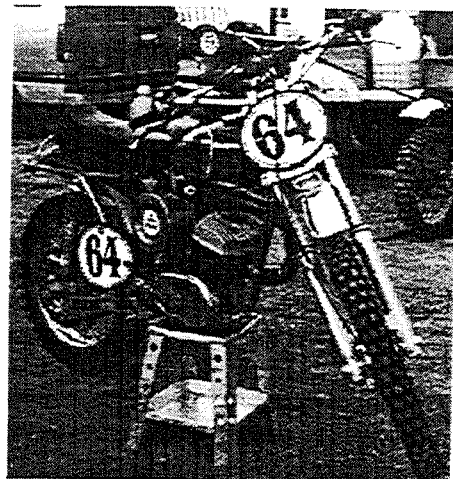
British- Japanese- European only!
July 10-12 - Vintage Motorcycle Days at Lexington, Ohio call 440-543-0632 or 216-543-0632

Aug 1-2 - Classic Motorcycle Weekend, Hammondsport, NY 607-569-2160 show, swapmeet, more

July 25-26 - Days of Glory vintage mc weekend call 518-279-4292 Weedsport, NY

Raybon Rides

NEWS FLASH - Raybon goes 1-3 for 2nd overall on his "Trusty Husky" 400CR at AHRMA Ocala, FL. Mark says, "I took a 2nd at Ocala, FL in the +40 Novice. My Maico didnt do so well in the Sportsman 500 Nov. It was 86 degrees and 100% humidity and I hadn't ridden since October last year - Whew, but it was fun! Then I turned around and drove 13 1/2 hours back home only

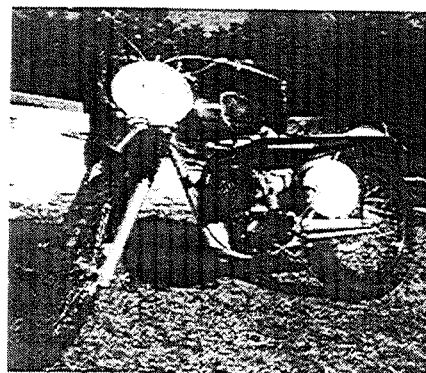


Rodney Henninger's 67 AHRMA racer

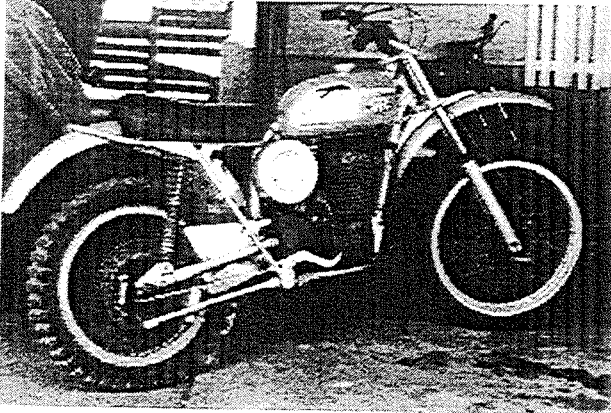
to stop for gas! Next year I plan to stay for all of bike week. John Easton from Mich. rode 2 classes in road racing, 2 in motocross, 1 in trials, and 1 in flat track. And he had a rig and a half to show for it. He brought me some parts for my CCM 500MX project. (Can you say, John Banks or Vic Eastwood?)

At the Saturday night's Barbecue (formally known as the AHRMA Annual Awards banquet) I took home my National 1997 2nds in +40 Nov. and Sports. 500 Nov. Maybe this year I can get 1st. then move up to intermediate. God willing and I can afford to travel to the Nationals this year. I raced 4 of them in 97'. I'm looking at racing in 5 this year. Take Care,"

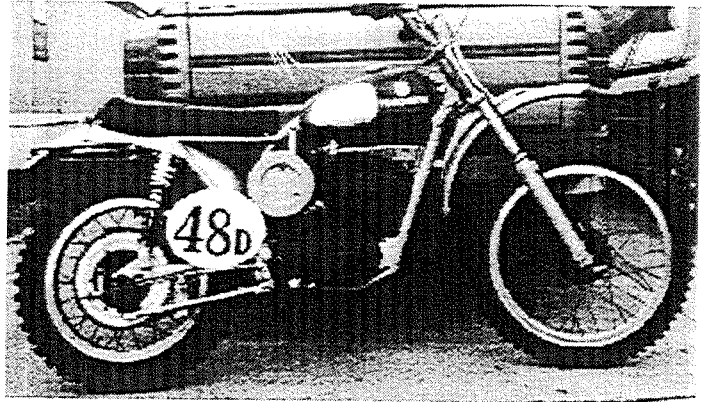
Mark Raybon, Texas 281-855-4455



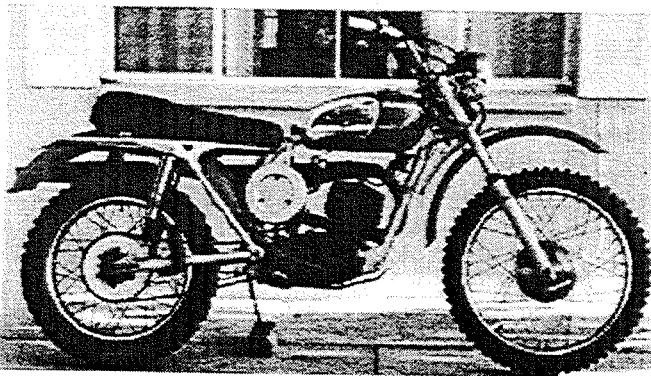
Heath Hibbard's classy 66 250 Husky



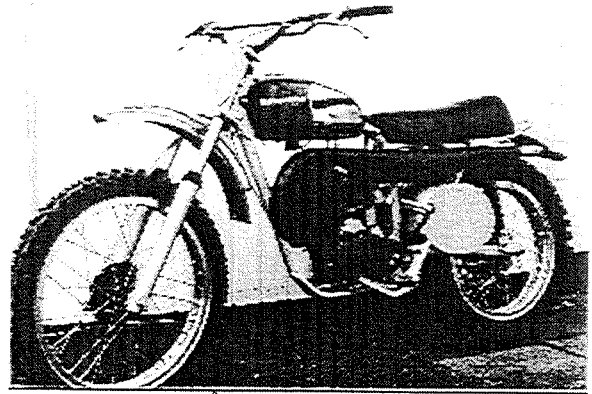
Dan Weislogel's very nice 450 machine MJ09517



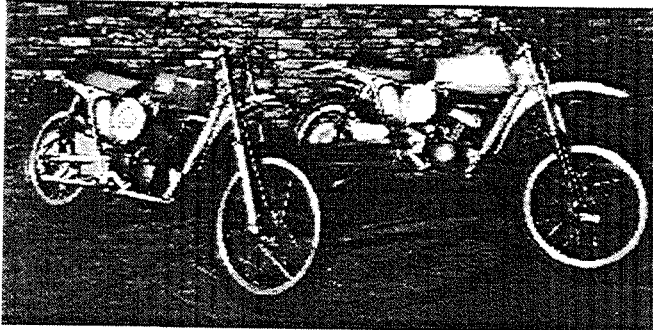
Dennis Brown's AHRMA winning 67 250 Husky



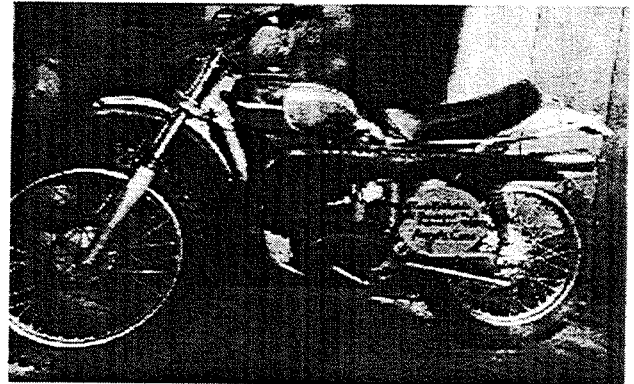
Bob White's 67 Commando Sportsman 250T



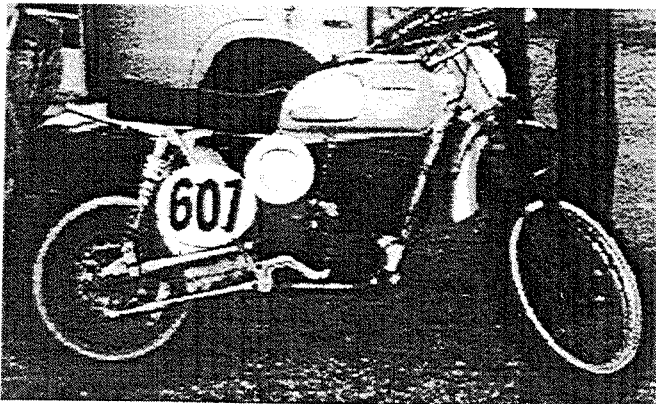
Jorge Ahman's 69 360 Husky



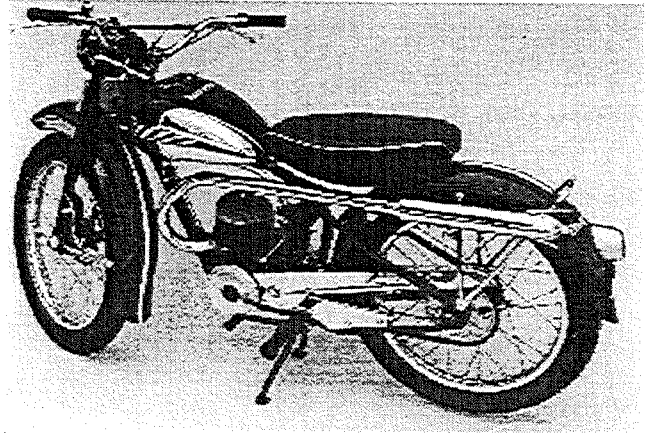
Robert Mandarino's show pair 72 250CR and 73 250WR



Ross Richard's beautiful 67 250



Craig Ridlen's AHRMA 450 killer Husky



Craig Comontofski's 1955 modell 31 sport

5. Fuel System

Idling speed

The vacuum in the engine crankcase sucks air through the carburetor. Partly past the throttle which is adjusted by means of the large screw. Partly through the throat (B) past the adjustment screw (A); this air breaks up the fuel in the mixing section of the idling jet to facilitate carburetion.

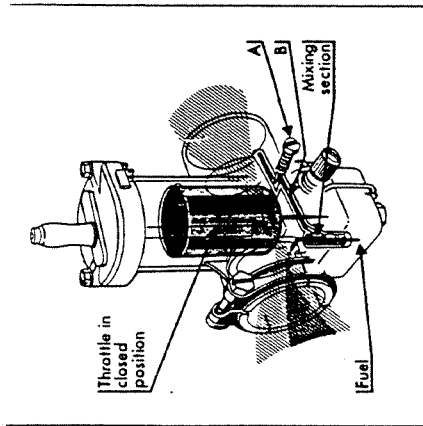


Fig. 15

High speed

Air is sucked through the passage (C). This air breaks up the fuel in the mixing tube (D). The atomized fuel is then sucked up into the venturi of the carburetor and mixed with the air flowing through the throttle opening.

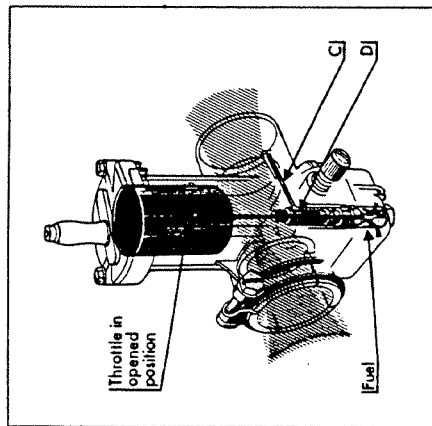


Fig. 16

Fuel supply system

Fuel flows through the needle valve (E) when the float is below the pre-set position. As the fuel level rises, so does the float and closes the needle valve. This procedure is repeated with the result that the fuel level in the float chamber of the carburetor remains constant.

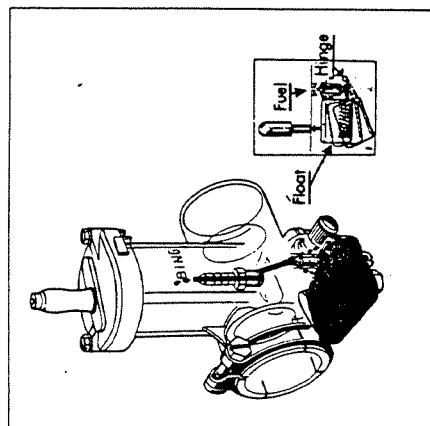


Fig. 17

BING CARB R

If you have a Bing on your bike, and you're too lazy to read this article, you will blow your motor up. Don't say we didn't warn you.

By BRIAN FABRE

Expensive European motorcycles are built to give the purchaser the basic package without the necessary detailing that makes a "works" machine. In order to get proper performance, it is usually necessary to go completely through the motorcycle before entering it in a race. If such things as motor mounts, carburetor settings, brake linings, etc., are not serviced correctly, there is an excellent chance that disaster is just around the corner. This means more out-of-pocket

expense on top of the payments that must be made.

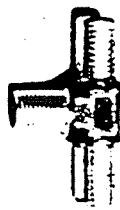
One of the most expensive parts of the motorcycle to repair is the power unit. Improper jetting or inadequate fuel supply can easily ruin the piston or the connecting rod. There have been cases where the rod broke in half after the piston seized, resulting in a new engine. (As an example: a 400 Maico Rudial engine costs over \$800.) Though many of the popular motocrossers from Europe use the 36mm Bing

center float carburetor, almost everything that is applicable to the Bing is applicable to the other slide-type carburetors.

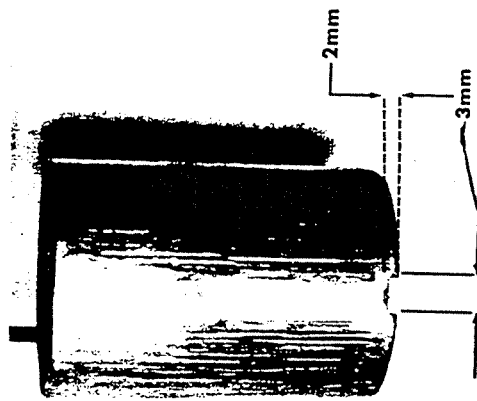
It appears as though the Bing carburetor problems are threefold:

- 1.) The carburetor runs too rich at low speeds.
- 2.) When the jetting is changed for good low-speed performance, it will be too lean in the mid-range speeds.
- 3.) At low speeds, the carburetor will suddenly become richer for no apparent reason.

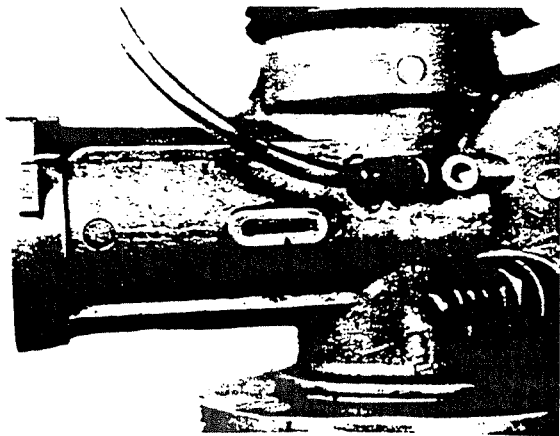
Using 400cc engine carburetor settings as an example, the average tuner will first lower the needle to the leanest position, and then if he's not satisfied, out will come the factory-supplied 185 main jet and in will go a 170-175. Low-speed problems seem to go away for a short while, usually until the engine gets a good healthy bite of the ground



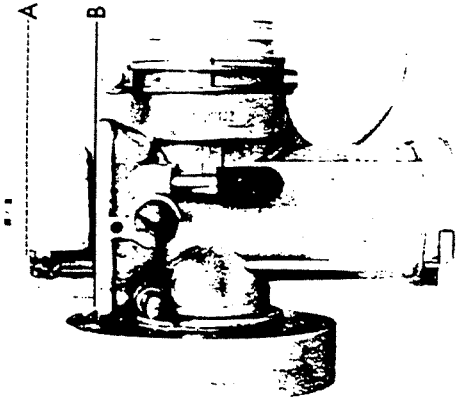
High flow fuel "T" can be made from a brass fitting if the threads are turned off in an engine lathe. Also check at the hardware store for a copper tubing "sweat" fitting; they work and do not have threads.



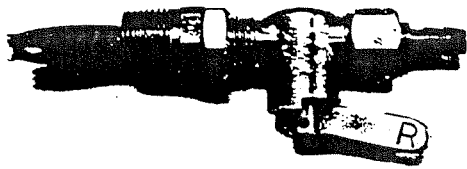
Some of the richness just off idle can be eliminated by cutting this notch. Do not exceed 2mm deep x 3mm wide.



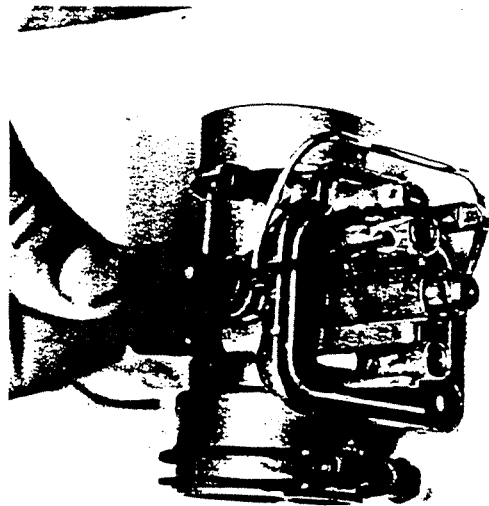
We suggest that the slide key be epoxied in. There have been many cases of it falling out. Later models have corrected this by center punching over the key. Don't try center punching your carb or you'll ruin it.



Adjust the float level (A) so that the floats are parallel to the float bowl gasket surface (B).



Triumph fuel taps have good flow. Yamaha valves on the MXers are better.



Hole has been opened up to allow fuel to escape directly into the float chamber without passing along the sides of the float needle. Upper surface of the hole passes just below the needle seat. Be extra careful not to scratch the seat.

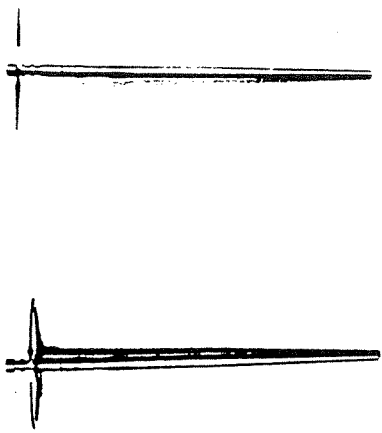


Big float needle is prone to fast wear. A groove, which develops quickly, will cause improper sealing at low speeds. If jetting changes for no apparent reason, the culprit is usually the float needle.

going up the straightaway. Suddenly, a big hand seems to grab the bike, causing it to slow down. The instant the clutch is disengaged the engine stops. Pushing the motorcycle back to the pits, think of at least \$1000 to repair it. Gruesome, isn't it?

First rule of thumb is the fact that the factory main jet setting is usually spot-on for maximum power, or one size rich. Second rule of thumb is, don't diddle with the main jet. Let's put all the footcraw to the side and start at the root of the problem and then continue forward. If we can get gasoline into the float bowl in adequate quantities, jetting will be a snap. Looking at the restrictions in the system, two areas come under critical examination. Fuel valves from Europe are big enough to supply a mop-ed engine, no larger. Remove it from the gasoline tank and discard it. Purchase an accessory item fuel valve or adapt an industrial fuel valve available from the local hardware or farm equipment dealer. It may take a piece of rubber tubing and hose clamps to adapt the fuel valve, but don't let that discourage you.

With gasoline flowing freely from the gas tank, it won't do any good if it can't get to the main jet. Evidently Bing thought that the 36 mm'er would be used on 50cc strassa racers, so they made the passage from the gasoline line to the float bowl just large enough to pass about one gallon of fuel every 10 minutes. At full throttle a two-cycle engine will consume approximately one pound of fuel per hour per horsepower. That means that a 45-horsepower engine will consume 45 pounds of fuel per hour. To be on the safe side, assume that gasoline weighs 6.5 pounds



Carburetor needle in rich position.

Carburetor needle in lean position.



Fuel inlet fitting and the fuel passage below must be enlarged in order to keep the float bowl full when the engine is developing maximum horsepower.

per gallon. The engine requires about seven gallons of fuel per hour and the passage in the carburetor will deliver only six gallons per hour. It should be evident that the fuel supply system cannot maintain proper fuel level in the float bowl.

Remove the brass fuel inlet fitting and drill the inner diameter with a 3/16 (.1875 dia.) drill. Holding the carburetor body by hand, drill the passage just under the brass fuel inlet to 3/16. Take it very slow as the drill will break through into a small chamber at the end of the passage. At the other side of the chamber is the brass seat for the float needle. If the drill cuts into the brass seat far enough, the float needle will not seal and the carburetor is scrap. Do not be alarmed if the drill opens the

passage directly to the float chamber. This will require a trip to the hardware store for an epoxy kit. Mix the epoxy per directions and patch the broken-through area. After the epoxy has dried, retighten the passage again.

At this point, the carburetor will handle a weak 360cc engine, but is still inadequate for the fire-breathing 400cc and larger engines. So we must drill and massage a little bit more in order to get the flow higher. With a grinding wheel, attached to a small Dremel or a drill motor, cut through the side of the needle chamber so that when the needle drops away from the seat, the fuel has direct access to the float bowl. Again, be careful so that the grinding wheel does

Cont'd. on page 93

10 Husqvarna Report

Main jet

The surest way to determine the right size of main jet is to try and obviously large number. Run at full throttle in 4th gear and allow the engine to run down. It will »four-stroke«. Reduce jet size by one number at a time, until 4-stroking is eliminated. If the main jet is too small, acceleration may suffer. Use the largest possible size without 4-stroking at high revs.

Finally

High temperature, high elevation above sea level and lower barometric pressure generally require leaner settings. However, remember to restoffe the richer setting when conditions are normal again. If settings are too lean, acceleration and top speed will be less and there will be risk of engine damage.

Changing throttle wire

1. Remove carburettor cover.
2. Compress throttle spring and unhook wire.
3. Open cover of throttle handgrip and remove wire.
4. Fix new wire in handgrip and throttle flap.
5. Refit throttle flap and screw carb. cover in place. *Important:* Check that throttle wire and adjusting screw are correctly located. See Fig. 20 and 22.
6. Check that wire runs freely and will not be pinched by steering.

Dismantling and cleaning

Remove the air filter and retainer from the carburettor and frame. Lift out the throttle from the carburettor. Loosen the carburettor attaching clamp and remove the carburettor from the intake manifold. Remove the float chamber from the carburettor by loosening the spring strap (see Fig. 22). Remove the peg and take out the float. Remove or change the main jet and idling jet if necessary. Thoroughly clean all parts in petrol and blow dry with compressed air. Assemble the carburettor in the reverse order. Make sure that the float chamber is fitted correctly on the carburettor housing and that the rubber seal between the carburettor and air filter holder is intact. Clean the fuel cock filter (see Fig. 24) and carburettor float chamber free from water and dirt. Fit a new air filter if necessary.

Air filter

This is a papertype filter with a large effective area. It is accessible for cleaning or replacement by removing the three nuts which hold the filter casing. The filter element must not be washed in petrol or any other type of solvent. Instead use compressed air or a soft brush. If heavily blocked with dirt, the filter should be changed. When refitting the filter the contact surfaces with the air inlet connection and casing should be greased in order to ensure good sealing. Tighten up the three nuts fully when fitting.

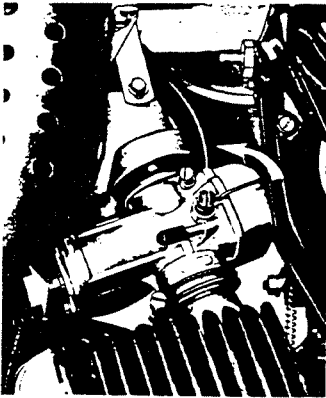


Fig. 22

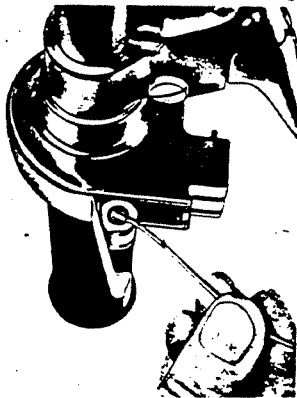


Fig. 23

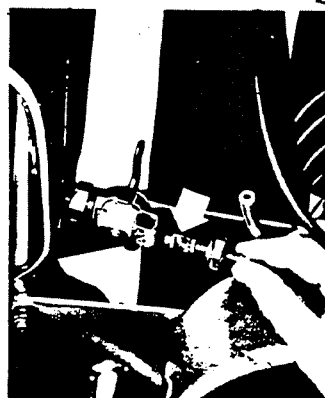


Fig. 24

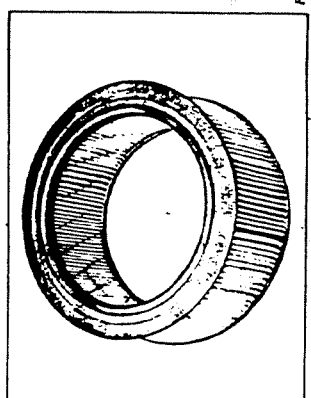


Fig. 25

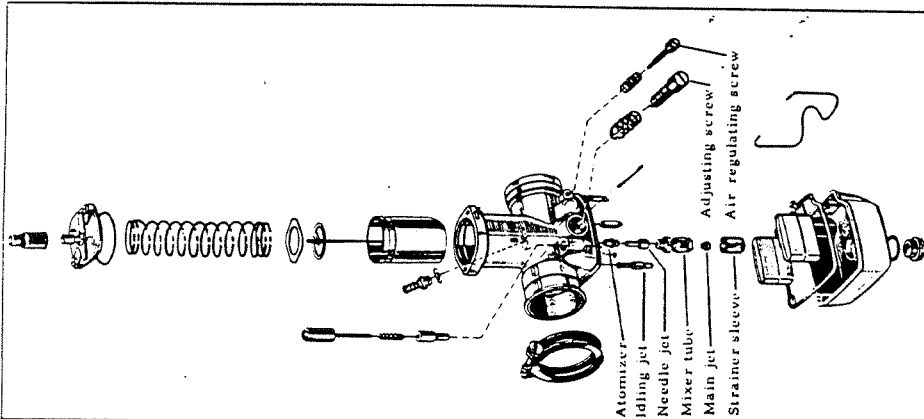


Fig. 20

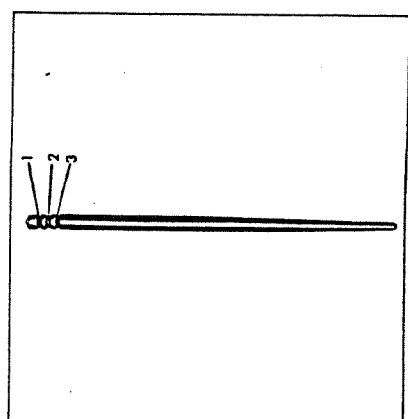


Fig. 21

Carburettor adjustment

Slow running

Always warm up the engine before adjusting.

1. Gently turn the air screw right home. Then screw it back 1,5 turn.
2. Start the engine and adjust the throttle stop screw until a satisfactory slow running speed is achieved.
3. Adjust the air screw until the engine runs smoothly (turning clockwise gives a richer mixture, anti-clockwise gives a leaner mixture).
4. If necessary, re-adjust the throttle stop screw for a satisfactory slow running speed.

Main adjustments

For this carburettor the following main adjustments are recommended, with certain divergences depending on the temperature, climate and racing circumstances.

Main jet: Nr 180
 Needle jet: 2,85
 Idle jet: Nr 35
 Needle: 1,5 x 28

Needle position: 3 (the needle in the upper position). Idle screw (the small screw) is opened 1,5 turns from bottom position.

Regular running

1. Turn out the throttle stop screw so that the throttle closes completely.
2. Gently turn the air screw right home. Then screw it back one half-turn.
3. Run the motorcycle down a long hill with the throttle closed and in 2nd gear. The hill must be steep enough for the machine to run on no power. After about 50 yards give a quick burst of full throttle. If the engine tends to »four-stroke« momentarily the air screw is too far in. Back it off half a turn and repeat the test. Continue the procedure until the engine answers instantly. Beware of opening the air screw too far, as acceleration will suffer.

Needle

The needle determines the mixture ratio between slow running and three-quarters throttle. From 3/4 throttle up to full throttle the main jet is decisive. The needle has three settings, the uppermost (no 1) giving the leanest and the lowest (no 3) the richest mixture.

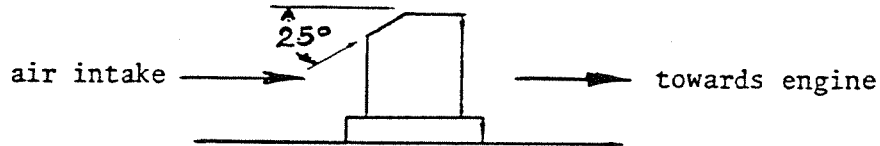
Needle adjustment

Drive up a hill that is within machine capability in 3rd gear and at 1/4 throttle. Slowly increase the throttle to 3/4 open. If acceleration is poor it may be due to lean needle setting. Raise the needle one mark and repeat the test. If the engine runs unevenly or »four-strokes« during this test then the needle setting is too rich. Lower the needle one mark and repeat the test.

RE: 450 WR FUEL ECONOMY
and HELPING THE ENERGY CRISIS

Many 450 WR owners have difficulty getting good fuel mileage out of their bikes. The problem is easily recognized by the sweat which builds up on the foreheads and under the arms of 450 WR owners as they push their bikes out of the woods after embarking on a ride.

Fuel economy can be improved on 450s by making this modification to the atomizers in the Bing carbs.



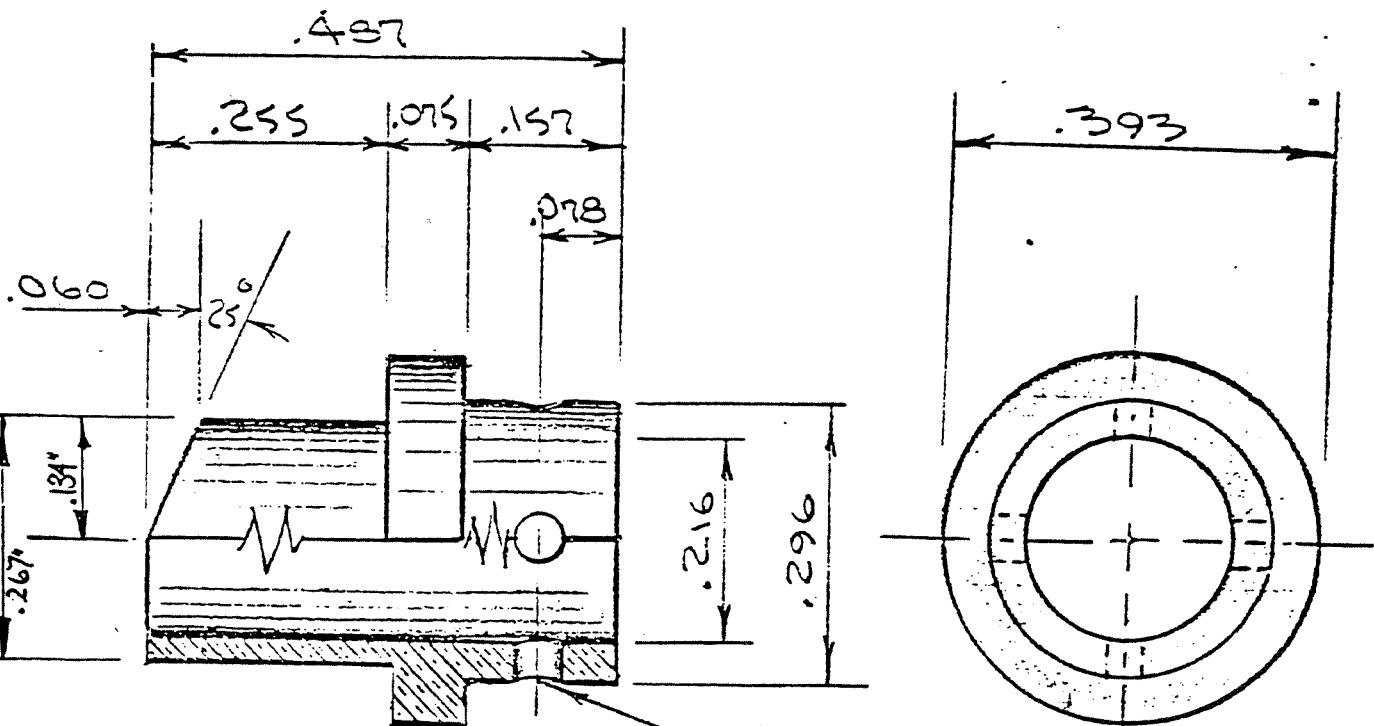
The atomizer, after being modified as shown below with a 25 degree cut, should be installed backwards from the normal position with the cut section facing towards the air intake (shown above). The 36mm Bing carb should be set up with the following jets for most conditions:

MAIN JET: #190

NEEDLE JET: 2.85

PILOT JET: #35

This jetting will crisp up the mid-range. Caution should be taken as to jetting for your particular area. The above specs are a guide only. Check the rider's manual for information on how to determine the proper jetting.



(4) .096" DIA. HOLES EQUALLY SPACED

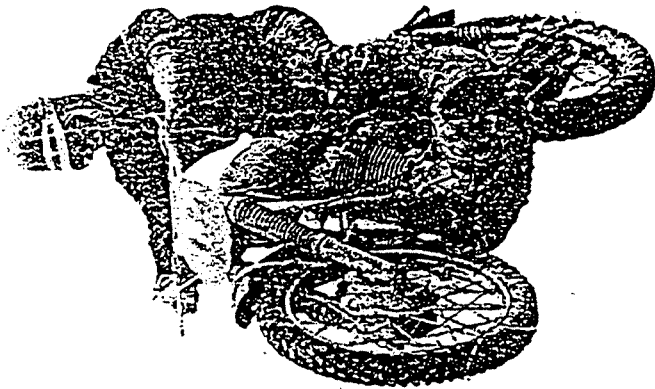
Husqvarna
Husqvarna

Pris 1:- kr.

Officiellt

PROGRAM

”SNICKARFRÄSEN”



2-dagars SM och

SERIE-MOTOCROSS

Lördagen d. 1 maj 1965 kl. 16.00

Söndagen d. 2 maj 1965 kl. 13.00

på

ÖRLENBANAN

Arrangör: TIBRO MOTORKLUBB

Levins Byggmaterial AB

Tibro

SONDAG. 250 c.c. SM-klassen. HEAT 3 och 5 - 12 varv

Nr	Namn	Klubb	Maslinm	Heat 1 Tid Plac.	Heat 2 Tid Plac.	Total plac.
1	Ake Jonsson	Hammarby MK	HVA			
2	Torsten Hallman	Uppsala MCK	HVA			
3	Jan Blomkvist	Nacka MS	HVA			
5	Connoth Löf	Göta MS	HVA			
6	Olle Pettersson	SAMS	Bult./M			
7	L. A. Olsson	SMK Arboga	HVA			
8	Håkan Jerling	SMK Arboga	HVA			
9	Conny Andersson	Ålvbygdens MK	HVA			
10	Lennart Nordström	Göta MS	HVA			
11	Ake Törnblom	Uppl.-Väsby MK	HVA			
12	Staffan Enequist	Nacka MS	HVA			
13	Arne Kring	Woxnadalens MK	HVA			
14	Lars Forsberg	Göta MS	HVA			
15	Yngve Holmkvist	Vännäs MK	HVA			
16	Sivert Eriksson	Uppsala MCK	HVA			
17	S. G. Torstensson	Ålvbygdens MK	HVA			
18	Gunnar Lindström	SMK Eksjö	HVA			
19	Christer Hammargren	SMK Värnamo	HVA			
20	Arne Stål	Visseljärda MK	HVA			
21	Lasse Larsson	Uppl.-Väsby MK	HVA			
22	Rune Isaksson	Tibro MK	HVA			
23	Håkan Andersson	Skurn MK	HVA			
24	Eje Skarin	Skara MK	HVA			
25	Gösta Hjalmarsson	Vimmerby MS	HVA			
26	Georg Almiöf	SMK Värnamo	HVA			

Editor's Note:

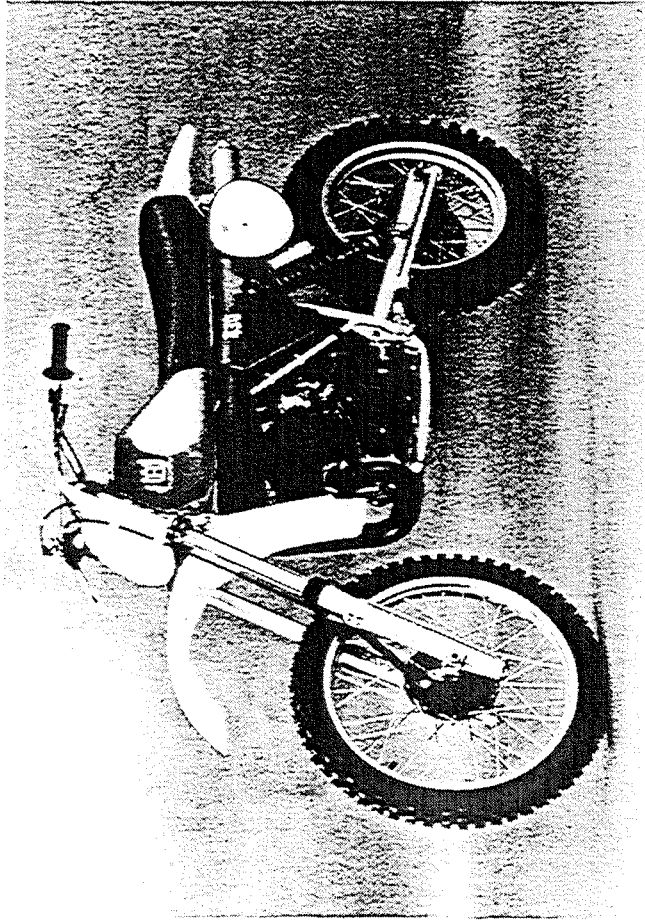
This is a race program from a 2 day race in May of 1965. Look at the historical line up of World Class riders! Every single rider in this SM 250 class is a notable expert rider and placed well for years in Swedish and World Champion motocross! I find this line up the most incredible field of Swedish champions - Hallman, Jonsson, Pettersson, Enequist, Kring, Lindström, Hammargren, H. Andersson may be the most familiar in the USA, but Löf, C. Andersson, Stål, Larsson, and the others were top notch riders. They are all on HVA (Husqvarna Vapenfabriks Aktieföretag)! Olle was on a Bul. My thanks to Jorgen Åhman for this copy. Tack så mycket dagars=days, SM=Swedish Master, varv=laps, Söndag=Sunday

Jorge says:

Örlenbanan (Örten means lake, banan means circuit) was a beautiful circuit in the meadows near the beach. 15km from Tibro, the Swedish enduro-Mecca with famous riders like Hasse Hansson, Lars-Erik Johansson, Thomas Gustafsson (one of the men behind HVA 4stroke), Hasse Hansson's son Peter Hansson, and Sven-Erik Jonsson. The circuit has been layed down since several years ago.

Husqvarna 430 CR MOTOCROSS

TECHNICAL DATA



Carburettor: Mikuni
Type: VM 38 - 89
Venturi Ø: 38 mm
Main jet: 450
Needle jet: R4
Idling jet: 45
Needle position: 4 from top
Air screw opening: 1.5 turn from bottom position

Electrical System:
Type: Motoplatt
 CDI Ø 63 with internal rotor 17°
 Ignition advance: 2.2 mm
 Ignition advance on piston before TDC: 9.3 mm
 Ignition advance on fly-wheel before TDC: Bosch W4C
 Spark plug:

Rear Suspension:
Travel: 310 mm (12.2 in)
Springs: short: 32 N/mm (183.1 lb/in)
 long: 27 N/mm (154.5 lb/in)

Wheels and Brakes:
Tires: Pirelli "Penta-cross"
 3.00x21" 5.00x17"
Rims: 1.60x21" 2.50x17"
Spoke Ø: 4/4.5 mm
Brake drum Ø: 160 mm (6.3 in)

Dimensions:
Length: 2190 mm (86.2 in)
Height: 1260 mm (49.6 in)
Height at seat: 970 mm (38.2 in)
Wheelbase: 1505 mm (59.3 in)
Ground clearance: 345 mm (13.9 in)
Weight: 105 kg (230 lbs)

Front Fork: Husqvarna (Ø 40 mm)
Travel: 300 mm (11.8 in)
Trail: 152 mm (6.0 in)
Fork angle (caster): 30.5°
Air pressure per leg: max. 50 kPa (8 psi)
Oil capacity per leg: 390 cc/leg
Oil change: 400 cc/leg
Disassembling: Engine oil
Oil recommendation: SAE 10 - SAE 30

Torque Specifications:
Flywheel nut: 90 Nm (66 ft. lb)
Cylinder head nut: 30 Nm (22 ft. lb)
Cylinder head screws: 20 Nm (15 ft. lb)
Engine mounting bolts: 40 Nm (29 ft. lb)
Crankcase screws: 12 Nm (9 ft. lb)
Swing arm mounting nuts: 60 Nm (44 ft. lb)
Screws, reed valve housing/cylinder: 12 Nm (9 ft. lb)
Spark plug: 40 Nm (29 ft. lb)

Engine: Single cylinder 2-stroke
Displacement: 430 cc
Bore std: 86.00 mm
1st over: 86.50 mm
2nd over: 87.00 mm
3rd over: -
Stroke: 74.00 mm
Compression ratio: 11 : 1

Transmission:
Primary transmission ratio: 1.73 (39/70)
Secondary transmission ratio: 4.42 (112/53)
Chain dimension: 5/8 x 1/4"
Number of cogs, gearbox (MS : AS):
 1st 14:33 2:36 4th 23:24 1:04
 2nd 17:29 1:71 5th 25:22 0:88
 3rd 20:26 1:30 6th 27:21 0:78

Total gear ratios (crankshaft: rear wheel):
 1st 18.05 : 1 4th 7.95 : 1
 2nd 13.08 : 1 5th 6.73 : 1
 3rd 9.94 : 1 6th 5.96 : 1
Oil capacity, gearbox: 1.4 lit (0.37 US gal)
Oil recommendation: Engine oil SAE 20

Fuel System:
Fuel: Gas min. 94 oct.
Lubrication: Oil/gas mixture.
 Ratio depends on type of oil used. (Normally 3.5 % of oil in gasoline.)
Tank capacity: 10 lit (2.7 US gal)
Oil recommendation: High quality two-stroke oil of well-known brand.

The Husqvarna Report wishes to thank many people and most notably this month: Bradley Branch, Christer Watz, Jorgen Ahman, Kevin Grimes, Mark Raybon, Bruce Chasmer, Charlie Laughridge, Jan Liljedahl, Eddie Dubosky, Jim Baltusnik, John Pavich, Dale Hoyt, Dorothy Mobley, Brian Thompson, Olle Persson, and more. My brain is an absolute sieve after this newsletter. I apologize for forgetting the many contributions of others.



Rev 5-6-87
Bric 6/2/7
HANK 5-6-87

SERVICE BULLETIN

1987 TECHNICAL DATA 250 CR, XC, WR



ENGINE
Single cylinder two-stroke, liquid cooled
246cc
BORE STD: 66.50mm
1ST OVER: 66.75mm
2ND OVER: 67.00mm
STROKE: 70.8mm
COMPRESSION RATIO: 14.8:1

TRANSMISSION
PRIMARY TRANSMISSION RATIO: 2.63 (30:79)
SECONDARY TRANSMISSION " : CR, WR 4.0 (13:52), XC 3.71 (14:52)
CHAIN DIMENSION: 5/8" x 1/4"
NUMBER OF COGS, GEARBOX (MS:AS):
1ST WR, XC 14:33, CR 16:31 4TH WR, XC, CR 23:24
2ND WR, XC 17:29, CR 18:28 5TH WR, XC, CR 25:22
3RD WR, XC 20:26, CR 21:26 6TH WR, XC 27:20

TOTAL RATIOS (crankshaft: rear wheel):
1ST (XC, WR) 24.8 (CR) 20.41
2ND (XC, WR) 18.0 (CR) 16.38
3RD (XC, WR) 13.7 (CR) 13.04
4TH (XC, WR) 11.0 (CR) 10.99
5TH (XC, WR) 9.3 (CR) 9.27
6TH (XC, WR) 7.8 (CR) 9.27

OIL CAPACITY IN GEARBOX: 1.4 lit (0.37 US gal)
O.I.L RECOMMENDATION: Engine oil SAE 20

FUEL SYSTEM
FUEL: Gas min. 94 oct.
LUBRICATION: oil-gas-mixture 4%
TANK CAPACITY: WR, XC 12 lit (3.2 US gal), CR
OIL RECOMMENDATION: High quality two-stroke oil of well-known brand

CARBURETTOR
Mikuni
38mm
MAIN JET: (WR, XC) 460, (CR) 410
NEEDLE JET: (WR, XC) R-6, (CR) O-6
IDLING JET: (WR, XC) J35, (CR) 40
NEEDLE POSITION: (WR, XC) J3 from top, (CR) 4 from top
AIRSCREW OPENING: (WR, XC) 6 DH 20, (CR) 6 FJ 40
THROTTLE: 1.5 turn from bottom position
AIR JET: (WR, XC) 2.5, (CR) 4.0
(WR, CR) 2.0



1987 250 CR, XC, WR TECHNICAL DATA Cont'd.....

ELECTRICAL SYSTEM

TYPE: (WR) Motoplatt retard Ø 116mm
(XC) SEM processor Ø 116mm
(CR) SEM processor Ø 90mm
(WR) 9.5° (CR, XC) 17.2°
(WR) 0.61mm (CR, XC) 2.0mm
(WR) 35W (XC) 70+70W
Autolite 4054 or Bosch W 4 C

IGNITION ADVANCE: (WR) 12V 45W
BEFORE TDC: (WR) 12V 5W
LIGHT COIL: (WR, XC) Husqvarna, (CR) White Power
SPARK PLUG: (CR, XC) 300mm (11.8 in), (WR) 270mm (11.0 in)
120mm (4.7 in)
27°
(XC) 470-480cc, (WR) 430-450cc
Fork oil SAE 5-SAE 20

ELECTRICAL EQUIPMENT

HEAD LIGHT: (WR, XC) Husqvarna, (CR) White Power
TAIL LIGHT: (CR, XC) 300mm (11.8 in), (WR) 270mm (11.0 in)
120mm (4.7 in)
27°
(XC) 470-480cc, (WR) 430-450cc
Fork oil SAE 5-SAE 20

REAR SUSPENSION

TRAVEL: Husqvarna Single Shock with Ohlins shockabsorber:
(XC, CR) 340mm (13.4 in), (WR) 310mm (12.0 in)

WHEELS AND BRAKES

TIRES: Front: 3.00x21", Rear: 4.50x18"
SPOKE Ø: Front: 4mm, Rear: 4.5mm
BRAKES: Disc: 230mm, Drum: 160mm

DIMENSIONS

LENGTH: (XC, CR) 2204mm (86.8 in), (WR) 2200mm (86.6 in)
HEIGHT: (XC, CR) 1235mm (48.6 in), (WR) 1280mm (51.2 in)
SEAT HEIGHT: (XC, CR) 965mm (38.0 in), (WR) 945mm (37.2 in)
WHEELBASE: (XC, WR) 1512mm (59.5 in), (WR) 1500mm (59.0 in)
GROUND CLEARANCE: (XC, WR7) 385mm (15.2 in), (WR) 340mm (13.4 in)
(XC 99kg (218 lbs.), (CR) 98kg (216 lbs.)

TORQUE SPECIFICATIONS

FLYWHEEL NUT: 70 Nm (51 ft. lbs.)
CYLINDER HEAD NUTS: 35 Nm (25 ft. lbs.)
CYLINDER HEAD SCREWS: 30 Nm (22 ft. lbs.)
ENGINE MOUNTING BOLTS: 40 Nm (29 ft. lbs.)
CRANKCASE SCREWS: 12 Nm (8 ft. lbs.)
SWING ARM MOUNTING NUTS: 60 Nm (44 ft. lbs.)
SCREWS, REED VALVE HOUSING: 12 Nm (8 ft. lbs.)
CYLINDER: 40 Nm (29 ft. lbs.)
SPARK PLUG: 40 Nm (29 ft. lbs.)

SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE

I have some of these 1978 Anniversary deklals in a limited supply. They are a 3" diameter, 10 color, peel and stick type. Call or e-mail

SERVICE BULLETIN

1987 TECHNICAL DATA 510TE Enduro



510 TE ENDURO CO

Engine: Single cylinder, 4-stroke, 4 valves, OHC, Husqvarna RAL system, liquid cooled

Displacement: 503cc
Bore/Stroke: 91.5 x 76.5mm
Compression ratio: 10:1

Transmission: 6 speed

Primary transmission ratio: 2:30 (33:76)

Number of cogs, gear box. (HS:AS)

1st 13:34 = 2.62 4th 23:24 = 1.04
2nd 16:29 = 1.81 5th 25:23 = 0.88
3rd 19:26 = 1.37 6th 27:20 = 0.74

Secondary transmission ratio: 2:8(33:76)

Total gear ratios (crankshaft: rear wheel)

1st 16.9:1 4th 6.8:1
2nd 11.8:1 5th 5.7:1
3rd 8.9:1 6th 4.8:1

Clutch: Multi disc in oil bath

Chain: 5/8" x 1 1/4"

Valve clearance (cold): In. 0.10mm(0.004") Ex. 0.15mm(0.006")

De-Compressor cable: 1-2mm clearance on cables with engine running

Oil capacity in gearbox: 1.6 lit. (0.42 US gal.)

Oil recommendation: Bel-Ray Racing Engine Oil HC5 SAE 40

Fuel system:

Fuel: Gasoline min 96 oct.
Tank capacity: 9 litre (2.4 US gal.)

Carburetor

Dellorto

Venturi β : 40mm

Main jet: 170

Needle jet: AB 265

Idling jet: 52

Starting jet: 60

Throttle: 50

Needle position: 3

Mixture control screw: 1 3/4

Float: 2x3.5 g

Electrical System: SEM

Type: CDI
Ignition advance: JJ
Ignition adv. on piston before TDC: 8.0mm
Ignition adv. on fly-wheel before TDC: 39.9mm
Light coil: 70 \pm 70V
Spark plug: NGK C 7E
NGK C 8E (racing)

Front fork: Husqvarna

Travel: 270mm(10.6 in.)

Trail: 120mm(4.7 in.)

Fork angle (caster): 27 \circ

Air pressure per leg: Max 50kPa (8psi)

Oil capacity per leg: 450cc

Oil recommendation: SAE 5-SAE20 fork oil

Rear suspension: Husqvarna single shock system with

ON-line piggy back shock absorber

Travel: 310mm (12.2 in.)

Wheels and Brakes: Front:

Tires: Metzler 3.00 x 21"

Spoke β : 4mm

Brake drum β : Disc 230mm(9.06 in.)

Dimensions: 4.5mm

Length: 2200mm(86.8 in.)

Height: 1295mm(48.8 in.)

Wheelbase: 1500mm(59.0 in.)

Seat height: 940mm(37.0 in.)

Ground clearance: 345mm(13.5 in.)

Weight: 116kg(256 lbs.)

Torque specifications:

Flywheel nut: 90Nm(66ft.-lbs.)

Cylinder head nuts: 50Nm(36ft.-lbs.)

Cylinder head screws: 25Nm(18ft.-lbs.)

Engine mounting bolts: 40Nm(29ft.-lbs.)

Crankcase screws: 12Nm(9ft.-lbs.)

Swingarm mounting nuts: 44Nm(29ft.-lbs.)

Spark plug: 12Nm(0ft.-lbs.)

Electrical Equipment:
Headlight: 12V 55/W
Taillight: 12V 5W

Please tell your Husqvarna associates that they are supporting a good club when they become a member of the Husqvarna Motorcycle Club! All of the club funds go toward the newsletter and it's upgrade! I do need classifieds from every club member all the time. I do not repeat or make permanent any ads you may send.

I would like articles about any Husqvarna items that commercial businesses have to offer. This means 98 Husqvarna sales, vintage parts sales, restoration shops, Vintage bike sales, shocks, rims, spokes, ignitions, plastic, machine work, welding, rebuilding, seat covers, decals, fenders, handlebars, dual sport kits,Husqvarna specific, not generic! This is free advertising for you!

BING CARB MODS *Cont'd. from page 45*
not cut into the brass needle seat surface.

Clean the carburetor until it is squeaky clean and free of all chips and shop grunge.

Now that the carburetor is cleaned and re-orificed, slip down to the local auto parts store and purchase a float needle from an 850 CFM Holly carburetor used on the Z 28 Chevrolet Camaro. Examine it closely to be sure that the end of the needle is rubber tipped. Cut the brass end of the Holly needle off so that it is the same length as the standard Bing float needle. After cutting, round the cut area so that it is the same general configuration as the Bing float needle ball end. Install the new needle and the floats into the Bing carburetor body. Turn the carburetor upside down and adjust the floats until they are parallel to the gasket surface. Turn the carburetor right side up, letting the floats move to their maximum travel. Lift up on the floats gently. If any binding is evident, adjust the maximum travel of the floats upward until the binding disappears. The weeping of the float needle, which causes low-speed richness, has been eliminated.

Reinstall the standard factory jets into the proper holes, attach the largest gas line that is possible and go out and try the long straightaway again. If a slight richness is still evident, your local Bing carburetor dealer should have available 275-280-285 needle jets for a 250 going from lean to rich and 280-285-290 needle jets for the fire-breathing 400s going from lean to rich. For general information, Bing also makes jets in 268 - 270 - 273 - 276 - 280 - 283 - 285. The basic part number is 45 - 118 - (add the appropriate needle jet number).

It is our understanding that Bing has corrected many of the carburetor shortcomings lately, and that the corrected versions are already on some of the motorcycles arriving in this country. It would be an excellent idea to check any new Bing carburetor to make absolutely sure that the changes were indeed made.

One thing - if you don't make these changes - sure as hell, sooner or later, no way around, bet your buns, you are going to lunch that motor, especially the larger displacement ones. Convinced?

NOVEMBER 1973

