

HUSQVARNA MOTORCYCLES SOLD IN U.S. FROM 1970

<u>YEAR</u>	<u>SIZE</u>	<u>MODEL</u>	<u>VALID FROM FRAME NO.</u>	<u>ENGINE NO. PREFIX</u>	<u>MAXIMUM H.P. AT R.P.M.</u>
1978	125cc	CR	ML-22000	2040-	9500
1977	125cc	CR GP	ML-16000	2040-	9500
1976-75	125cc	CR GP	ML-0001	2039-	9500
1974	125cc	CR	MK-10500	2035-	9000
1973	125cc	CR	MK-0001	2022-	8500
1972	125cc	CR	MK-0001	2022-	8000
1974-73	125cc	WR	MK-0001	2027-	8000
1974	125cc	SC	MK-10500	2036-	9000
1976-75	175cc	GP	ML-00001	2041-	7500
1974	175cc	WR	MK-	2036-	8000
1978	250cc	CR	ML-	2065-	8000
1977	250cc	CR GP	ML-16000	2059-	7500
1976	250cc	CR GP	ML-6000	2042-	7500
1975	250cc	CR GP	ML-0001	2042-	7500
1974	250cc	CR	MK-10500	2033-	7000
1973	250cc	CR	MK-00001	2028-	7000
1972	250cc	CR	MJ-0001	2018-	6500
1971	250cc		MI-		6500
1970	250cc		MH-		6500
1978	250cc	WR	ML-	2066-	7000
1977	250cc	WR GP	ML-16000	2060-	7000
1976	250cc	WR GP	ML-6000	2051-	6500
1975	250cc	WR	MK-10500	2043-	6500
1975-73	250cc	RT	SK-0001	2026-	6000
1974	250cc	WR	MK-10500	2037-	6000
1973	250cc	WR	MK-00001	2032-	6000
1972	250cc	WR	MJ-0001	2019-	6000
1978	250cc	OR	ML-	2066-	7000
1976	360cc	CR GP	ML-6000	2055-	7000
1975	360cc	CR GP	ML-0001	2045-	7500
1977	360cc	WR GP	ML-15000	2052-	6500
1976	360cc	WR GP	ML-6000	2052-	6500
1975-73	360cc	RT	SK-0001	2023-	5000
1971	360cc		MI-		5300
1971	360cc	E	SI-		5200
1970	360cc		MH-		5300
1970	360cc	E	SH-		5200
1977	360cc	Auto GP	ML-16000	2053-	6500
1976	360cc	Auto GP	ML-6000	2053-	6500

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1978	390cc	CR	ML-	2061-	6500
1977	390cc	CR	ML-16000	2061-	6500
1978	390cc	WR	ML-	2062-	6000
1978	390cc	ACC	ML-	2070-	6000
1978	390cc	AMX	ML-	2070-	6500
1978	390cc	OR	ML-	2067-	6000
1975	400cc	WR	MK-19500	2048-	5200
1974	400cc	WR	MK-10500	2038-	5200
1974	400cc	CR	MK-10500	2030-	5500
1973	400cc	CR	MK-00001	2030-	5500
1972	400cc	CR	MJ-00001	2052-	5500
1971	400cc		MI-		5000
1970	400cc		MH-		5000
1975	460cc		MK-	2034-	5000
1974	450cc	CR/SC	MK-10500	2034-	5000
1973-72	450cc	CR	MK-00001	2021-	5000
1974	450cc	WR	MK-10500	2031-	5000
1973-72	450cc	WR	MK-00001	2024-	5000

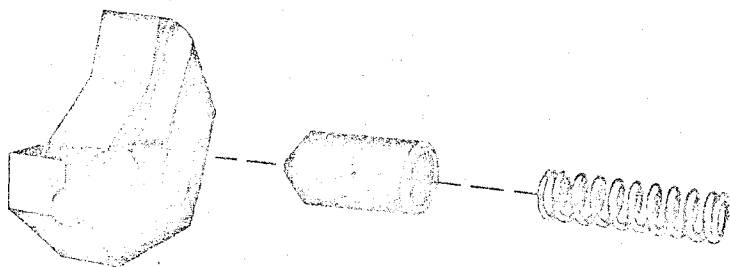
7/11/74

E: SHIFTING PROBLEMS ON ALL NEW GENERATION MODELS

25cc thru 450cc

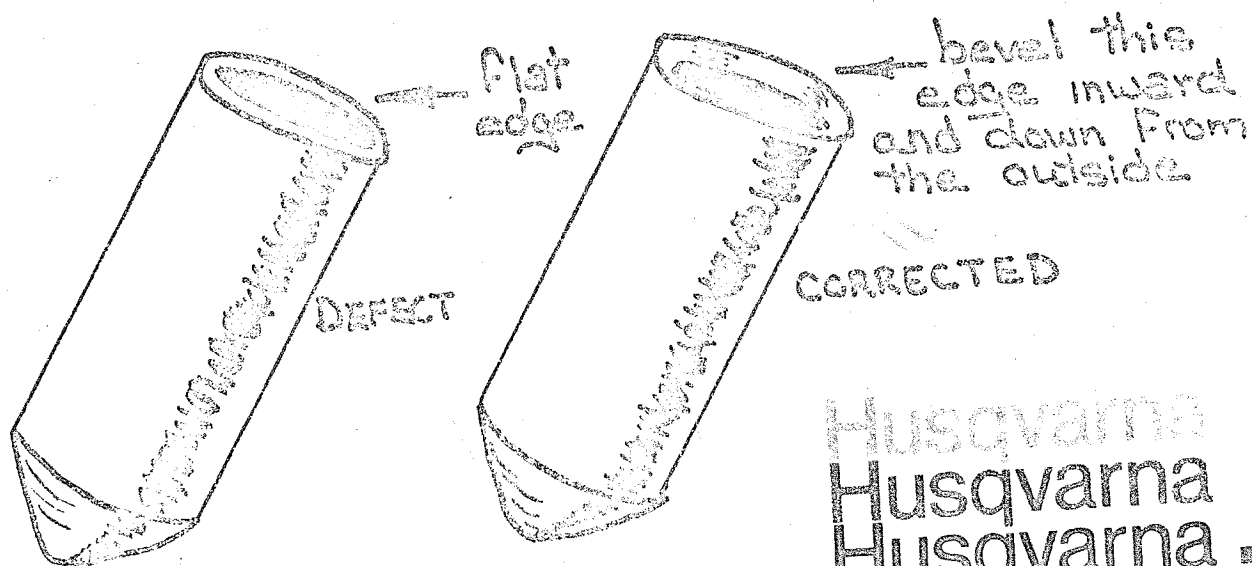
Some new bikes, when assembled out of the crate and run for the first time, may experience shifting trouble. The symptom to look for is the shifting lever sticking in either the up or down position. The shift lever won't self-return to the normal position by itself, but should return manually with pressure.

If the problem doesn't correct itself within a few hours of riding, the transmission will have to be dismantled for repair. The problem will be found at the internal detent pin, which operates against the recess in the shifting pawl (shown below).



You will find the detent pin to have a sharp/flat edge where the detent spring fits in. This edge is catching on the spring and causing the shifting to hang up.

The problem can be corrected by replacing the detent pin with one that has a beveled edge, or putting a beveled edge on the existing pin. This can be easily accomplished with a drill bit or a porting stone.

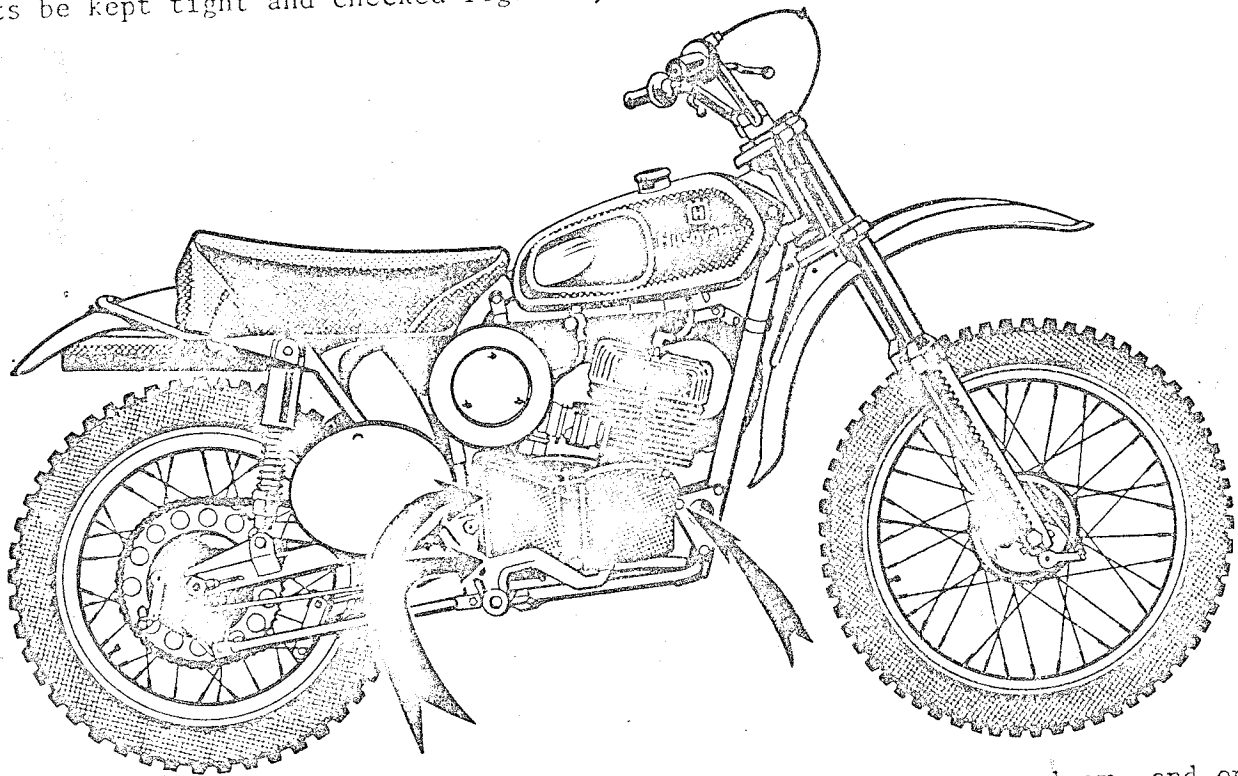


Husqvarna

The World Champions' mark

RE: BROKEN CASES ON NEW MAGNESIUM ENGINES

There have been a few instances of cases breaking on the new magnesium engines at the motor mounts. The front engine mount is particularly vulnerable to breaking first. The only reason that these engine cases have broken though, is that the mounting bolts to the frame were allowed to come loose and the engine allowed to vibrate in the frame. It is very important that each of the (3) three engine mounts be kept tight and checked regularly.



Two of the engine mounts are located at the rear of the engine, as shown, and one at the front. The threads on each engine mount bolt should be Loctite coated, and then the lock nuts torqued down to 60 ft.lbs. on the 10mm upper rear engine mount bolt and 25 ft.lbs. on the 8mm lower rear and the front engine mount bolts.

In the event that the engine case doesn't fit tightly in the frame at the rear section, washers should be used to secure the engine tightly in the frame mounts before the bolts are slipped in and the lock nuts tightened.

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Husqvarna motorcorp east

1906 broadway lorain ohio 44052

7/15/74
SPECIAL DEALER AND
SERVICE BULLETIN

175 WR SIX SPEEDS NOW IN STOCK

These highly competitive 175s are finally available. Similar in appearance to the 125 Husky, these bikes have the Dick Burleson design cylinder which was used by Dick on last year's ISDT Silver Vase winning team. The broad power band in conjunction with a wide ratio 6 speed transmission make this the true ideal competition bike for motocross, cross country or enduros.

DEALER GOST: \$940.00 SUG. RETAIL: \$1195.00

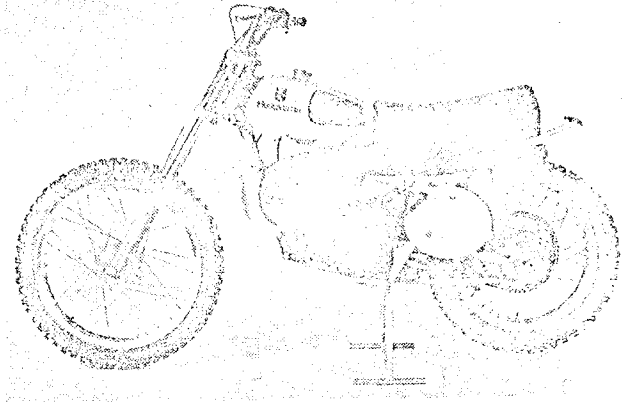
NOTE: If you have had this bike on back order and haven't received confirmation by phone to have the back order sent out, please phone our bike ordering department immediately.

SPECIAL SET-UP INFORMATION: The new 175 WR 6 Speeds need to be set-up up to the following specifications. Carburation jetting is particularly important.

Timing: 1.5mm BTDC

Carb: 240/250 main jet
3/4 turn on air
screw

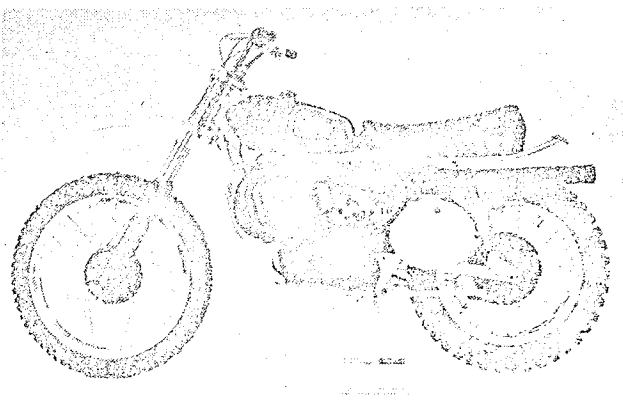
106 needle jet
#2 needle



THEY'RE GOING FAST! 400 WR SIX SPEEDS

Only a limited number are left in stock of our fastest bike. A proven winner in all forms of off-road competition. With a 6 speed wide ratio gearbox this bike can go anywhere, through the tightest woods or wide open down a country road. Bolt on one of our inexpensive lighting kits for true dual purpose riding.

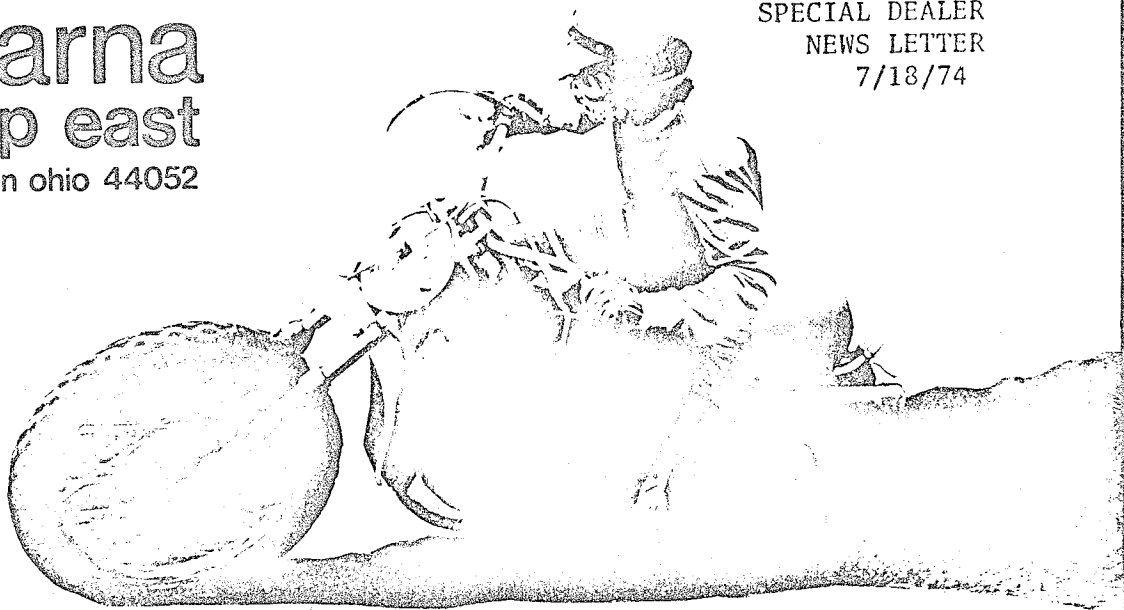
Dealer Cost: \$1326.00 Retail: \$1675.00



Husqvarna motorcorp east

1906 Broadway Lorain Ohio 44052

SPECIAL DEALER
NEWS LETTER
7/18/74



Dealers,

As you know, we here at Husky East sure try our hardest to do things right, but once in a while things just seem to get out of control. For instance, sweet Laura in the bike sales department had to take a lot of back orders on bikes which we didn't have in stock last spring. On some of the bike orders which you dealers phoned in, there just aren't any records of which bikes had to be put on back order. Now that we have all models of Huskys in stock, Laura wants to be fair to you and be sure that you get the bikes you want. The only problem is, she's not sure if you still want those back orders from 6 months ago, or who had phone-in back orders that got lost.

Laura's really a neat girl (pretty too), so she figures that the only way to be fair is to cancel all existing back orders as of July 31st. Since we have all models of Huskys now in stock, give her a call at (216) 244-1515 and reorder any bikes which you have had on back order and haven't received confirmation from her that they're being shipped. In the future, you can still order by phone, but she'll need a written order for any bikes that aren't in stock and you want put on back order. That way she'll know what you want. Laura says thanks.

NOTES ON THE 125s and 175s

We now have in stock new fork caps for the Betor forks to replace the vented caps that had a habit of squirting oil in your eye when you were least expecting it. The trick part number for these new unvented Betor caps is 1512-245-01.

Some of the new 175 WR 6 Speeds, forever more to be known as the Dick Burlison Replica, have been shipped out with Carb jeting that is way too lean. When you service up these fast running little buggers, be sure that it has a 240 or 250 main jet and a 106 needle jet in the Amal carb. Ignition timing should be set at 1.5mm BTDC.

In case you haven't noticed with Heikki Mikkola doing so well in the 500 GPs this year, the 125 Husky Team has been cleaning house in the 125 GP events. Husky could just possibly win TWO WORLD CHAMPIONSHIPS this year. Keep your spokes crossed.

RE: NEW DESIGN MOTOPLAT

SUPPLIMENT TO FACTORY SERVICE BOOK PAGE 10 17 127-97

Motorcycles will fail to produce any ignition spark if a new style Motoplat magneto unit with red insulator grommets is used to replace an old style Motoplat magneto unit.

There is now a new design Motoplat magneto and high tension coil which is phased in to production and already appearing on some 250 CR models. Part numbers will remain the same:

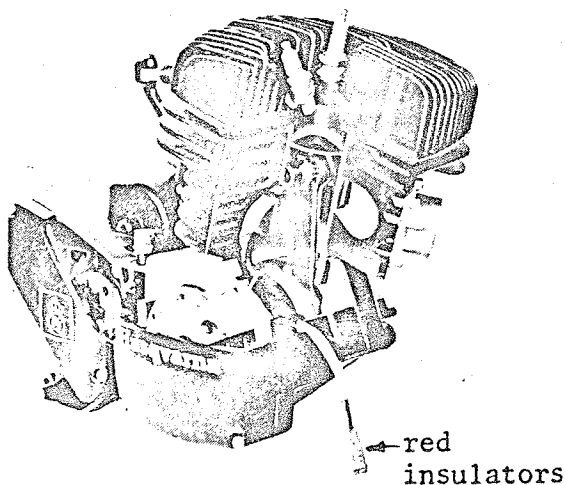
- 16 14 713-01 Motoplat magneto
- 16 14 714-01 Motoplat high tension coil

These new Motoplat units can be distinguished by the red insulator grommets on the magneto terminal ends, and by the red plug wire on the high tension coil.

The new style Motoplat magneto units must be used with the new style Motoplat high tension coil or the system will not work. However, the new style Motoplat high tension coil may be used with the old style Motoplat magneto and the system will work correctly.

The new style red marked units have the diode adapted to the high tension coil from the magneto assembly to allow better heat dissipation.

When ordering these parts, be sure to state on the order form whether you need the old style or the new style (red).

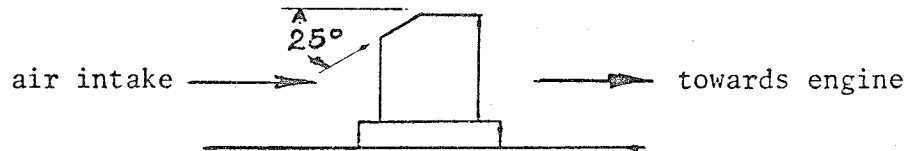


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RE: 450 WR FUEL ECONOMY
and HELPING THE ENERGY CRISIS

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.



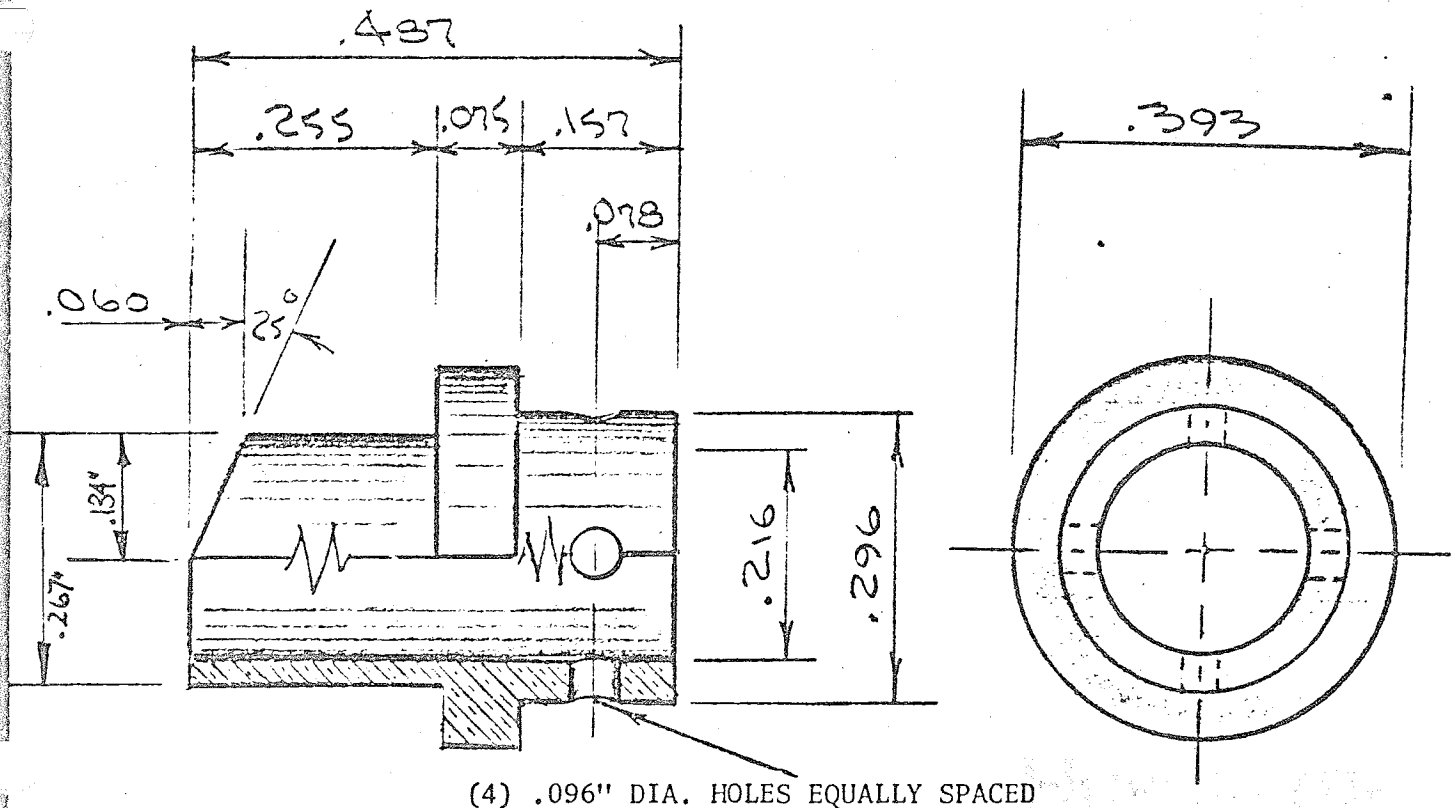
The atomizer, after being modified as shown below with a 25 degree cut, should be installed backwards from the normal position with the cut section facing towards the air intake (shown above). The 36mm Bing carb should be set up with the following jets for most conditions:

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



MOTORCORP WEST
 4935 MERCURY STREET
 SAN DIEGO, CALIFORNIA 92111
 TEL.: (714) 565-1414

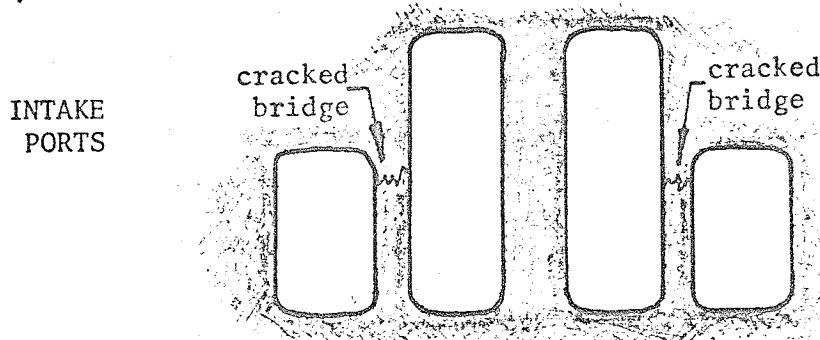
Corrected September 10, 1974

	TIMING SPECIFICATIONS	CARB SPECIFICATIONS	TORQUE SPECIFICATIONS	BORING SPECIFICATIONS	OIL CAPACITIES	ROD SPECIFICATIONS
125 SC 125 WR	17 degrees BTDC 1.50mm	Amal 32mm 220 main jet 105 needle jet 20 idle jet	18 ft./lbs head 35 ft./lbs fly-wheel	.002-.0025 ins. new piston	180cc forks ea. leg 1.6 liters gearbox	press crankpin flush with flywheels
125 CR	17 degrees BTDC 1.50mm	Bing 32mm 150 main jet 276 needle jet 30 idle jet	18 ft./lbs head 35 ft./lbs fly-wheel	.002-.0025 ins. new piston	180cc forks ea. leg 1.6 liters gearbox	press crankpin flush with flywheels
175 WR	17 degrees 1.50mm BTDC	Amal 32mm 240/250 main 106 needle jet 20 idle jet	18 ft./lbs head 35 ft./lbs fly-wheel	.002-.0025 ins. new piston	180cc forks ea. leg 1.6 liters gearbox	press crankpin flush with flywheels
250 CR 250 WR (5&6 speed)	20 degrees BTDC 2.45mm	Bing 36mm 180 main jet 285 needle jet 35 idle jet	22 ft./lbs head 50 ft./lbs fly-wheel (Femsa) 35 ft./lbs Motoplatt	.0025-.003 ins. new piston	200cc forks ea. leg 1.6 liters gearbox	press crankpin flush with flywheels
250 CR MAGNESTUM	18 degrees BTDC 2.00mm	Bing 36mm 195 main jet 285 needle jet 35 idle jet	28.5 ft./lbs head 35 ft./lbs. fly-wheel	.0025-.003 ins. new piston	200cc forks ea. leg 1.6 liters gearbox	press crankpin flush with flywheels
400 CR 400 WR (5&6 speed)	22 degrees BTDC 3.5mm	Bing 36mm 170 main jet 285 needle jet 35 idle jet	24 ft./lbs head 50 ft./lbs fly-wheel (Femsa) 35 ft./lbs Motoplatt	.0035-.004 ins. new piston	200cc forks ea. leg 1.6 liters gearbox	.020-.024 ins. clearance with flywheels
450	18 degrees BTDC 2.53mm	Bing 36mm 170 main jet 283-285 needle jet 35 idle jet	24 ft./lbs on 17mm heads 15 ft./lbs on 13mm heads 50 ft./lbs. fly-wheel (Femsa) 35 ft./lb Motoplatt	.0035-.004 ins. new piston	200cc forks ea. leg 1.6 liters gearbox	.020-.024 ins. clearance with flywheels

RE: CRACKED INTAKE PORT BRIDGES
ON THE 250 MAGNESIUM ENGINES

There have been a few instances of the intake port bridges breaking or cracking in the cylinders of the 250 magnesium engines. The bridge usually stays attached to the liner, so it doesn't fall into the crankcase and cause damage, but the cylinder and the piston assembly have to be replaced when the cracked liner is discovered.

The cracked intake port bridge is caused by running the engine with excessive piston to cylinder wall clearance, brought about by wear.



The best solution is to prevent the bridges from cracking by not allowing the piston to cylinder wall clearance to get too loose. The piston to cylinder wall clearance should not be allowed to exceed .007-8 inches. Measurements should be made at the front and rear of the piston skirt and at the middle of the cylinder bore. In bikes heavily used for competition, this clearance should be checked periodically.

If pistons are replaced periodically before wear becomes excessive, the same bore can be used two or three times before the cylinder needs to be rebored. Also, performance will remain strong.

STOP CYLINDER WEAR BEFORE IT STARTS

Premature cylinder and piston wear is caused by dirt getting into the engine. Be sure that the air filter is kept clean and is sealing properly. Also, check the reed block manifold for properly sealing on the cylinder. Loose screws on the manifold can allow it to leak and even warp. The use of two gaskets between the cylinder and the reed block will help sealing and lessen the chance of warpage. Grease the gaskets to insure an air-tight sealing.

REPORT THE CRACKED INTAKE BRIDGES TO US

If you have a cylinder in which the intake port bridges have cracked, inform the Husqvarna East service department by phone. Be prepared to provide us with particular information regarding piston clearance, proper sealing, etc. We will then direct you as to what action to take.

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RE: STEERING HEAD BEARING PROBLEMS
ON ALL MODEL HUSQVARNAS

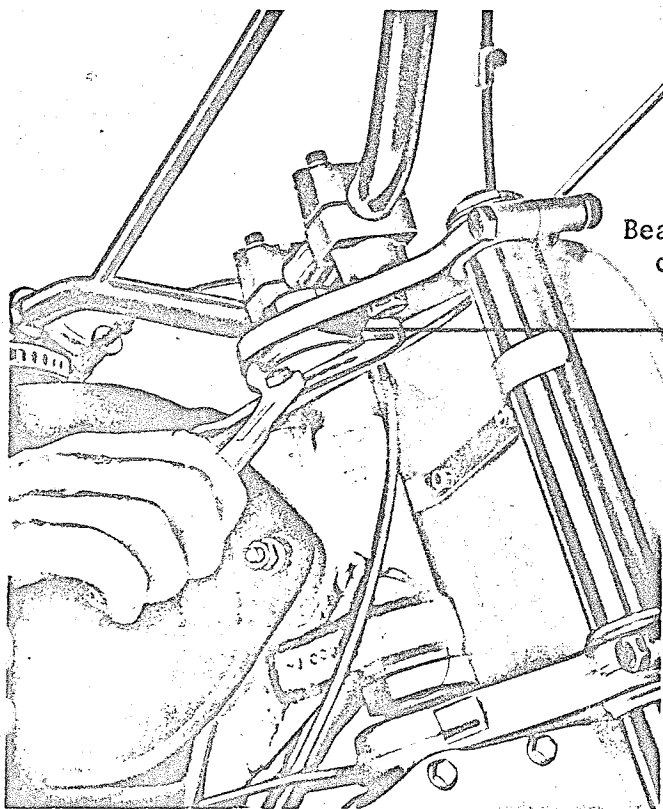
Bikes which may have had their steering heads set up or maintained improperly will experience failure of the caged ball bearings and the bearing seats. The cause is lack of grease and/or allowing the bearing shell cap to become too loose.

To correct the problem, first replace the caged ball bearings if damaged and the bearing seats. Looseness will have dented the bearing seats and smashed the caged ball bearings.

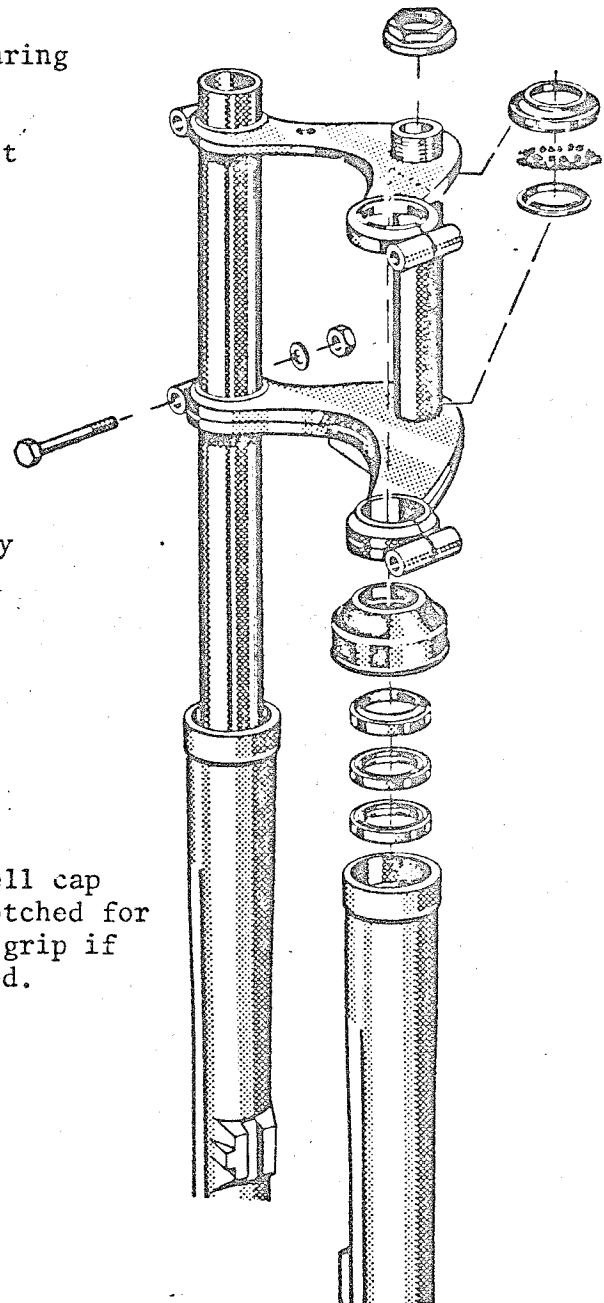
Next, grease the caged ball bearings and the bearing seats thoroughly. Now use channel type pliers to tighten up the bearing shell cap. Tighten it firmly, but check to feel that the bearings don't move too stiffly. Play and ease of steering is best checked with the motorcycle blocked up so that the forks can be rotated freely.

If you have difficulty in tightening the bearing shell cap with channel lock pliers as shown, you can grind it to accept special steering head wrenches which are available.

For the best possible performance Team Husqvarna riders use uncaged ball bearings on their bikes. This does require a little more skill, in assembly of the front forks, and more ball bearings than those in the caged assembly will be required.



Bearing shell cap
can be notched for
better grip if
needed.



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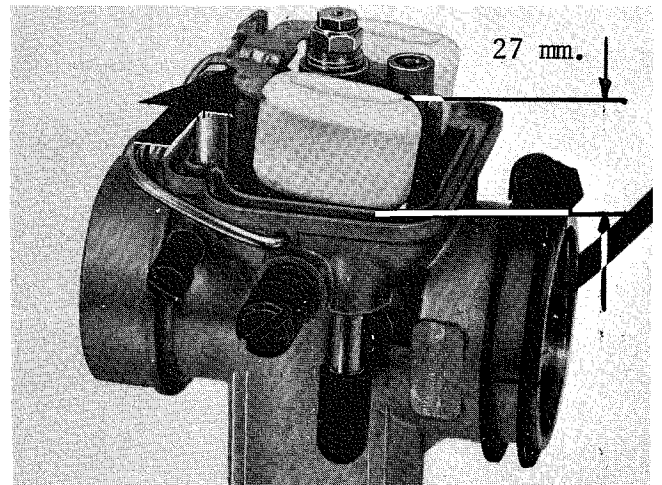
June 2, 1975

SERVICE BULLETIN NO. 6-1

TO: All Dealers:

We have found that the float level on Bing carburetor for 250 GP and 360 GP vary, which makes it difficult to get the jetting proper for mid-range performance. We recommend that you check the float level setting before any jet changing is done.

When you have the carburetor off the bike, turn the carburetor upside down, take the float bowl off and check the distance between the top of the float and gasket where the float bowl seats. This distance should be 27 mm. (see photo) when the plate on the float touches the float needle.



Sincerely,

HUSQVARNA MOTORCORP

A handwritten signature in cursive script, appearing to read 'Claes Nilson'.

Claes Nilson
Service

CN:mrp



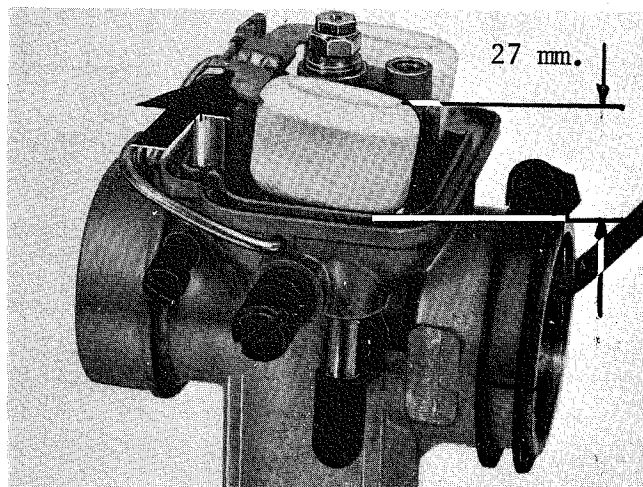
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Sincerely,

HUSQVARNA MOTORCORP

A handwritten signature in cursive script, appearing to read 'Claes Nilson'.

Claes Nilson
Service

CN:mrp



SERVICE BULLETIN

TO: All Husqvarna Motorcorp West Dealers

March 5, 1975

CARBURETOR 360 GP

The 360 GP models are too rich in the mid-range with the 3.20 needle jet. I am sending you a 3.16 needle jet and 45 idle jet for each 360 GP model that you have received to date. We also will be sending you a 3.16 needle jet and 45 idle jet for each 360 GP you order in the future.

Please change the 3.20 needle jet and 35 idle jet in the carburetor to the 45 idle jet and 3.16 needle jet on all 360 GP's. Make sure that the needle is set in the middle position when you do these changes.

ALSO, PLEASE TELL THE CUSTOMER NOT TO CHANGE THE NEEDLE POSITION. BECAUSE OF THE TYPE OF NEEDLE IT CAUSES TOO DRASTIC A CHANGE IN LEANNESS IN THE MID-RANGE.

Very truly yours,

HUSQVARNA MOTORCORP WEST

Claes Nilson
Service Manager

CN:mrp



SERVICE BULLETIN

TO: All Husqvarna Motorcorp West Dealers

March 5, 1975

CARBURETOR 360 GP

The 360 GP models are too rich in the mid-range with the 3.20 needle jet. I am sending you a 3.16 needle jet and 45 idle jet for each 360 GP model that you have received to date. We also will be sending you a 3.16 needle jet and 45 idle jet for each 360 GP you order in the future.

Please change the 3.20 needle jet and 35 idle jet in the carburetor to the 45 idle jet and 3.16 needle jet on all 360 GP's. Make sure that the needle is set in the middle position when you do these changes.

ALSO, PLEASE TELL THE CUSTOMER NOT TO CHANGE THE NEEDLE POSITION. BECAUSE OF THE TYPE OF NEEDLE IT CAUSES TOO DRASTIC A CHANGE IN LEANNESS IN THE MID-RANGE.

Very truly yours,

HUSQVARNA MOTORCORP WEST

A handwritten signature in cursive script, appearing to read 'Claes Nilson'.

Claes Nilson
Service Manager

CN:mrp

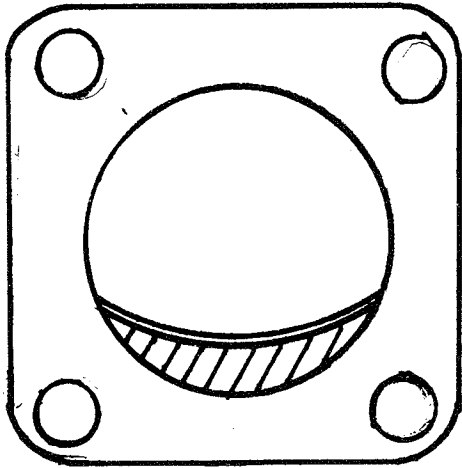
BULLETIN

To: Husqvarna Dealers Date: 5/21/73
From: Niles Ussery & Claes Nilson
Subject: PORT TIMING MODIFICATIONS & EXHAUST PIPE SPECIFICATIONS
FOR 125 ENGINE

1. Exhaust Port
 - a) Raise top of exhaust port 3 mm but be careful to retain oval shape of exhaust port.
 - b) Widen exhaust port to 47 mm at its widest point and remove all excess casting material from cylinder casting that forms ledge in exhaust port so that exhaust gases flow in the straightest possible line to exhaust port flange.
CAUTION: Should be used when working in area of exhaust port that you do not grind through into cylinder stud hole.
 - c) Modify exhaust port flange by welding piece of metal inside flange in order to eliminate corner in exhaust flow as shown in illustration No. 1 and 2.
2. Transfer Ports should be raised $2\frac{1}{2}$ millimeter.
3. Intake port should be lowered 2 mm and the bridge in the intake port on cylinder liner should be knife edged to the rear or in direction of carburetor.
4. It will be necessary to build a new intake manifold to accept either a 32mm Bing Carburetor or a 30 mm Mikuni Road Racing Carburetor. This intake manifold should be constructed to make standard air cleaner fit. It is also necessary to remove some material from fins on cylinder in order for the Mikuni Carburetor to fit.
5. Exhaust Pipe
 - a) To build a new exhaust pipe it will be necessary to start with a header pipe of 45 millimeter diameter for a length of 165 mm at which point header pipe start to expand gradually for the next 190 mm until it reaches the end of the header pipe and a final dimension of 60mm in diameter.
 - b) The front cone should start with a diameter of 60 mm and increase in size gradually to a 95 mm in diameter. This front cone should be 245 mm long. The center can should be 90 mm long with a diameter of 95 mm.
 - c) The rear cone shall start with a diameter of 95 mm and decrease in size to a 20 mm diameter with a length of 230 mm.
See illustration No. 3
 - d) The stinger should be 20 mm diameter and should be 200 mm long. If a muffler is used, the inside diameter of 20 mm must be maintained and the length of stinger and muffler must not exceed 200 mm.
6. The ignition timing shall remain a 17° before Top Dead Center or 1.46mm.

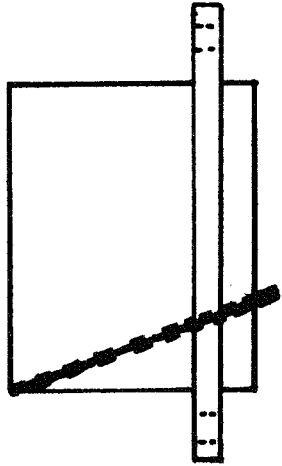
ILLUS. # 1

125 cc EXHAUST PORT
FLANGE - VIEW FROM CYLINDER

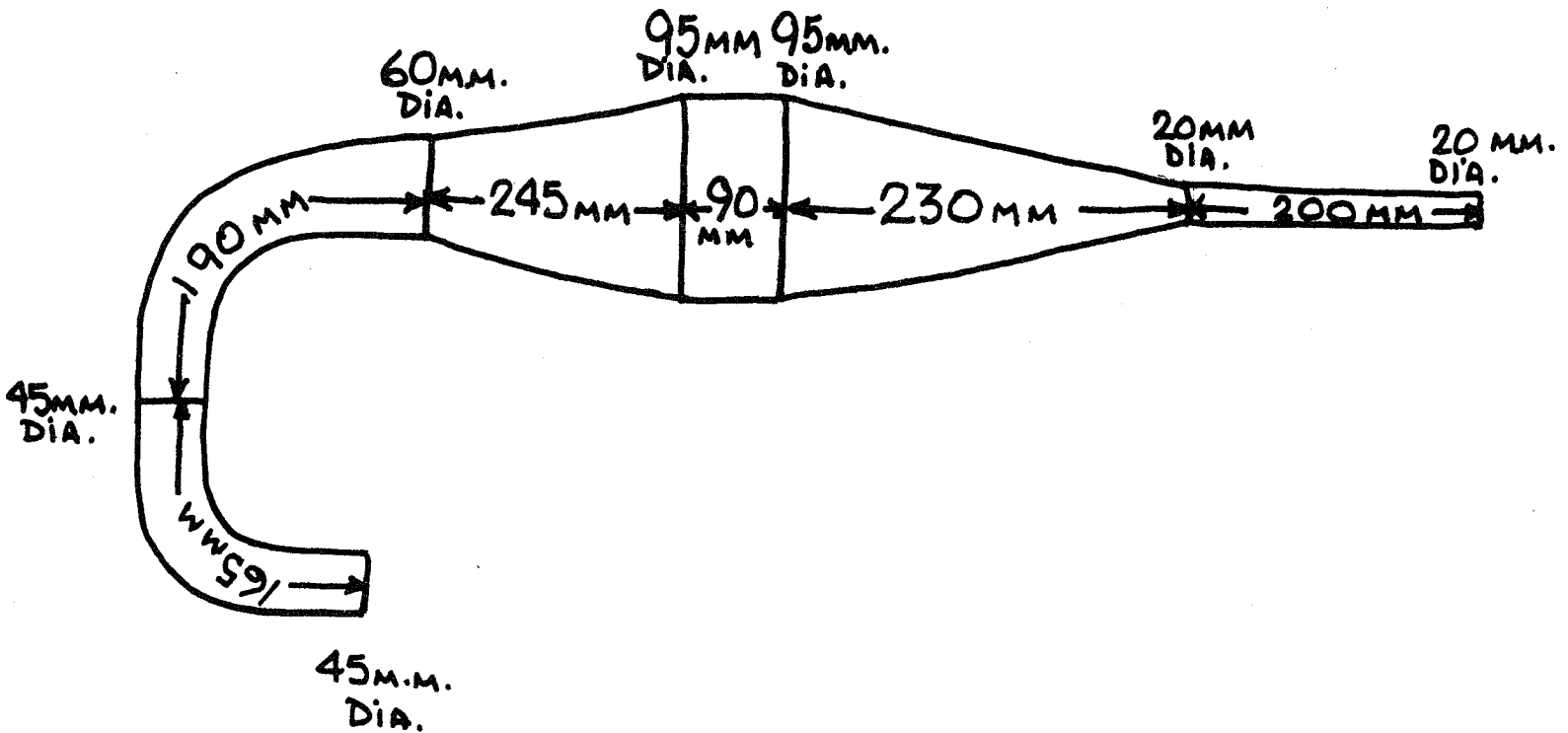


ILLUS. # 2

125 cc EXHAUST
PORT FLANGE
VIEW FROM SIDE



ILLUS. # 3 DIMENSIONS OF NEW EXHAUST PIPE
FOR 125cc. HUSQVARNA



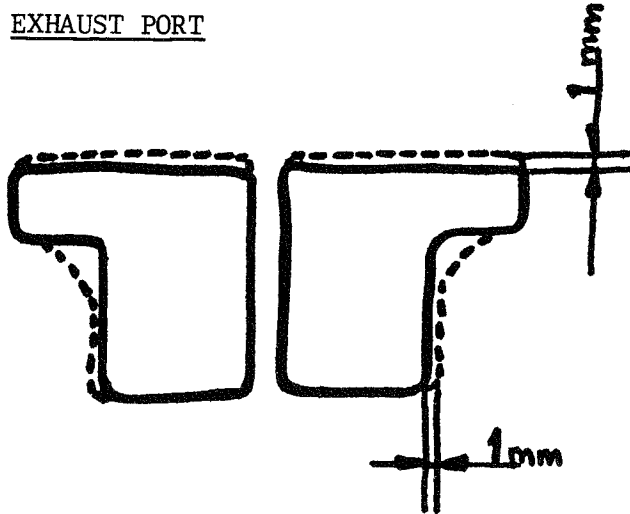
SERVICE BULLETIN



RE: PORTING THE 250 MK
FROM: NILS ARNE NILSSON, SERVICE MANAGER

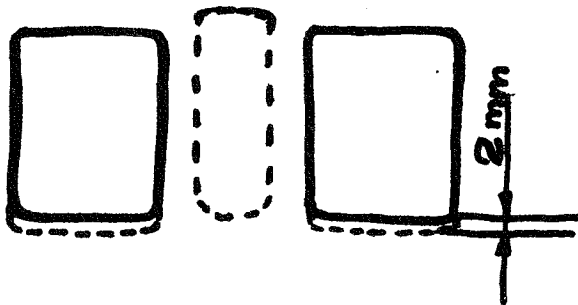
MOTORCORP WEST
4935 MERCURY STREET
SAN DIEGO, CALIFORNIA 92111
TEL.: (714) 565-1414 - TLX

EXHAUST PORT



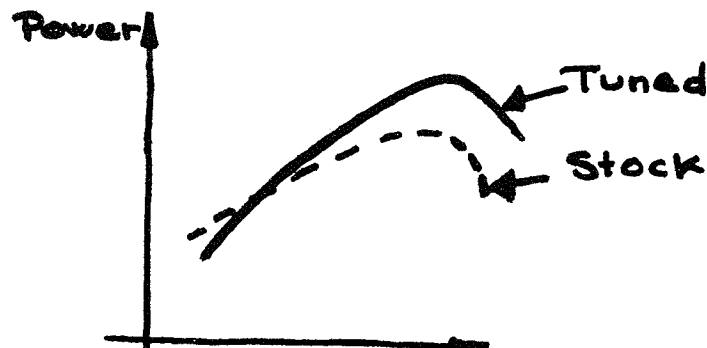
RAISE THE EXHAUST PORT 1mm
AND WIDEN IT AS SHOWN.

INTAKE PORTS



LOWER THE INTAKE PORTS 2mm.

IF THESE MODIFICATIONS ARE DONE, ENGINE POWER WILL BE INCREASED
2.5-3.0 hp. THE POWER BAND WILL BE AS SHOWN:



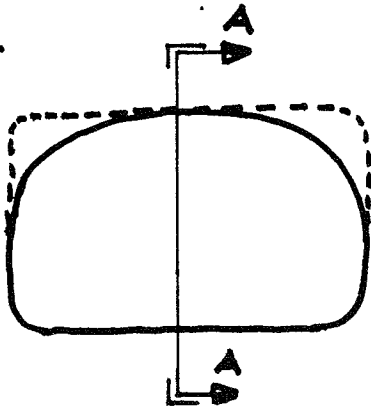
SERVICE BULLETIN

RE: TUNING THE 400 CR
FROM: NILS ARNE NILSSON, SERVICE MANAGER



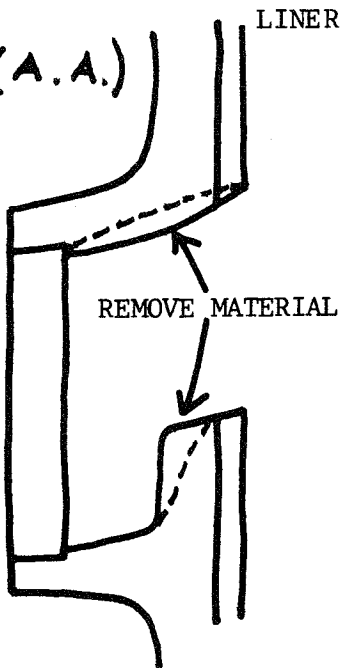
MOTORCORP WEST
4935 MERCURY STREET
SAN DIEGO, CALIFORNIA 92111
TEL.: (714) 565-1414 - TLX

Ex. port.

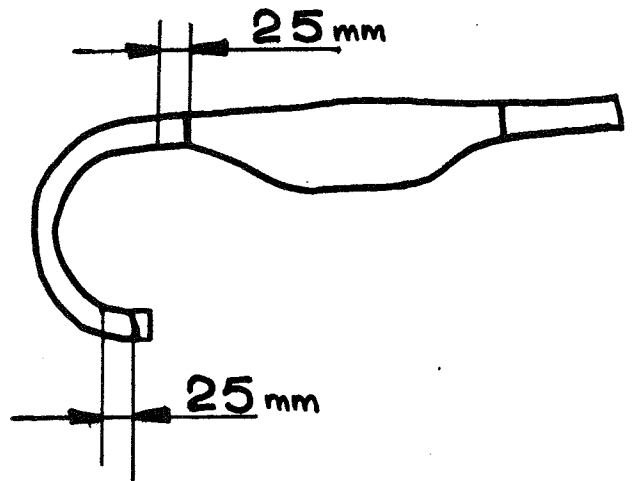


ROUND OFF THE CORNERS AS SHOWN,

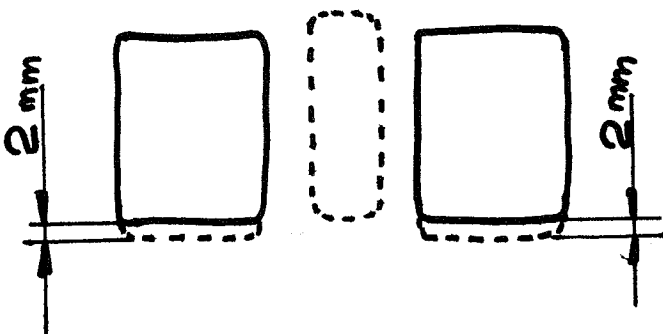
Ex. port
Side view (A.A.)



CUT OFF 25mm FROM BOTH ENDS
OF THE HEAD PIPE.



Intake ports



LOWER THE INTAKE PORTS 2mm.

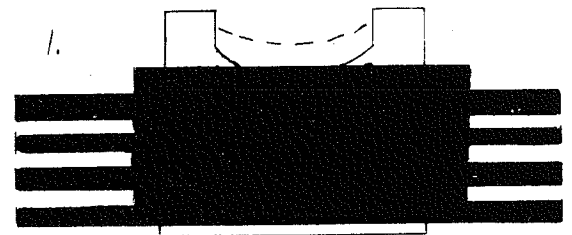


MOTORCORP WEST
4935 MERCURY STREET
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TEL.: (714) 565-1414

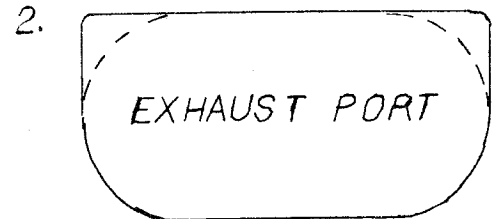
To: Husqvarna Dealers
From: Claes Nilson, Service Department
Subject: PORT TIMING MODIFICATION FOR 450cc ENGINE

Any modification done to a Husqvarna engine to increase power also increases the possibility of engine failures. Husqvarna will not accept any warranty claims on modified engines.

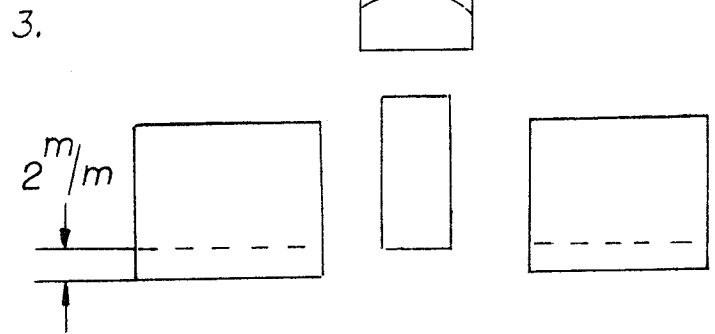
(1) Cut out portion of cylinder liner down to aluminum base of cylinder.



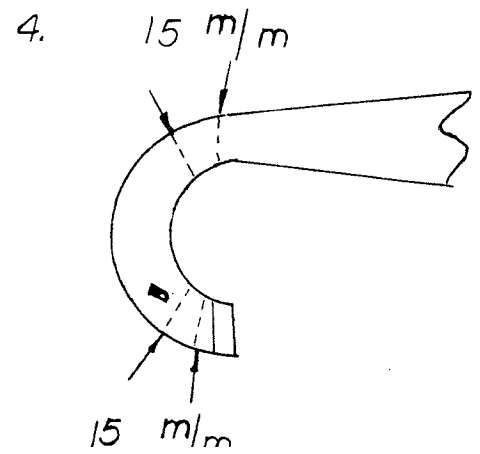
(2) Raise the corner of exhaust port, but keep the same height. Give the top corners a 1mm radius.



(3) Lower intake for 2mm. Raise the third transfer port to the same height as the other transfer ports.



(4) Shorten header pipe 30mm. Take out 15mm on each side and weld back on.



SERVICE BULLETIN

RE: CARBURATOR FUNCTION

FROM: NILS ARNE NILSSON, SERVICE MANAGER



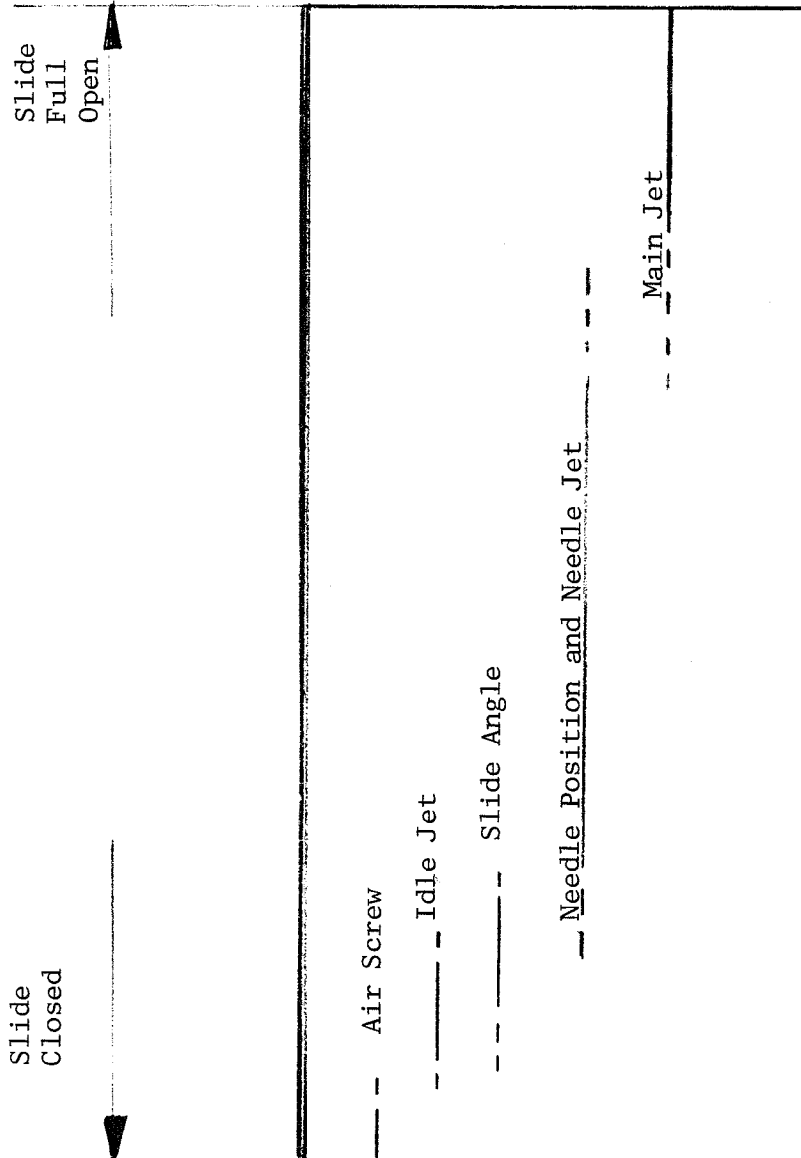
MOTORCORP WEST

4935 MERCURY STREET

SAN DIEGO, CALIFORNIA 92111

TEL.: (714) 565-1414

On the figure below you can see which parts of the carburator are working for different slide openings:



SERVICE BULLETIN

RE: IGNITION TIMING SPECIFICATIONS
FROM: NILS ARNE NILSSON, SERVICE MANAGER



MOTORCORP WEST
4935 MERCURY STREET
SAN DIEGO, CALIFORNIA 92111
TEL.: (714) 565-1414

In an effort to clarify the guidelines for timing, we have assembled a list of the ignition timing settings both in degrees and in millimeters "before top dead center" (BTDC).

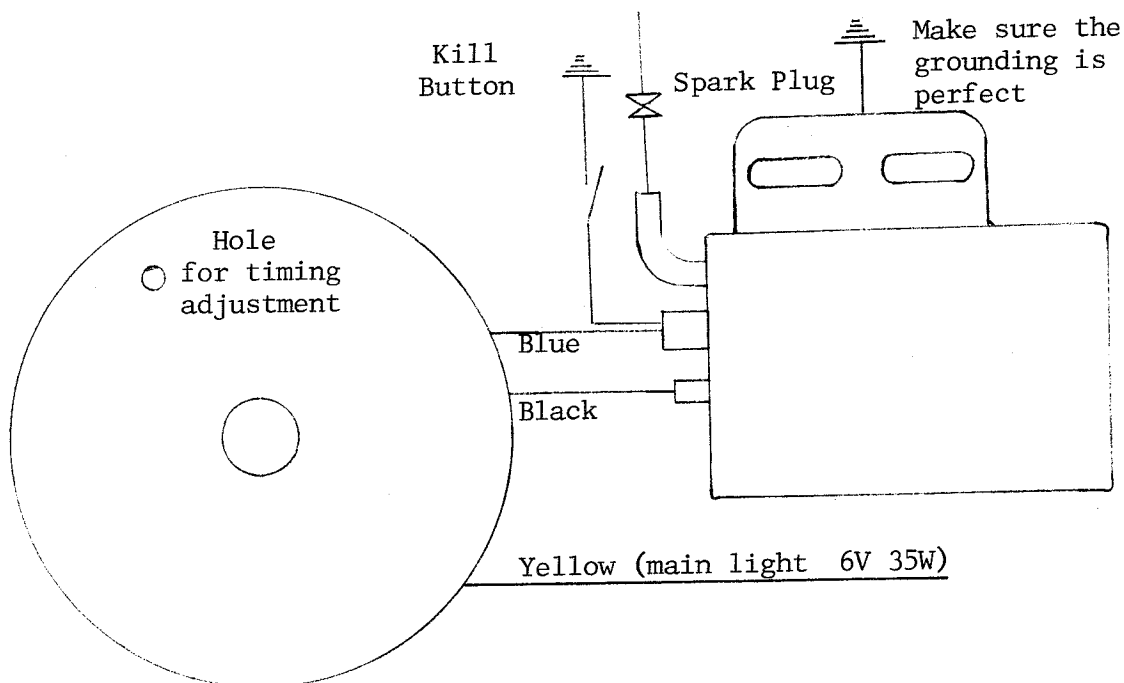
All motoplat ignition systems are timed with a pin. The pin fits in both the holes in the flywheel and the stator when ignition takes place.

The stator should be adjusted so that these holes align at the specified times given below for each model:

<u>MODEL</u>	<u>IGNITION</u>	<u>DEGREES (BTDC)</u>	<u>MM. (BTDC)</u>	<u>CONTACT BREAKER MM.</u>
125 cc.	Motoplat	17	1.46	
250 cc.	Motoplat-Femsa	20	2.45	0.35-0.40
360 cc.	Femsa	15	1.10	0.35-0.40
400 cc.	Motoplat-Femsa	22	3.50	0.35-0.40
450 cc.	Motoplat-Femsa	18	2.53	0.35-0.40

This is the timing the factory recommends, but it is sometimes necessary to change the timing a couple of degrees according to the air temperature and pressure.

MOTO PLAT MAGNET



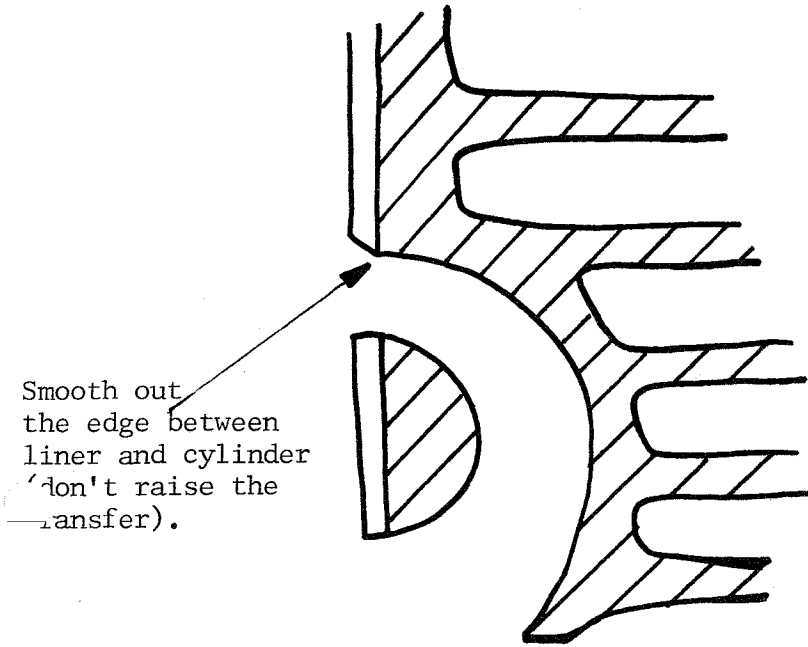
SERVICE BULLETIN NO. 102

TO: TUNING THE 250 MAG
FROM: NILS ARNE NILSSON, SERVICE MANAGER

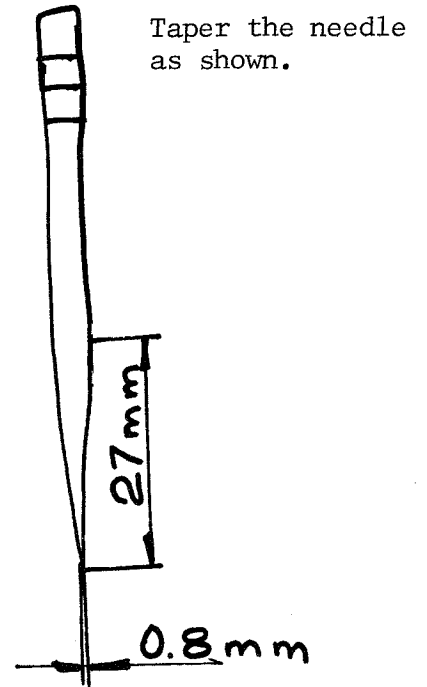


MOTORCORP WEST
4935 MERCURY STREET
SAN DIEGO, CALIFORNIA 92111
TEL.: (714) 565-1414

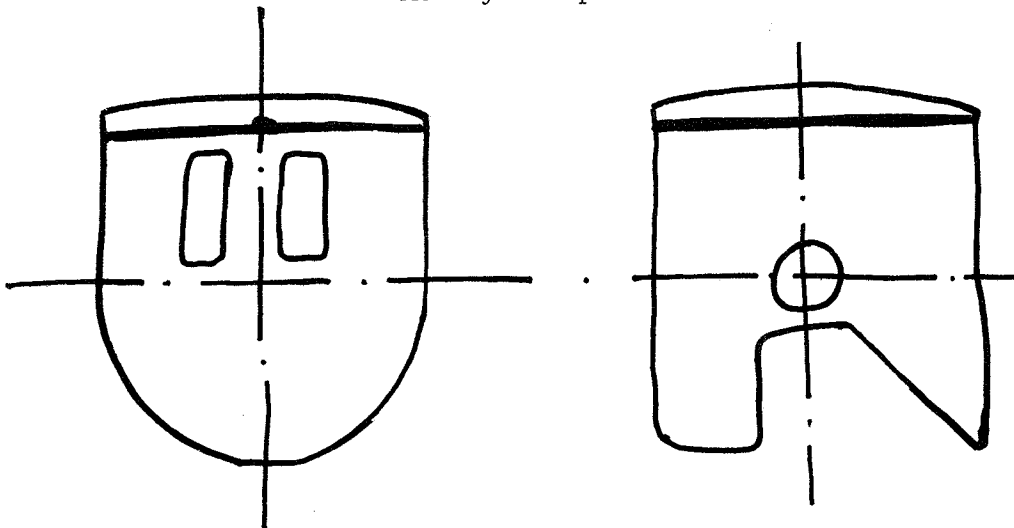
TRANSFER PORT



CARBURATOR NEEDLE



Modify the piston skirt as shown.



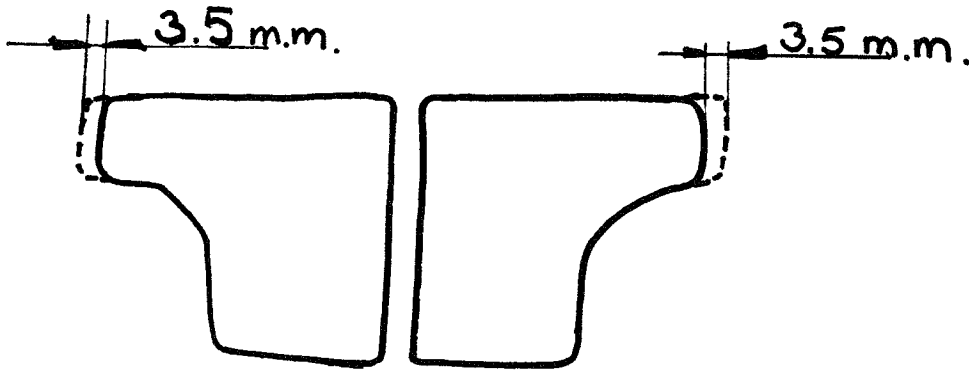
SERVICE BULLETIN NO. 102

TO: TUNING THE 250 MAG
FROM: NILS ARNE NILSSON, SERVICE MANAGER



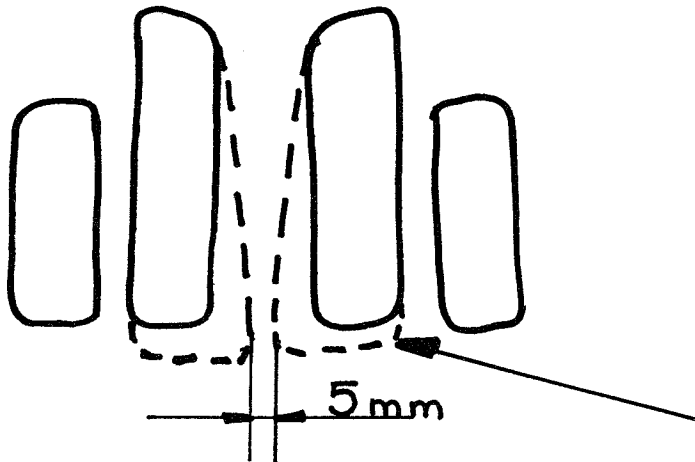
MOTORCORP WEST
4935 MERCURY STREET
SAN DIEGO, CALIFORNIA 92111
TEL.: (714) 565-1414

EXHAUST PORT



Widen the exhaust port
as shown (don't raise).

INTAKE PORT



Lower the two center intake ports
3 mm each and taper the center bridge
down as shown.

Mill 0.5 mm of the cylinder base (the gasket surface) to lower the cylinder.



MOTORCORP WEST
4935 MERCURY STREET
SAN DIEGO, CALIFORNIA 92111
TEL.: (714) 565-1414

SERVICE BULLETIN #101

Date: 8/1/74

TO: All Husqvarna Dealers
FROM: Nils Arne Nilsson, Service Manager
SUBJECT: 175 WR

The first shipment of 175 WR machines came equipped with too lean (220) of a main jet. A richer (250 - 260) main jet must be installed before delivery to the customer.

All 175 WR main jetting must be checked before delivery until notification by a later bulletin.



JULY 29, 1975

IMPORTANT!

IMPORTANT!

IMPORTANT!

SERVICE BULLETIN 7-1

TO: ALL DEALERS

CORRECTION ON OWNERS MANUAL FOR ALL GP MODELS, REGARDING
TIGHTNING OF SWINGING-ARM BOLT. UNDER TECHNICAL DATA
REAR FORK BOLT SHOULD BE CHANGED FROM 35 NM (25 FT. LB.)
TO 70 NM (50 FT. LB.).

PLEASE INFORM ALL YOUR CUSTOMERS TO FREQUENTLY CHECK THE
TIGHTNESS OF THESE NUTS.

HUSQVARNA MOTORCYCLE CO. INC.
SERVICE DEPARTMENT



JULY 29, 1975

IMPORTANT!

IMPORTANT!

IMPORTANT!

SERVICE BULLETIN 7-1

TO: ALL DEALERS

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PLEASE INFORM ALL YOUR CUSTOMERS TO FREQUENTLY CHECK THE
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HUSQVARNA MOTORCYCLE CO. INC.
SERVICE DEPARTMENT

SERVICE BULLETIN



December 1, 1975

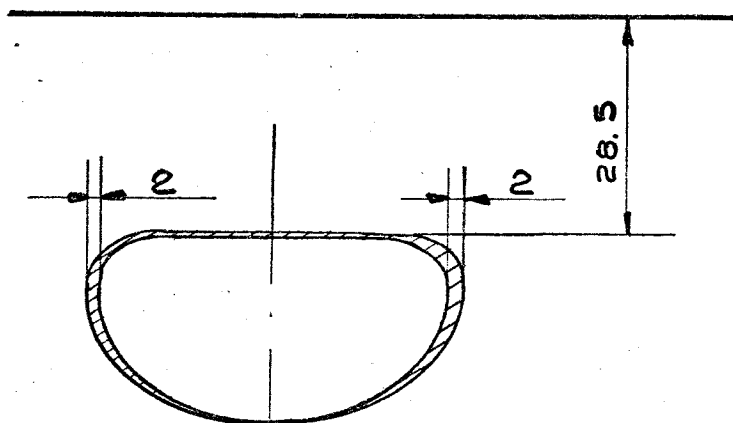
TO: ALL HUSQVARNA DEALERS
FROM: NILS ARNE NILSSON
RE: 125 G. P. TUNING SPECIFICATIONS

With these modifications performed (all or in part) the engine is working on a higher performance level and a reduced safety margin.

It is therefore important to increase the maintenance on the chassis and inspection intervals on especially the piston-cylinder and lower end.

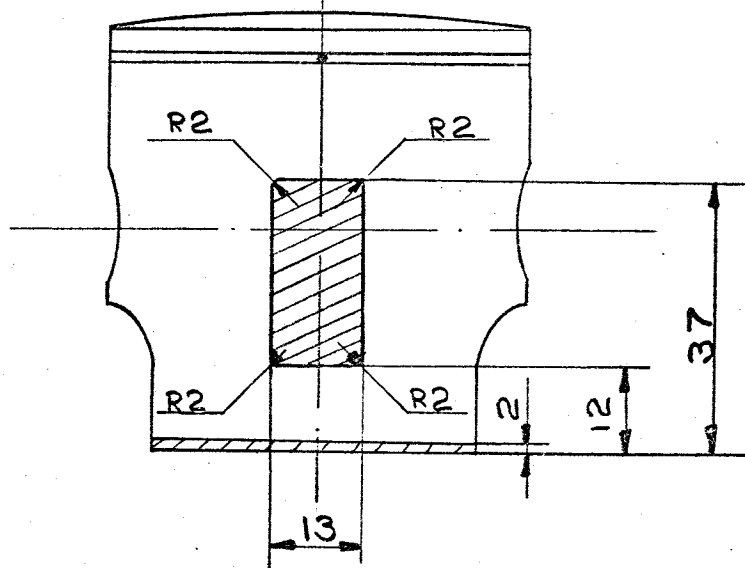
These tuning specifications should only be performed if the bike is to be used for racing on a professional level.

SERVICE BULLETIN



Exhaust Port

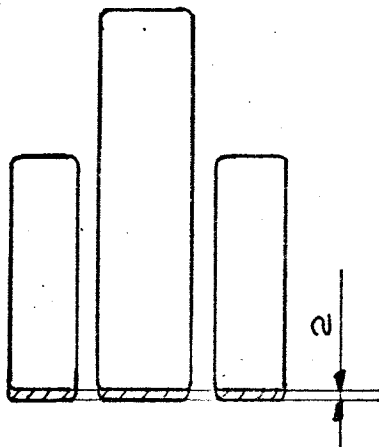
Raise the Exhaust Port so it starts to open 28.5mm from top from top of liner and widen it 2mm on each side.



Piston

Make a slot in the piston as shown and cut the back skirt 2mm.

R2= Radius 2mm



Intake Port

Modify the Intake Ports by lowering them 2mm each as shown.

SERVICE BULLETIN



December 1, 1975

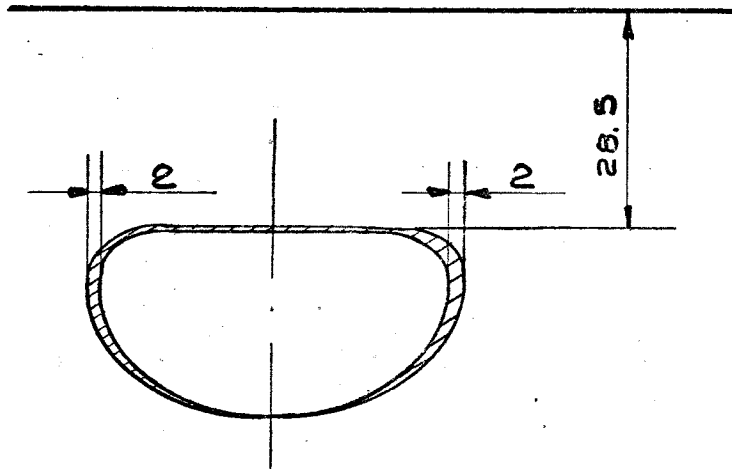
TO: ALL HUSQVARNA DEALERS
FROM: NILS ARNE NILSSON
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It is therefore important to increase the maintenance on the chassis and inspection intervals on especially the piston-cylinder and lower end.

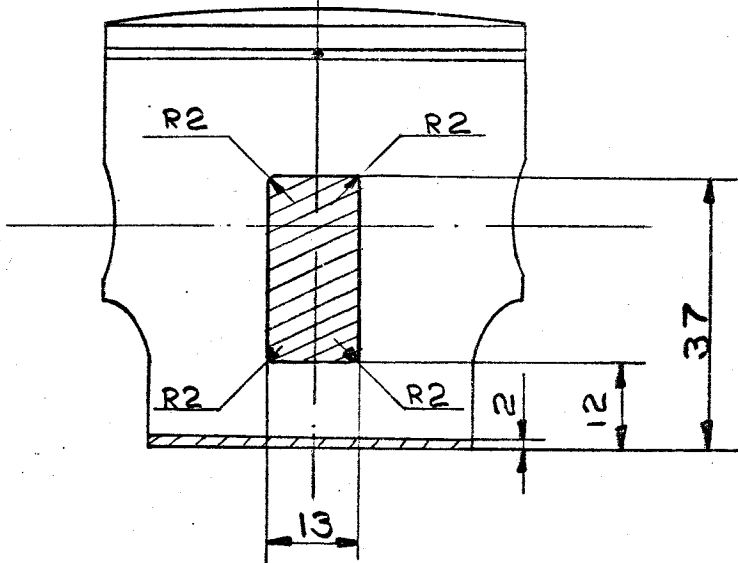
These tuning specifications should only be performed if the bike is to be used for racing on a professional level.

SERVICE BULLETIN



Exhaust Port

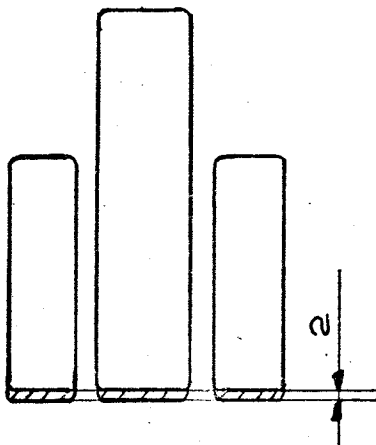
Raise the Exhaust Port so it starts to open 28.5mm from top of liner and widen it 2mm on each side.



Piston

Make a slot in the piston as shown and cut the back skirt 2mm.

R2= Radius 2mm



Intake Port

Modify the Intake Ports by lowering them 2mm each as shown.

"SERVICE BULLETIN"125 CR

1. The carburettor function has not been satisfactory.

Reason: Wrong type of float (too heavy).

Measure: Within a short time you will get a service manual sheet (3-012) from what you can see what sort of float you should use.

2. Inexplicable chainjumps.

Reason: At the start of the production for 125 some cycles were delivered with a too thin chain.

Measure: Corrected in the production. Change to a wider chain.

250 CR

1. The new front fork is considered too soft.

Reason: The top spring in the fork leg is too soft.

Measure: Within a short time a new harder spring will be available. However the fork can be made better if older types of springs are shortened to a length of 125 mm.

2. The new front fork has a tendency to leak.

Reason: Seals and stripper are not satisfactory.

Measure: Tests have shown that if you use a seal manufactured by "CORTECO" and a stripper "STEFA", the fork will be 30 % tighter.

For the moment we have these both types of seals and stripper in stock.

The handlebar - holder screws on the new fork:

At this moment we hope that you have got the new hexagon screws and all the cycles are fixed.

- Of course the points of views of the front fork also concerns 390 CR.

3. Carburettor problem (seizure)

Reason: Dirt comes into the float chamber and in the hole in the idling jet.

Measure: Check so the air filter is oiled with Twin air oil and clean the carburettor and the idling jet.

390 CR

1. Starting problem

Reason: Other gearing on the primary transmission. The pedal stop on the kickstart (shorter stroke). Insufficient loading of the condensor.

Measure: First kickstart twice without trying to start the engine. In that way you load the condensor enough. Afterwards try to start the engine with a sharp kick. In a short time a new kick is available for all engines (except auto). This one has proved excellent for 390 CR.

- ### 2. On some delivered motorcycles it has shown that the fuel tank lies against the exhaust pipe.

Measure: Put an extra rubber under the fuel tank on the frame tube. In that way we raise the tank.

- ### 3. The shock absorbers Girling 380 mm have proved perfect.

Reason: Rainwet mud and sand sticks on the piston rod and destroys the chrome emulsion and afterwards the damper can start leaking oil.

Measure: Try to advice the driver to screen the piston rod with shelter (a rubber tube) to prevent dirt.

360 Auto

- ### 1. The engaging movement in the gear box has not proved satisfactory.

Reason: If the rider does not have a firm and low idling, it can rattle in the motor at the engaging of the gear box. Burr comes on the mainshaft and on the movable first gear-wheel.

Measure: Disassemble the mainshaft and the first movable gear-wheel and grind off eventual burr. At the same time check if the gear-wheel moves easily on the shaft.



In a short time we will get a new type of splines which improve the engagement. See further service manual sheet which you will find enclosed.

3. The tension on the brakespring which lies on the crankcase and influences the brake shoe should be adjusted.

Reason: The spring is badly stretched when the lever on the handlebar is actuated and influences the brake shoe, (too long spring).

Measure: Make a bend on the spring wire so the length of the spring is shortened, however not so short that the spring influences the brake shoe when the gear box is engaged.

4. The deducting wire to the gear box does not work satisfactory. The adjustment at the clutch handle on the handlebar is used max.

Reason: Simply the innerwire is too long.

Measure: Manufacture a distance which shall fit around the wire at the clutch handle on the handlebar. The insert about 5 mm shall work as a elongation to the cover of the wire. Shortly we will have a new wire that suits better.

5. The idling revolution on Auto shall be as low as possible to make the engagement work satisfactory.

Measure: Adjust the idling revolution carefully with change of jet and test with warm and cold engine. Heat from the gear box causes that the carburettor does not work satisfactory. Test on the crankcase by fendering the carburettor with a plate or similar so direct radiation heat does not reach the carburettor.

Remaining: See to it that the screw which is placed at the brake pedal and holds the brake link is not too hard tightened.

It has shown that the steel bushing in the rubber is damaged and that the brake link is loaded. It can be followed by a endurance failure on the brake-link. Recommended tightening torque for the screw: 20 Nm.

The new throttle handle "MAGURA" needs to be oiled now and again. On a single bike the throttle has also stuck. It is very important that the plastic screw around the wire at the handle is screwed in completely to its stop. If it is not sufficient screwed in the throttle can stick.

Notice! This screw is not an adjusting screw it is a stop screw.

SPARE PARTS MANUAL

For the 1978 program of motorcycles we have made a new type of spare parts manual. The former white file is filled to bursting and consequently it is finished.

The new spare parts manual for -78 is made like a booklet with stiff paper as cover. To this manual we will not deliver any special file, but for those who want to assemble the catalogues on a special place there are holes in the papers so they suit a conventional file!

The spare parts manual will be distributed to you like before. But you who get more than five will have to pay for it. We send five manuals free of charge but if you want more than five you will have to pay for it.

Exemple: 0-5 free of charge, six and more we charge you.

OWNER'S MANUAL

At the production start of each new motorcycle model we will in the future send you one owner's manual free of charge.

1977-01-28

MCS/Ros-EN

Dear Sirs,

As a result of supplier problems, we have exchanged sealing rings in Betor front fork 15 12 262-01. Sealing ring 15 12 280-01 is replaced by 2 pcs 29 65 650-01. Sealing ring 15 12 279-01 is replaced by 1 pcs 15 12 165-01. These sealing rings are at the present mounted in Husqvarna front forks 15 12 264-01 and 15 12 272-01.

Any orders on hand are hereby cancelled.

Yours Sincerely,

HUSQVARNA AKTIEBOLAG
Engine Products Division

Anders Rosberg

Anders Rosberg

KEDJA 250 CR, 390 CR

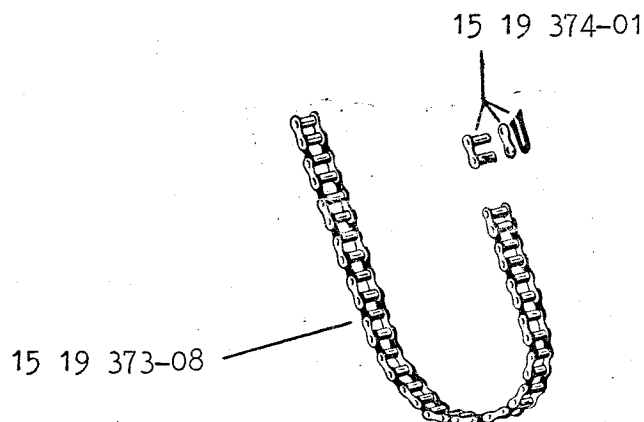
På sidorna 17 i reservdelskatalogerna 250 CR, 10 12 061-96 och 390 CR, 10 12 062-96 har fel nummer inkommit på detalj 34 kedjelås och detalj 35 kedja.

Pos. 34 kedjelås ska vara nummer	15 19 374-01
Pos. 35 kedja ska vara nummer	15 19 373-08

CHAIN 250 CR, 390 CR

On pages 17 in spare parts manuals 250 CR, 10 12 061-96 and 390 CR, 10 12 062-96 have a wrong number been printed on detail 34 masterlink and detail 35 chain.

Pos. 34 masterlink shall be number	15 19 374 -01
Pos. 35 chain shall be number	15 19 373-08



1977-02-16

MCS/Rr-Sj

Dear Sirs,

Important message regarding 250 CR and 390 CR
with framenumbers over ML 16000

We have experienced that the screws 20 06 503-12,
page 6, position 43 in the spare parts book, in
a few cases have been bent.

This occurs more often if the screws have not been
promptly retightened. To increase safety, a new
screw 20 24 503-45 has been put into production.

Screws corresponding to the number of motorcycles
that have been delivered to you will be sent very
soon.

Please make sure that these screws will be replaced
on ALL motorcycles of the above mentioned models.

Yours sincerely,

HUSQVARNA AB
Engine Products Division



Roger Andersson

AUTOMAT--MOTORCYKEL

För att förbättra funktionen på växellådan har framtagits en sats innehållande kugghjul och axel.

I denna sats ingår:

1. Två kugghjul och huvudaxel till kickfunktionen.
2. Huvudaxel med en ny typ av splines och ettans rörliga kugghjul på axeln. I detta kugghjul finns ipressat ett nållager.

När det gäller kickfunktionen så kan inte enbart huvudaxeln bytas utan även mellanhjul och kickdrev, då vi har infört en ny modul på kuggen.

Best. nummer på satsen: 16 19 806-01. Se även bild nedan.

AUTOMATIC--MOTORCYCLE

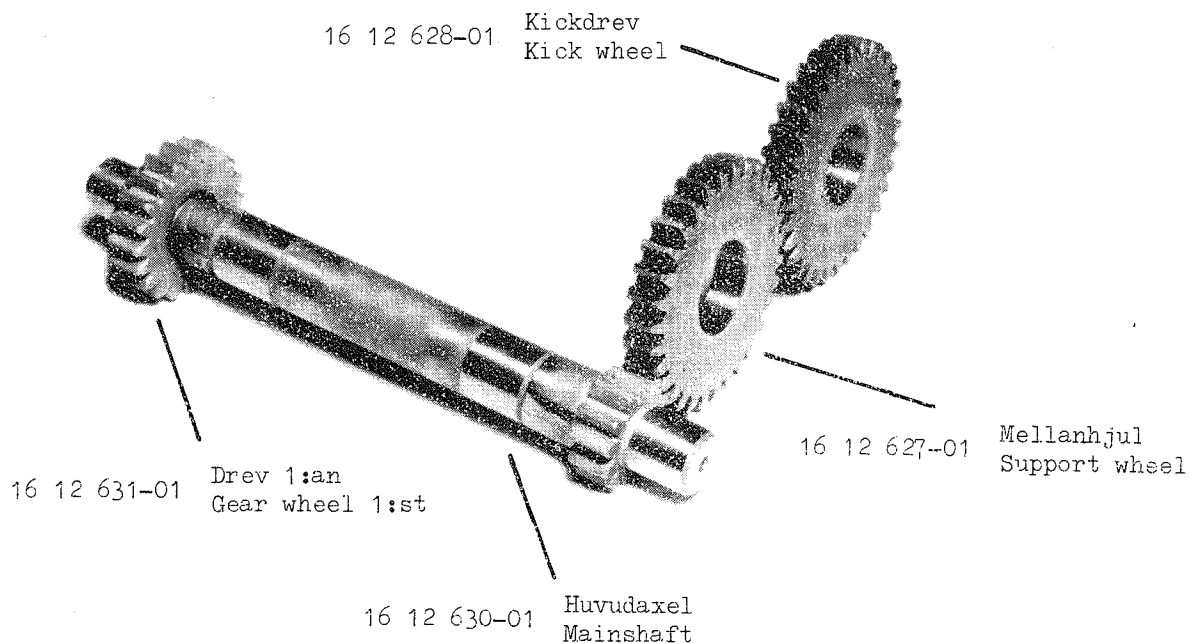
To further improve the function of the gear-box we have introduced a kit containing gear-wheels and a shaft.

This kit contains:

1. Two gear-wheels and the mainshaft to the kick-starter function.
2. Mainshaft with a new type of splines and the movable 1st gear-wheel. In this gear-wheel a needle-bearing is pressed in.

As to kick-starter function, you cannot only change the mainshaft without changing the support wheel and the kick-wheel, because we have introduced a new tooth form.

Part number on this kit: 16 19 806-01. Also see fig. below.



MCS/Hft-GA

1977-05-27

KEDJESTRÄCKARE, 125 CR, fr.o.m. ram nr. ML 22000

Vi har haft en del kedjeavhopp på våra nya 125 CR. Det har visat sig, att kedjan vid fullt hopfjädrad swing är helt spänd. Detta p.g.a. felaktig kedjespännare.

Inom kort kommer Ni att få Er tillsänd kedjespännare till alla motorcyklar för utbyte.

Kedjespännaren är samma som för 390 AMX och har nr 15 15 192-02.

V.g. ändra numret i reservdelskatalogen.

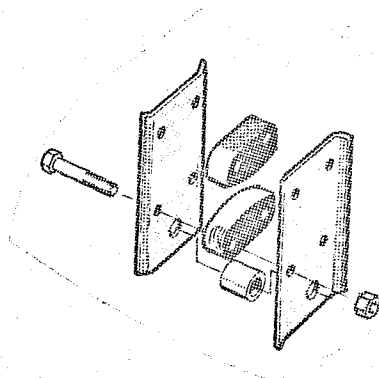
CHAIN TENSIONER, 125 CR. From frame No. ML 22000.

We have had some chain jumps on our new 125 CR. It has shown that the chain, at fully compressed rear fork is totaly stretched. The chain tensioner is of a wrong type.

Within a short time you will receive chain tensioners for all your motorcycles for exchange.

The chain tensioner is the same as for 390 AMX and has No. 15 15 192-02.

Please change the number in the spare parts manual.



SERVICE BULLETIN



TO: All Husqvarna Dealers in State of California
FROM: Husqvarna Service Department
DATE: September 28, 1976
RE: Sound test on 250 CR motorcycles

Due to the fact that our CR models do not apply to existing noise regulations regarding off the road motorcycles in the State of California, a 250 CR has been converted to meet the existing regulations.

The test of this model was conducted by California Highway Patrol in Sacramento on September 13, 1976. It was found that the 250 CR after modifications is eligible to get registered for off the road use in the State of California.

The items used to reduce to sound are all Husqvarna stock items and consist of:

one (1) exhaust pipe	15 14 852-01
four (4) dampening elements	16 11 556-01
two (2) dampening belts	16 11 559-01
one (1) baffle	16 13 355-01

All these items are available from our parts department in San Diego.

The installation of these items is very simple; replace the existing exhaust pipe with the one above mentioned, add the dampening elements to the cylinder one in each corner, and add the dampening belts to the head. The baffle adds to the air cleaner housing.

If you have any questions regarding this matter please call the service department in San Diego.

cc: California Highway Patrol
Attn: Ross Little

SERVICE BULLETIN



DATE: June 30, 1977

TO: Mr. Dealer

FROM: Husqvarna Service Department

RE: 1978 model 125 CRs

The 125 CR, 1978 model, that you've just received is equipped with the wrong chain tensioner. The correct chain tensioner is enclosed in this package; please exchange it.

The bike should not be ridden with the incorrect tensioner -- this can cause the cases to break due to extreme chain tension. The wrong tensioner will fit our 1977 model 250 and 390 CRs, so do not return it to us. It will serve as your labor compensation for making the exchange.

Thank you in advance for your cooperation in this matter.

NOTE: This bulletin applies only to the bike(s) involved in this particular shipment to you.

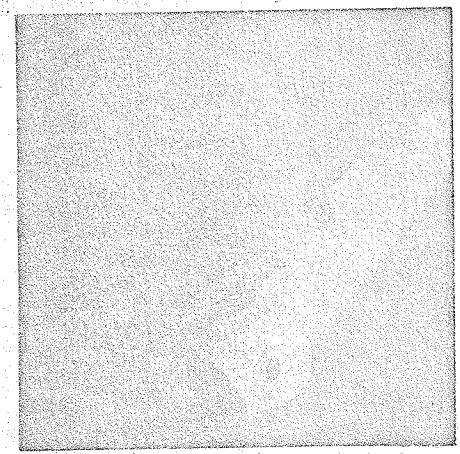
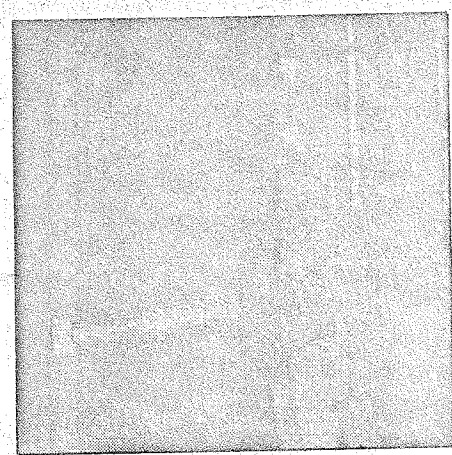
Do-it-yourself Husqvarna speedometer conversion

By Dave Baum

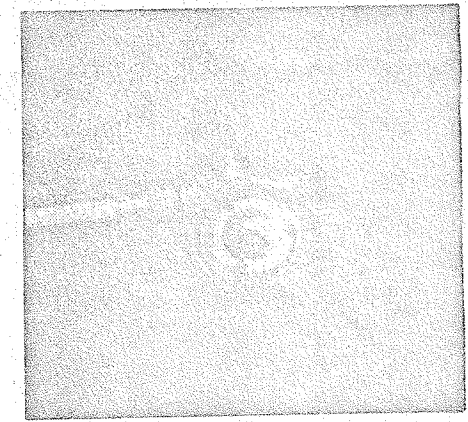
Just because you ride a Husky doesn't mean you can't have a speedo/odometer without converting your front hub to the tune of

\$80 or more installed. Here's one for \$9.50 (plus tax) and a few do-it-yourself modifications. With the following steps you can begin to zero enduros or just see how far and fast you went. These modifications were done successfully on a 1972 450 Husqvarna.

This speedo should be relatively accurate since it is designed for a 27-28" diameter wheel. The average 21" front wheel with a knobby tire stands 27½" in height. There is a good chance that this conversion will fit a number of other bikes, too. The only disadvantage is that the odometer is not resettable without running the cable backwards.



and no longer has the flange. Some may think this will allow the forks to be pulled closer together but it won't. All that will happen is that the hex head sleeves will slide farther into the forks towards each other. It won't hurt anything.



Step one

First it is necessary to remove and measure the hex-headed sleeve which passes through the fork on the left hand side (sitting on bike). If it measures less than 21.0mm then you are on your way.

Step two

If the sleeve measure less than 21.0mm, obtain the proper speedo kit for this modification. Go to your local bicycle (yes, bicycle) shop and ask for the "Huret No. 78358 Speedometer Kit." It shouldn't be much more than \$9.50 (plus tax). This particular kit has an odometer.

Step three

Step five

The last step prior to installation on your bike is to give the center of the drive mechanism an inside diameter which matches the outside diameter of the hex head sleeve, (measuring the sleeve and not the nut), by grinding or filing. Try to make it as snug a fit as possible, but the snugness isn't real critical since the fork recess will hold it in place quite well. Try to keep the hole as concentric as possible.

DAVE BAUM



Date
1974-01-31
Your date

Our reference
MFCS/Rr-MHj
Your reference

RECEIVED FEB 11 1974

Attention: Service Manager

Hello,

I want to inform you about a little problem we have had here in Sweden with the 6-speed gear-boxes.

The problem, which you perhaps, but hopefully not, will face during the spring, is the fifth gear jumping out, depending upon a wrong measure on gear wheel 16 12 409-01. It also might depend upon too big bevels on the dogs on gear wheel 16 12 410-01, and in the holes on 16 12 409-01.

You will notice the problem, when a customer or a dealer says that there is a noise, shifting to fifth gear and before the gears are fully engaged. When in position, it works perfect. Otherwise, it can be so bad that giving full gas after a slow period, with fifth gear engaged, you will hear a bad noise, and have to turn off the throttle to get the gear engaged. If it is really bad, you can hardly ride in fifth gear.

Therefore I want you to check all your gear wheels 16 12 409-01 and measure the distance "A" shown on encl. 1. The distance shall be between 4,75-5,20 mm. If it is below or over, take the gears away, count them and tell me how many are incorrect out of how many, so I can have the percentage.

Waiting for an answer as soon as possible, I remain,

Sincerely yours,

HUSQVARNA AB
Engine Products Division

Roger Andersson

Roger Andersson
Service Manager - Motorcycles

Sto chholm

Encl:



Date

1974-06-10
Your date

Our reference

MFCS/Rr/MTt
Your reference

Service Manager
Spare Parts Department

Dear Sirs,

Referring to my letter from April 16th, 1974, I will now inform you about the changes, that have been made to the magnesium crankcases.

Steel-bushings are in production from enginenumber 2033-3242. Certain engines with enginenumber from 2033-3166 to 2033-3200 are also equipped with steel-bushings.

Please note!

This bushing is of a different design and have partnumber 16 11 465-01. To modify crankcases, which have been delivered from us without bushings, use bushing 1519802-01 as mentioned before.

I also want to remind you about the changes, which were in production temporarily.

Loctite from enginenumber 2033-1231 excluding engines with number from 2033-1301 to 2033-1489.

Loctite and closer fitting on the downcutted end of the gearstriker-shaft from enginenumber 2033-1735 including engines with number from 2033-1641 to 2033-1700.

Please note!

When bushings are mounted and shafts with closer fitting are used, the downcutted end of the shaft must be grinded to make the shaft fit in the bushing.

Crankcases 16 10 781-01 delivered from us after June 1st, 1974, are equipped with steel-bushings.

Yours sincerely,

HUSQVARNA AB
Engine Products Division

Roger Andersson

Roger Andersson
Service Manager - Motorcycles



Date
1974-08-28
Your date

Our reference
MFCS/Rr/MTi
Your reference

Attn. Mike Pilz

Husqvarna Motorcorp. West
4935 Mercury Street
San Diego, California 92111
U S A

Dear Mike,

About your problem with 16 12 400-01.

Please send me three faulty shafts. I will inspect them and show them to the controlling department. In the meantime, keep the 62 you have left until you receive a credit note from me.

Partnumber for the plastic-piece for Bing-carburettor is 16 13 260-01. I will send you 250 only by air this week.

Regarding spacers for new "sunburst" cylinder head

We will manufacture these spacers and I will send you an amount according to how many heads you are going to order. Heads and spacers will probably be available in December-January. You will hear from me, when I know the partnumber of the spacers.

Regarding 10 17 123-26

This service-manual was made up for you in order to give or sell to new dealers, which you set up. I sent you 100 this spring and I do not think you have set up 100 new dealers. If you have, please tell me and I will try to make some new for you.

Remember, these binders are exclusively for our dealers and every time you receive service-news from us, you shall be able to trace the binders and send one message to every dealer. I have talked to Rondi and Donna about this problem too.

Yours sincerely,

HUSQVARNA AB
Engine Products Division

Roger Andersson
Service Manager

Mike Pitz



Husqvarna

Motorcycle Co., Inc.

RECEIVED APR - 7 1976

April 1, 1976

Gentlemen:

RE: Husqvarna Motorcycle Sixty-Day
Full Warranty for Engine and Frame

We had a very favorable reply to our inquiries regarding a proposed full warranty for the complete engine and frame of our motorcycles, and therefore, we are immediately instituting a Husqvarna Warranty Program.

As you note from the heading, we have decided on a 60-day Warranty rather than the 90 day -- primarily due to the feedback we have received from you, the dealers. Furthermore, as requested, we have adjusted the labor-rate schedule to a level more equitable for you.

This letter is intended to be a supplemental agreement to the new Husqvarna dealer agreement submitted to you in March, 1976, which is expressly made a part hereof by reference and all of the terms, conditions, and provisions thereof are to continue in full force and effect unless modified by this agreement.

Your signature on the original copy of this letter when returned to Husqvarna Motorcycle Co., Inc., will be sufficient to evidence your agreeing to participate in the warranty program for and in consideration of the mutual promises that you perform the warranty repair service and Husqvarna Motorcycle Co., Inc., pays for parts and labor. A copy of the Warranty and the flat-rate labor schedule including procedures for warranty claims is attached hereto and made a part of this agreement. The labor-rate schedule may be amended from time to time as the parties may agree.

We thank you for your support of this program and are looking forward to mutual success.

HUSQVARNA MOTORCYCLE CO., INC.

Dealer Signature

Dealer Name

Street

City State ZIP

Gustaf G. Rooth
Vice President and General Manager



Husqvarna

Motorcycle Co., Inc.

HUSQVARNA MOTORCYCLE SIXTY DAY
FULL ENGINE AND FRAME WARRANTY

Husqvarna Motorcycle Company, Inc., 933 Richards Road, Antioch, Tennessee 37013 provides a Sixty (60) Day Full Warranty on the engine and frame of the motorcycle, to the original retail purchaser of any new and unused Husqvarna motorcycles purchased after April 7, 1976, and operated within the normal use and service for which the motorcycle is intended (see below).

Here are the elements of the warranty:

1. Normal use and service:

Husqvarna motorcycles are engineered, designed and manufactured solely for the purpose of off-road competition and off-road recreational operation. They are not equipped for, nor intended to be operated on, public roads or streets.

2. What parts are covered - what parts are not covered:

Husqvarna warrants the following parts of the motorcycle to be free from defects in materials and workmanship:

- A) The Frame — specifically, this is the bare frame structure only.
- B) The Engine — the engine is defined as all the component parts housed within the engine crankcase and, in addition, the cylinder, cylinder head, piston, piston ring, connecting rod, intake manifold, reed valve, clutch, kick start mechanism and kick start lever, shift mechanism and shift lever, ignition system and ignition cover, primary transmission cover and carburetor. All of these component parts are fully covered under the terms of this warranty.

All other parts and components of the motorcycle are not covered under the terms of this warranty. The exclusion of these components from this warranty is not meant to disclaim their fitness for intended use.

3. What Husqvarna will do in the event of a defect, malfunction or failure of the parts covered by this warranty during the first sixty days of normal use and service:

Any authorized Husqvarna dealer of the owner's choice, preferably the dealer from which the motorcycle was purchased, will repair or replace any part of the motorcycle covered under this warranty which: a) contains a defect in materials or workmanship; or b) which breaks, fails or malfunctions.

This warranty is effective only when the motorcycle has been uncrated, assembled, properly serviced and delivered by an authorized Husqvarna dealer to the original retail purchaser.

Warranty repairs and parts replacements, will be performed without charge for parts or labor to the original retail purchaser by any authorized Husqvarna dealer at its place of business within a reasonable time after the purchaser brings the motorcycle to the dealer's place of business.

4. Extensions of the warranty:

The sixty (60) day warranty period will be extended by the amount of time needed for repair or replacement if such period exceeds fourteen (14) days.

The Warranty Does Not Cover:

1. Repairs and replacements required because of misuse, negligence, alteration or modification, or lack of the reasonable and proper maintenance as specified in the Owner's Manual are not covered.
2. Repairs and replacements to those component parts excluded from the warranty are not covered.

The Owner's Obligation:

1. Perform normal maintenance as specified in the Owner's Manual.
2. Start and operate the motorcycle only on a proper gasoline-oil mixture. Starting, operating, or running the motorcycle on gasoline alone will result in damage to the engine. Any such damage will not be covered by this warranty.

3. Fill out in full all the required purchase information on the Warranty Registration Card, and mail the completed card to Husqvarna Motorcycle Company, Inc., 933 Richards Road, Antioch, Tennessee 37013, within seven (7) days of purchase date. Warranty coverage will not be extended unless this obligation is performed.

Summary:

The complete satisfaction of the owners of Husqvarna motorcycles is the reason for the establishment of this warranty. It is of primary importance to Husqvarna Motorcycle Company, Inc., that each owner achieve complete satisfaction with their motorcycle.

In the event your dealer fails to provide satisfaction for a warranty claim, contact Husqvarna Motorcycle Company's National Service Department at 1634 J. P. Hennessee Blvd., Laverne, Tennessee 37086. Husqvarna will make every reasonable effort to provide satisfaction under the terms of the warranty.

Husqvarna Motorcycle Company, Inc., does not authorize any person or dealer to create any warranty, obligation or liability other than contained herein or implied by law.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.



WHAT WE WILL DO FOR YOU TO GET THIS PROGRAM GOING

1. \$50 CASH BONUS

A check in the amount of \$50 will be sent directly to you, the dealer, for each 1976 model of Husqvarna Motorcycle retailed after April 7, 1976, and prior to June 15, 1976. The returned warranty registration card signed by you and the buyer will serve as verification of retail sale.

2. PRESS RELEASE

A release making official the new Warranty will appear in Cycle News East and West, Motorcycle Weekly, and Motor-sports Weekly this coming week.

3. ADVERTISING

Two-page spread ad in Cycle News and Motorcycle Weekly on April 14, followed by a full-page ad every week for 4 weeks.

Full-page ad in next available issue of Cycle World, Popular Cycling, and Dirt Bike.

AS SOON AS POSSIBLE (hopefully within a week) you will receive a dealer kit containing the following material:

1. POSTER

A full-size poster for your dealer showroom featuring the entire "Warranty."

2. WARRANTY BOOKLET

Booklet containing the "Warranty" and a warranty registration card and a warranty identification card.

3. STICKER

Sticker to cover up the present warranty disclaimer sticker attached to the rear fender of the motorcycle.

4. SERVICE REPORT FORM

New Service Report Form designed to accommodate the new "Warranty" program.

MEANWHILE:

-- Please have the second copy of the warranty statement provided to you on hand to show prospective customers.

-- Please use the enclosed temporary WARRANTY IDENTIFICATION CARD AND WARRANTY REGISTRATION CARD to be handed over to the buyer duly completed upon retail sale of any Husqvarna motorcycle after April 7, 1976.

-- warranty identification card to be retained by buyer.

-- warranty registration card to be submitted by the buyer to Husqvarna Motorcycle Co., Inc., with 7 days of purchase.

WARRANTY IDENTIFICATION CARD

(to be retained by buyer)

MODEL NO. _____ FRAME NO. _____ ENGINE NO. _____

PURCHASED BY:

SOLD BY:

Name _____

Husqvarna Dealer No. _____

Address _____

Name _____

City _____

Address _____

State _____ ZIP _____

City _____

Phone _____

State _____ ZIP _____

DATE OF PURCHASE _____

WARRANTY REGISTRATION CARD

(to be submitted by the buyer to Husqvarna Motorcycle Co., Inc.,
933 Richards Road, Antioch, Tenn. 37013 within 7 days of purchase.)

MODEL NO. _____ FRAME NO. _____ ENGINE NO. _____

PURCHASED BY:

SOLD BY:

Name _____

Husqvarna Dealer No. _____

Address _____

Name _____

City _____

Address _____

State _____ ZIP _____

City _____

Phone _____

State _____ ZIP _____

DATE OF PURCHASE _____

Buyer's Signature _____

Dealer's Signature _____

SERVICE BULLETIN



PROCEDURE FOR WARRANTY CLAIMS

- A. All warranty claims will be submitted on SR Forms within 30 days from date of repair to be valid. (SR Forms furnished by Husqvarna Motorcycle Co., Inc.)
- B. The defective part must be accompanied by the SR Form before we initiate action.
- C. It is essential to properly complete the SR Form. Type or print neatly, dealer retains yellow copy and forwards the remaining copies directly to HUSQVARNA MOTORCYCLE CO., INC. Your SR Form describing the defect should be meaningful and useful so that steps may be taken to prevent further occurrences of the defect.

COMPENSATION

The dealer's parts account will be credited at dealer cost for the parts and for labor according to Husqvarna Motorcycle Co. flat-rate schedule. Dealers on C.O.D. status with Husqvarna Motorcycle Co., Inc., will be reimbursed once a month for warranty expenses with a check from Husqvarna Motorcycle Co., Inc.

SERVICE BULLETIN



FLAT-RATE LABOR SCHEDULE

Flat-rate on labor compensation for warranty work on Husqvarna Motorcycles.

Reimbursement:

\$10.00	<u>Engine R & R</u>
7.00	<u>Remove cylinder</u> (only with engine in frame).*
2.50	<u>Change piston</u> cleaning carbon from cylinder.
3.50	<u>Change piston ring</u> and clean ring groove, piston, and cylinder from excessive carbon.
7.50	<u>Bore Cylinder.</u>
25.00	<u>Split cases</u> (without removing clutch).
15.00	<u>Replace cases</u> (reassembling all useable parts from old cases).
8.00	<u>Rebuild crankshaft</u> and replace crankseal.
3.50	<u>Replace crankseal.</u>
3.50	<u>Rebuild clutch.</u>
6.00	<u>Rebuild clutch</u> (shock rubbers).
9.00	<u>Replace ignition.</u>
6.00	<u>Rebuild transmission.</u>
40.00	<u>Change frame.</u>

* Cannot be added to the work if cases are split.



Husqvarna
Motorcycle Co., Inc.

March 2, 1976

SERVICE BULLETIN

RE: 175 Cylinder

For more reliability we have introduced a new cylinder for the 175 cross-country motorcycle. There are two circumstances where Husqvarna will supply a replacement cylinder:

1. New bikes on showroom floor. Policy: cylinder exchange plus \$10.00 labor credit.
2. Bikes in field with seizure or wear problems. Policy: cylinder exchange and piston replacement if necessary.

If you have a brand new 175cc on your dealership floor we will supply you with a new cylinder, and give you a \$10.00 credit for labor allowance. The procedure is as follows: East coast dealers call (615) 793-6151, West coast dealers call (714) 565-4435. The service department will send you a new cylinder to replace the one on the bike. The parts invoice will be held for 30 days from date of shipping. This should give you enough time to send in the old cylinder along with a service report. If the old cylinder isn't received within the 30 day period allowed, you will be billed for the new cylinder and will not get the \$10.00 labor credit allowance.

The proper procedure for installing the new cylinder is to lap the head to the cylinder before installation. The stock carburation;

290 main jet
107 A needle jet
35 pilot jet
needle position #2

will be good for approximately 60°F and 500 feet elevation. Adjustments may be necessary for different temperature, elevation and humidity. You should make sure that the needle in the carburetor is stamped with the numbers 2D2. If any other needle is in the carburetor, seizure may result. You must check every single 175 for the 2D2 needle.

Thank you for your cooperation.

HUSQVARNA TECHNICAL SERVICE DEPARTMENT

SERVICE BULLETIN

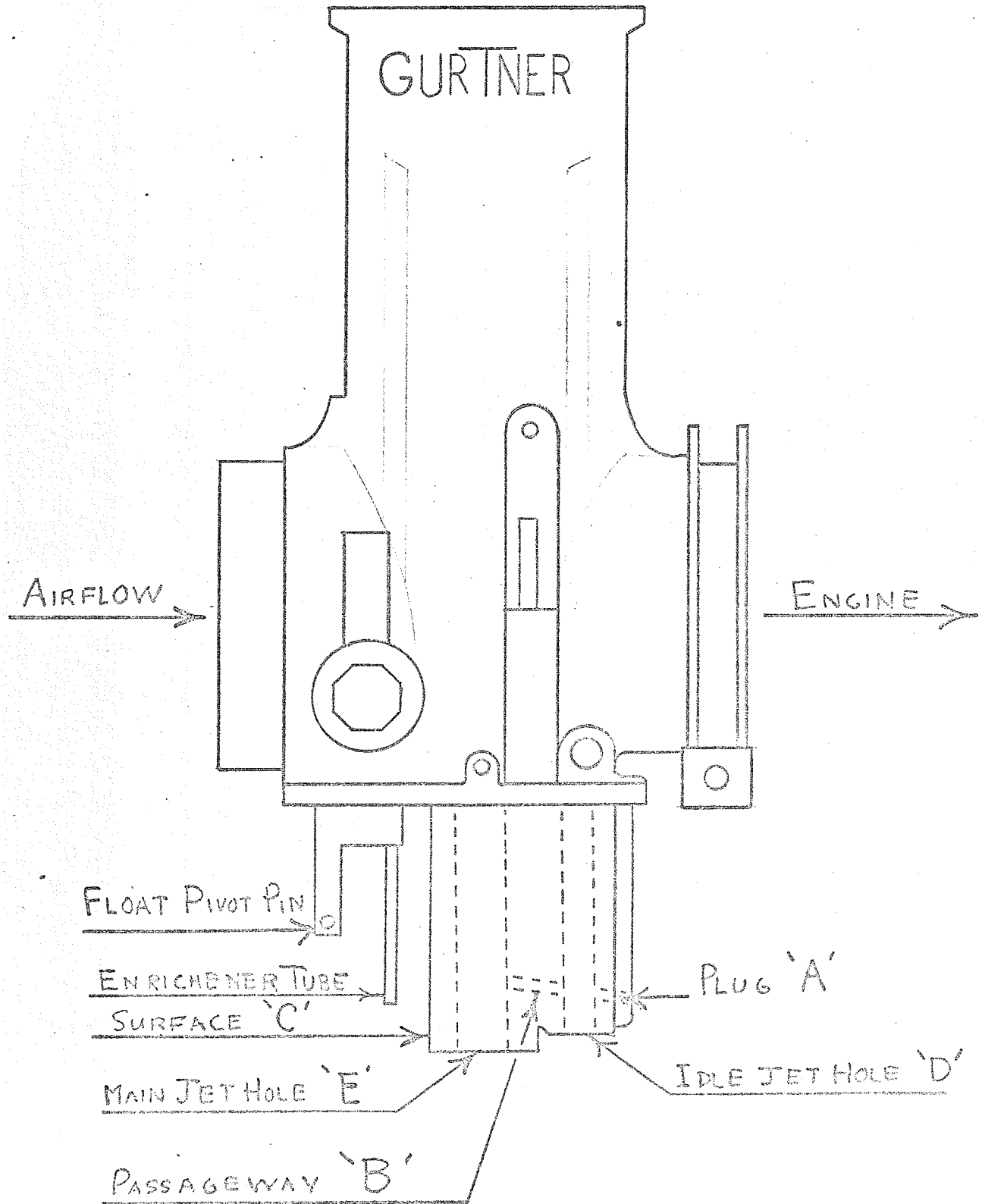


TO: All Husqvarna Dealers
FROM: Husqvarna Technical Service Department
RE: Gurtner Carburator 360WR

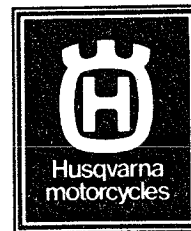
For further reliability we are recommending the following alterations to the Gurtner carburator. This modification supersedes any other recommendations that you were told by the service personnel at the service school or over the telephone. To eliminate the possibility of seizure from overrevving the engine. Do not alter the idle jet in any manner. The modification described below is to the carburator body itself.

1. Remove carburator from bike.
2. Remove float bowl and set aside.
3. Remove pin and float and set aside.
4. Remove main and idle jet and set aside.
5. Hold carburator so surface 'C' is resting on table so that engine side of carburator is up, be careful to not put any pressure on tabs for float pivot pin or on enrichening tube.
6. With a small drift (3/32") carefully punch the plug 'A' into the idle jet hole 'D' in the carburator body. Then, carefully aligning the plug 'A' with the passageway 'B' between the idle jet hole and the main jet hole, further punch the plug 'A' into this passageway with the 3/32" drift.
7. The idea is to block passageway 'B' with the plug 'A'. This prevents any connection between the idle jet circuit and the main jet circuit. The idle jet now will get it's gas from the hole where plug 'A' used to be.
8. Reinstall idle jet and main jet.
9. Reinstall float and pin and float bowl.
10. Reinstall carburator on bike.
11. Recommended carburation will now be for roughly 60°F and 500 feet elevation:
 - 170 main jet
 - 3.20 needle jet
 - 75 pilot jet

SERVICE BULLETIN



SERVICE BULLETIN



HUSQVARNA MOTORCYCLE WARRANTY POLICY

EFFECTIVE NOVEMBER 1, 1975

The HUSQVARNA MOTORCYCLE does not carry a definitive time/mileage warranty. These machines are manufactured for racing and off-the-road use only and sold as is. They are not equipped to be operated on public roads, streets, or highways.

Any legitimate claim will be considered for warranty adjustment on a new machine when there is evidence of a valid defect or damage resulting from faulty parts, materials, or workmanship.

Due to the type of use a HUSQVARNA MOTORCYCLE is subjected to the Husqvarna Motorcycle Co., Inc. reserves the right to judge and to adjust accordingly what we feel is fair to the circumstances of each warranty claim.

Certain components not manufactured by Husqvarna may have conditions for warranty as specified by the manufacturer of the particular component. The conditions and terms are not those of HUSQVARNA and are subject to change as specified by the component manufacturer.

HUSQVARNA MOTORCYCLE WARRANTY POLICY

SECTION I

CONDITIONS GOVERNING CLAIMS

- A. No claim will be accepted beyond 90 days from date of sale. Hours driven, number of races, or mileage is not relevant.
- B. Every claim must be submitted on an official HUSQVARNA Service Report (SR) Form to Husqvarna Motorcycle Co., Inc. through an authorized HUSQVARNA Dealership. Any customer approaching directly Husqvarna Motorcycle Co., Inc. will be referred to an authorized HUSQVARNA Dealer.
- C. Acceptance of a claim will be considered only from the legitimate sale of a new motorcycle to the original purchaser from an authorized HUSQVARNA Dealer.
- D. All warranty is void if the motorcycle is sold in a crate to the customer - regardless of the nature of the claim. A claim will be considered only on a machine which has been uncrated, completely serviced, and checked out by the dealer before delivery to the customer. A claim will be rejected when there is not a valid owner's registration card on file which has to be sent to Husqvarna within 10 days of purchase. Owner must receive an owner's manual with the machine.
- E. Alteration or modification of the motorcycle or parts in question from standard specification will void a claim.

HUSQVARNA MOTORCYCLE WARRANTY POLICY

SECTION II

PROCEDURE FOR SERVICE REPORTS

- A. All warranty claims will be submitted on SR Forms within 30 days from date of repair to be valid. (SR Forms furnished by the Husqvarna Motorcycle Co., Inc.)

- B. It is essential to properly complete the SR Form. Type or print neatly, dealer retains yellow copy and forwards the remaining copies directly to the HUSQVARNA MOTORCYCLE CO., INC. Your SR Form describing the defect should be meaningful and useful so that steps may be taken to prevent further occurrences of this defect.

- C. The defective part must be accompanied by the SR Form before we initiate action.

- D. We cannot settle a warranty claim by telephone.

HUSQVARNA MOTORCYCLE WARRANTY POLICY

SECTION III

COMPENSATION

If a claim is judged valid, the defective part will be replaced at no charge. In cases of doubt, controversy, or "undeterminable origin" compensation will sometimes consist of a discount on parts involved or a combination of the above two.

No compensation will be allowed for labor or freight charges.

There will be labor credit per flat rate on brand new motorcycles (e.g. damage in shipping, missing parts in crates).