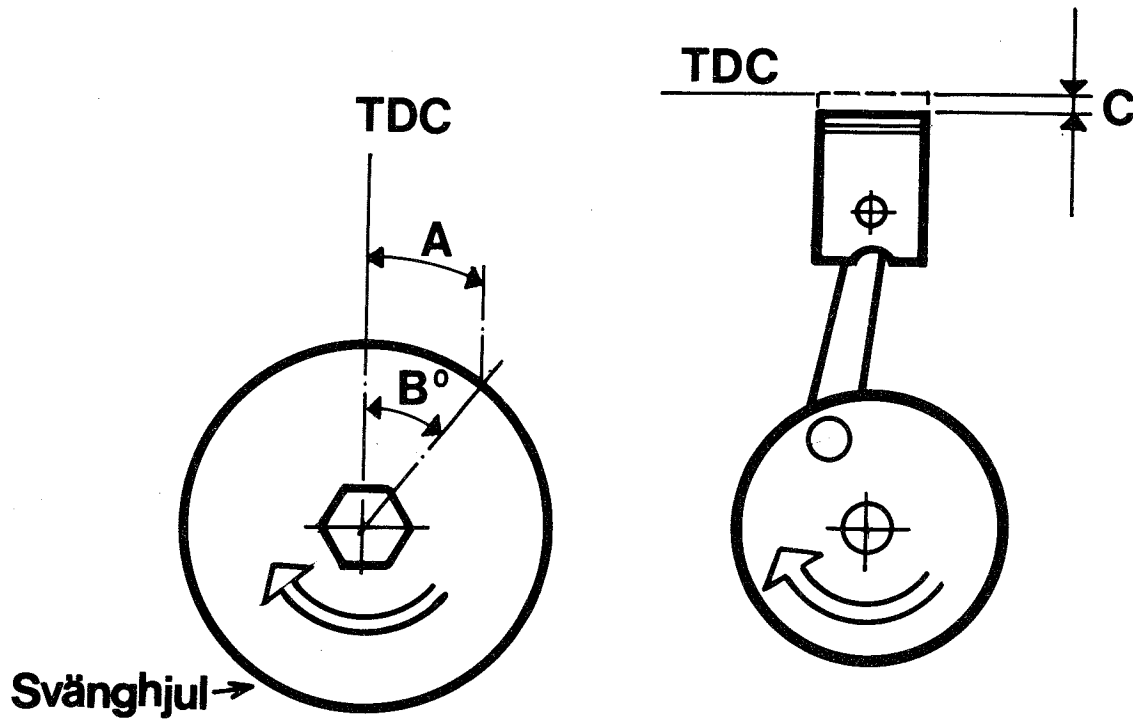


IGNITION TIMING



Engine Number	Model	A mm	B °	C mm
2041 - 0001	175 cc	20.4	20	2.14
2042 - 0001	250 CR	20.4	20	2.43
2043 - 0001	250 WR	23.8	20	2.43
2045 - 0001	360 CR	26.1	22	3.02
2048 - 0001	400 WR	26.1	22	3.52

INKOPPLINGSHANDTAG AUTOMAT-MOTORCYKEL

Det har visat sig att onödigt många huvudaxlar och 1:ans rörliga drev förslitits vid inkoppling av växellådan. Orsaken till detta är i många fall att informationen till föraren varit bristfällig. Det har visat sig att föraren ej har tillräckligt låg tomgång på motorn då han kopplar in växellådan.

Var vänlig och justera kopplingshandtaget omsorgsfullt så att inget rassel hörs då motorn kopplas in. Hörs ett rassel vid frikoppling måste spelet, enl. nedanstående bild, justeras på hävarmen till ett minimum. Släpp sedan ut handtaget och kontrollera om 1:ans rörliga drev är i sitt inre läge. Hävarmen ska då även ha ett fritt spel.

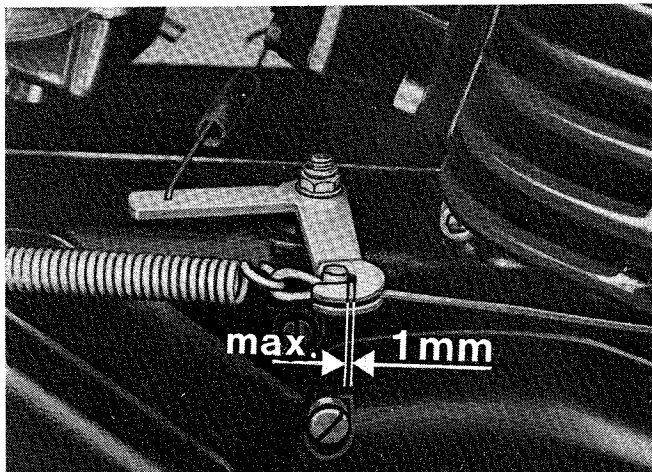
Var vänlig upplys alla ägare av automatmotorcykel ovanstående meddelande.

START LEVER AUTOMATIC MOTORCYCLE

It has shown that too many mainshafts and the 1st movable gears have worn down, because in many cases the information has been insufficient. It has shown that the driver does not have enough low idling-revolution when he engage the gearbox.

Please adjust the start lever carefully so you do not hear any clatter when you engage the gearbox. If you hear a clatter when disengaging the engine you have to adjust the play to minimum of the lever according to the picture below. After that, pull out (engage the gearbox) the lever and check if the movable 1st gear is in its position and also having a free play.

Please make this above information clear for all the owners of the automatic.



SERVICE MANUAL



MOTORCYKEL 390 CR

På vår motorcykel 390 CR -78 har vi monterat stötdämpare typ Öhlin.

Dessa har en lös behållare som sitter sammanbunden med stötdämparen via en armerad slang.

Vid montering av stötdämparna visar det sig att den armerade slangen ligger emot avgasröret. Detta är speciellt märkbart då man fjädrar ihop swingen.

Var god justera så att slangen ej skaver emot avgasröret.

- - - - -

Vid montering av stötdämparna, se också till att den övre kullleden smörjs in med fett.

MOTORCYCLE 390 CR

As you know we have mounted Gas-Shocks type Öhlin on our 390 CR model -78.

These Gas-Shocks have a single reservoir which is connected to the Gas-Shock by a flexible tube.

It shows by mounting of the Gas-Shocks that the flexible tube hits the exhaust pipe. This is especially noticeable by compression of the swing.

Please bend the tube so it doesn't hit the exhaust pipe, otherwise it may cause damage.

- - - - -

By mounting of the Gas-Shocks, please lubricate with grease in the upper ball joint.



STÖTDÄMPARE ÖHLIN

Som många kanske vet så är stötdämparna på vår 390 CR -78 av en renoverbar typ "Gas-Shock Öhlin".

Husqvarna kommer ej att handha reservdelar som finns innuti stötdämparen, däremot kommer det att finnas de yttre reservdelarna såsom gummibussning, bricka m.m. och naturligtvis kompletta stötdämpare. Se för övrigt reservdelskatalogen.

När det gäller service, renoveringar och övriga reservdelar på sverigemarknaden ber vi att ni vänder er till Öhlins Racing Sollentuna.

SUSPENSION ÖHLIN

As many of you know is the suspension on our 390 CR -78 model of a renewal type "Gas-Shock Öhlin".

Husqvarna will not have spare parts which are inside the damper, on the other hand we will deliver (as usual) the outside spare parts as rubbersleeve, washer and so on, and of course complete Gas-Shocks. Also see in the spare parts manual.

Concerning service, renewal and spare parts we beg you to contact Öhlin Racing importer in your country.

On the next side you will find a list over all importers in different countries.



ÅTDRAGNINGSMOMENT SEM-MAGNET

För att undvika risken att konan spricker vid åtdragning av SEM-magneten, har vi sänkt åtdragningsmomentet för denna från 70 Nm till 50 Nm.

Var god informera Era kunder om detta.

TORQUE FOR SEM-MAGNETO

To eliminate the risk for cracks in the cone, when tightening the SEM-magneto, we have decreased the torque from 70 Nm to 50 Nm on the flywheel nut.

Please inform your dealers and costumer.



REPLACEMENT KIT 420 AUTOMATIC

We have a replacement kit for 420 AE and 420 AXC.
The kit consists of the following parts:

1. Clutch drum for crankshaft complete with bearing sleeves, freewheel and a spacer.
2. Three clutch springs for first gear clutch (on crankshaft).

This replacement kit will be sent out free of charge to all importers who have bought 420 AE or AXC. We ask you to inform your customers that this kit is available free of charge.

The new clutch spring also fits 360 Auto and 390 Auto where it replaces 16 12 556-01. The parts in this kit will be available as spare parts.

The 420 AE and AXC that have not been sold will be delivered with the kit mounted.

Please note these part Nos.:

Clutch drum	16 12 790-01
Bearing sleeve	16 12 791-01
Freewheel Ringspann	16 12 792-01
Clutch spring	16 12 793-01
Spacer	16 12 794-01

SERVICE MANUAL



NY STÖTDÄMPARINSTÄLLNING WR

NEW SHOCK ABSORBER SETTING FOR WR

Det finns också en ny inställning för Enduro-MC 1983. Stötdämpare med den nya inställningen är märkta med 5 som slutsiffra.

Den nya inställningen kommer troligen in under 1983 års modell.

There is also a new setting for the Enduro bikes 1983. Shocks with the new setting are marked with a 5 as last digit.

The new setting will probably be in production during 1983 models.

Skillnaden mellan den nya och den gamla inställningen är att på kompressionssidan har brickan $\emptyset 27 0,30$ bytts mot $\emptyset 27 0,25$.

The difference between the new and the old setting is that on the compression side washer $\emptyset 27 0,30$ has been changed to $\emptyset 27 0,25$.

② 8 mm spacers

Overall Length 467



NY STÖTDÄMPARINSTÄLLNING CR o. XC

NEW SHOCK ABSORBER SETTING FOR CR AND XC

En ny, bättre stötdämparinställning har tagits fram för cross 1983 års modell. Den kommer troligen att sitta på de sista 83:orna som tillverkas.

Stötdämpare med den nya inställningen är märkta med 4 som slutsiffra.

A new better shock absorber setting has been developed for motocross and off-road on 83 year's model. The new setting will probably be in production on the last 83's.

Shock absorbers with the new setting are marked with a 4 as last digit.

Den nya inställningen är enligt nedan:
The new setting is as follows:

CR + XC

Kompression Compression	Retur Rebound
-----	-----
△ 0,25 2 hål, 2 holes	△ 0,20 spec.
0,20 ∅ 21	0,20 ∅ 27
△ 0,25	0,25 ∅ 24
0,20 ∅ 27	0,20 ∅ 21
0,20 ∅ 24	0,25 ∅ 21
0,15 ∅ 18	0,30 ∅ 18
0,30 ∅ 27	0,30 ∅ 18
0,20 ∅ 14	0,30 ∅ 14
valve stop standard	0,30 ∅ 14
	0,30 ∅ 14

Med denna inställning skall ITC-kolven putsas av 0,02 mm på ytterdiametern.

With this setting, grind off the ITC piston 0,02 mm on the outer diameter.



LUFTFILTEROLJA 4-TAKT

På 4-taktarna måste vanlig motorolja användas som filterolja.

Om vanlig filterolja används, kan filtret börja brinna vid ett bakslag vid kickning etc.

Var vänlig upplys Era kunder om detta.

AIR FILTER OIL 4-STROKE

On all 4-stroke models, ordinary engine oil must be used as filter oil.

If ordinary filter oil is used, the filter can catch fire when the engine backfires.

Please make sure that your customers know about this.

INFO
ONLY

SERVICE BULLETIN



1 of 3

TO: All Husqvarna Dealers
FROM: Service Department
DATE: April 6, 1976
RE: Service School update, Maintenance Tips

1. The front forks should have 230cc of oil in them. Rider preference determines viscosity of oil to be used, normally 10w to 30w.
2. To adjust the steering head bearings properly it is necessary first to tighten the steering head just sufficiently to remove all free play and then loosen the top race 1/4 turn. When the upper fork bracket is installed and the fork stem nut is tightened up in the area of 75 FT LBS, the bearings are then in correct adjustment. Be sure and Loctite the fork stem nut.
3. Be sure and mount the front brake mounting lug in the right fork leg except when a speedometer is used.
4. The handlebar clamp bolt that holds the handle bar clamps to the upper fork bracket should be Loctited (bolt size 10X25).
5. Flywheel torque should be as follows
 - A. Large motoplat units - 70 FT LBS
 - B. Femsu units - 50 FT LBS
 - C. Small motoplat units - 35 FT LBS
6. Timing Specifications, ML - series

360 cc	-	3.02 mm BTDC	-	22°
250 cc	-	2.43 mm BTDC	-	20°
175 cc	-	2.14 mm BTDC	-	22°
125 cc	-	1.43 mm BTDC	-	17°
7. Cylinder head torque - CRITICAL - Overtightening can cause liner slippage and distortion.

175, 250, 360,	-	No more than 20 FT LBS	-	10 mm studs
	-	No more than 15 FT LBS	-	8 mm cylinder bolts
125	-	No more than 15 FT LBS	-	8 mm studs
8. The rubber shock dampners in the clutch require periodic replacement when more than 2 mm of free play between the gear wheel and the clutch basket is determined to be present.
9. Periodic inspection of right hand crankseal and seal retainer is necessary to prevent air leakage. Be sure to use gasket sealer on this gasket. Be sure that the seal is positioned properly in the seal holder. (i.e. depressed so that 2nd lip or seal is effective but does not block lubrication of



MAINTAINENCE TIPS

(cont.)

10. It is necessary to check the tightness of the reed valve block screws periodically - but caution should be used to prevent over torqueing of these screws as they will distort the reed block and cause an air leak if over tightened. 7 FT LBS is recommended.
11. If it is necessary to replace the reed petals or gaskets in the reed valve housing or intake manifold be sure to use two intake manifold gaskets if the thin gaskets are being used.
12. When fitting the carburator on the intake manifold a thin film of grease should be applied to the intake manifold spigot to prevent galling and premature wear of intake manifold spigot. Also periodically check tightness of carb throat clamp.
13. At all times the motor mount bolts should be kept tight.
14. The rear fork must be torqued to 50 FT LBS of torque at the mid-point of its travel. The best method to use in checking this is to disconnect the left hand shock and check the travel to determine mid-point of travel. Do not use Loctite on these nuts as they require checking after each ride or event and if the nuts are Loctited you will receive a false torque reading.
15. The proper method of adjusting the chain must be observed so that unnecessary strain on engine and frame components will be avoided. The correct method to adjust the chain is as follows: The left hand shock should be taken loose and the right hand shock depressed so that the center points of the sprocket shaft, rear fork pivot bolt, and rear wheel axle are in a straight line. At this point you should have 10 to 15 mm free play in the chain, also check for correct chain to sprocket alignment.
16. The rear brake torque stay must be inspected periodically for straightness and wear of the bushings it is mounted through.
17. When reassembling the lower fork leg to the dampner spindle this operation should be carried out with the fork leg in its maximum compressed state. This will prevent the dampner spindle from being mislocated and prevent damage to the spindle from the action of the forks. The bolt that holds the dampning spindle to the lower fork leg should be Loctited.
18. When front fork seals are replaced the nylon ring mounted on the new style dampning spindle should be replaced as this wears just like a piston ring.



MAINTAINENCE TIPS

(cont.)

19. Many times the weeping of fork seals can be stopped by thoroughly cleaning them. In any case it is necessary to clean the inside of the dust cover and top of stripper after each ride or event.
20. The packing in the muffler should be replaced when it is burned away. Not only is the bike quieter but the loss of the packing causes the motor to lose horsepower.
21. The rubber mounts on the air cleaner box should be Loctited into the air cleaner casting - do not Loctite the three 8 mm nylon nuts that hold the air cleaner casting to the frame.
22. The shift lever should be kept level to prevent damage to gearlink from objects encountered by the shift lever.
23. The spark arrestor screen on the "WR" requires periodic cleaning to prevent plugging this screen with carbon with consequence of engine running hot and loss of horsepower.
24. The splash guard should have two holes drilled in it and Nyties should then be used to fasten the top of the splash guard to the crossmember of the frame that the splash guard rests against to prevent the rear tire from catching it.
25. If you have a customer that has a problem with the spring rates on the rear shocks as supplied by Husqvarna, recommend that they try the dual rate springs supplied by the Fox shocks as these will fit right on his standard dampners.



SPECIAL SERVICE BULLETIN FOR 390 AUTOMATIC

The new 1980, 390 Automatic model is now available and has been improved and redesigned in many areas. For example, all engine tolerances have been closed up, the primary gearing now has straight cut teeth to eliminate the axial movement on mainshaft and first gear clutch drum when accelerating and decelerating. Also 2nd, 3rd, and 4th gear clutch drum is now welded on to the big primary gear, however, the free wheel devices are still the same, but their life time (because of the above mentioned engine improvements) should now be about twice as long as before. The engagement gears and shaft (1612-631-01 and 1612-630-01) are not changed. Consequently, it will still take a lot of work from you to educate each customer on how to put the automatic in gear (Service Bulletin #8-030), however, since the primary gears have straight cut teeth, no axial movement will occur on the mainshaft (this caused the engagement device to ratchet and burr the engagement splines).

These improvements are but one step that Husqvarna is doing to improve the 1980 Automatic. Another step is that Husqvarna is furnishing, along with the motorcycle in the crate, a TRANSMISSION SERVICE KIT, to be delivered by you to the customer at the time of sale of the motorcycle.

It has been determined by the R & D Engineers in Sweden that the free wheel devices are wear items and must be changed at 30 hours (approximately 600 miles of usage). For this reason, Husqvarna Motorcycle Company is requesting the Husqvarna Dealer to install this kit at no charge to the customer upon the customer's request within six months of the date of purchase.

For this free service, Husqvarna Motorcycle Company is supplying in the Warranty Booklet a TRANSMISSION SERVICE COUPON. Upon the customer requesting this service and presenting the dealer with this coupon and the transmission kit, it will be the dealer's responsibility to complete this service, fill in the coupon, and mail it to Husqvarna Motorcycle Company in San Diego. Husqvarna Motorcycle Company will, upon receipt of this coupon, pay the dealer \$15.00 (Fifteen Dollars) for labor plus dealer cost for two (2) quarts of Husqvarna Automatic oil.

SERVICE BULLETIN

P. 2 of 2



Husqvarna Motorcycle Company is recommending that after every additional 30 hours of use, the Automatic should be serviced with one of these kits. This Service Kit is available at a significantly reduced price. The Dealer Cost is \$40.00 (Forty Dollars) and the Suggested Retail Price is \$50.00 (Fifty Dollars). Each kit includes:

1 Gasket	1611-761-01
1 Gasket	1611-762-01
1 Free Wheel	1612-545-01
2 Free Wheels	1612-546-01
1 Free Wheel	1612-547-01
1 Free Wheel	1612-548-01

The Part Number for a Complete Kit is 1612-545-99.

Please order and stock some of these kits since, except for the gaskets, they fit all Automatics from 1976.

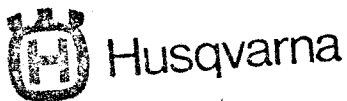
Each of these items will also be sold on an individual basis and priced as below:

<u>Part Number</u>	<u>Dealer Cost</u>	<u>Suggested Retail</u>
1611-761-01	\$.58	\$.96
1611-762-01	.58	.96
1612-545-01	8.25	11.72
1612-546-01	7.30	10.37
1612-547-01	11.25	15.98
1612-548-01	14.50	20.59

HUSQVARNA MOTORCYCLE COMPANY, INC.
SERVICE DEPARTMENT

July 18, 1979

P.S. Please insert this Special Bulletin in your Service Manual under "General Information".



SIX-DAYS BIKE PREPARATION

TECH TIPS

The following is a detailed description of how we go about preparing our bikes for the Qualifiers and subsequently for the Six Days.

In building a bike for these events there are two things that are of prime importance; absolute reliability, and ease of servicing. All of the work detailed below will be directed towards those goals.

The basic procedure we follow is to take a new bike and service it and ride it for 2 or 3 hours. This will let us know if there are any specific problems that need extra attention. Then we will completely disassemble the bike and reassemble it with the modifications outlined below. Remember, careful work done now can eliminate problems during a race.

CHASSIS

1. Remove paint from frame at front motor mounts, rear swingarm mount, and on inside of motor mount plates.
2. Use washers between frame and rear seat mounting brackets.
3. Grease swingarm bearings with waterproof grease.
4. Remove bushing from front of rear brake anchor, grind down end of anchor .020", replace bushing.

ENGINE

1. Split Cases.
2. Remove any problem found in initial riding.
3. Polish edges of shift arm, shift detent, drum detent.
4. Clean and match ports in cylinder. (Don't get radical here because this motor must last at least 1000 miles!)

5. Reassemble with extreme care and cleanliness.
6. Install motor in frame making sure motor mounts are free of grease and oil for good electrical contact.

SUSPENSION

1. Dissassemble forks and install good fork seals; we use one Honda seal 91255-273-000 and one Husky seal above it.
2. Reassemble forks using extreme care and cleanliness.
3. Fill forks 250 CC of fork oil; we use the following guidelines as far as oil viscosity for temperature ranges;

Above 75 degrees Farenheit	40 W
50-75 degrees	30 W
30-50 degrees	20 W
10-30 degrees	10 W
Below 10 degrees	ATF

4. Install forks on frame.
 - a) If using frame with ball bearing steering head, pack with grease and use 23 individual balls in the top and bottom - tighten by hand, back off 1/4 turn, loctite top jam nut.
 - b) If using taper roller bearing, grease and be careful of rubber seal.
5. At the rear you want to use a shock that is strong; rebuildable, and works well for trail use. We recommend either the Curnutts as stock on the OR bikes or Ohlins with the cross country damping. If you use the Ohlins on a CR frame, indent the rear fender to allow room for the reservoir tube of the left shock to go between it and the frame. If you want to use Ohlins on a frame that doesn't have reservoir mounts, you can use the right frame rail under the seat to clamp the right

reservoir to. A straight bar should be T.I.G. welded to the frame just under the seat. One end of the bar should be welded at the inside corner of the left frame rail and the bar that goes across for the front seat mounting bracket. The other end of the bar goes at the junction of the right frame rail and the main frame backbone. The left shock reservoir can be secured to this bar with a hose clamp.

6. We are replacing the stock bottom chain tensioner rubbing block with a modified skateboard wheel. You need to get a 1-7/8" diameter wheel for CR's, OR's, WR's, except 125 and Autos take 2-1/2" diameter wheel. We use wheels that have 2 sealed bearings 7mm wide with 8mm hole and an 11mm spacer between them. We then cut the skateboard wheel down to 25mm width so that it is flush with the bearings on both sides. The skateboard wheel is then installed with the brake pivot bolt thru the bearings and spacer. The top rubbing block must be widened to 25mm also. We cut 2 pieces from the discarded bottom rubbing block, 2mm wide and place them on either side of the original block. 5mm longer bolts will have to be used for this wider guide.
8. Together with this widened tensioner we are widening the rear guide with 2-1mm washers. The point of the widening is to allow usage of the Husky O-Ring chain. The O-Ring chair is a must for the Qualifiers and Six Days.

WHEELS

The major concern here is to be able to quickly and easily fix flats and change tires.

1. Remove rim locks. We are using the new gold rims with pins to keep the tire from spinning. Tire pressure shouldn't be less than 10 psi front and rear. Sun rims with pins serve the same purpose.
2. In order to remove the front wheel easily we are modifying it as follows:
 - a) Remove wheel and axle from fork
 - b) Put axle thru wheel and tighten.
 - c) T.I.G. weld left side Axle nut to steel spacer of brake backing plate.
 - d) Cut off head of left side Axle nut. Plug the end of the nut with a rubber plug or silicone seal.
 - e) Reinstall front backing plate in left fork leg.
 - f) Install wheel making sure fork legs are not binding.
 - g) Tighten left side pinch bolts.
 - h) Remove axle and grind down outside edge of right axle nut approximately .015" 1/8 inches from end. This will make the axle easier to pull thru the fork slider. Remember, the right axle nut should be loctited to the axle.
 - i) When changing front tire, lay bike over on left side, loosen right pinch bolts; pull axle out right side, pull wheel out. To replace wheel, turn left fork leg out to slide wheel in, put wheel on top of brake plate, spinning it slowly to get hub over brake. Then line up wheel with right fork leg, install axle. It is easier to get the axle in if you lift up the fork leg, taking weight off the wheel.
3. In order to remove the rear wheel easily we are modifying it in two ways depending on which wheel is used.

- a) In both cases, the left side spacer must be made into two pieces. For the 18" wheel with a 57mm spacer, replace it with a short spacer from the front wheel 1516-536-01 and an old rear wheel spacer 1516-669-01. For the 17" wheel, the spacer must be cut in two, flush with the hub. In both cases make a groove in the outer piece and, using the inner cable from a control cable, strap it to the left shock bracket.
- b) For the 18" wheel, T.I.G. weld the left side axle nut and spacer to the axle. A short bar can also be welded on to prevent the axle from turning and to provide something to pull on when removing the axle.
- c) For the 17" wheel, T.I.G. weld the left axle nut and adjuster to the axle. Notch the swingarm at the left chain adjuster hole so that the axle/adjuster, can be pulled straight out.
- d) When changing the rear tire, first remove the right axle nut, then lay the bike over on the right side. Pull the axle out from the left (up) side. Place the axle spacer with the strap on it over the shock out of the way. Slide the wheel forward, derailing the chain. Lift the wheel up off the brakeshoes and out. Reverse the procedure when installing the wheel. Be careful to get the right side spacer in the correct position before fully installing the axle. On the 17" rear wheel, this process will be difficult because of the extra width of the hub. All we can say is practice; we are working on a better solution.

LIGHTS

1. We are using Preston Petty headlight number plate with the new mounts that clamp on the fork tubes. You must cut away the gusset on the backside of the number plate just to the right of the left mounting bracket to allow sufficient clearance for the front brake cable.
2. When wiring the lights, we run them direct with no switch. The filaments in the headlights are more flexible when warm. Wire the high and low beam together with the tail light.
3. We are using the Preston Petty tail light socket and lense on our stock rear fender just as the replica bikes are. This involved holding the bulb and socket with a rubber fender bracket and holding the lense on with screws and locknuts.
4. Remember careful routing of wires can prevent problems when the lights stop working. Also ground both front and back lights at the ignition bracket. A loop of the wires coming off the front headlight bulb socket will prevent breakage of the wires from turning the steering head thousands of times.

CONTROLS

We cannot stress enough how important good routing of cables can be.

1. We recommend the Whirlpull throttle; it will save throttle cables.
2. Front brake cable must be free to move behind the number plate. Make sure there is nothing the cable can hook on when the forks are fully compressed.
3. Clutch cable should be routed so as not to hit exhaust pipe.
4. Auto disengagement cable free play must be 1mm.

5. We use Yamaha lever covers.
6. Use steel cable adjuster lock nuts, not the black plastic ones.
7. Lube brake and clutch - do not lube Terry Cables if used.
8. Malcolm Smith products has a good folding shift lever we are using.
9. Lube brake pedal pivot with Never-Seize.

TOOLS

Here is a list of the tools we carry for the Six Days.

1. Special tool - fits spark plug/rear axle nut/front axle nut/13mm open end wrench.
2. 4" crescent wrench.
3. Straight blade screwdriver/Phillips Screwdriver.
4. 5mm Allen wrench
5. Pliers or channel locks or vise grips.
6. (3) Tire Irons and CO₂ cartridges.
7. Chain breaker.
8. Miscellaneous parts - axle nut/spark plug/10mm nut/13mm nut/chain parts.

CONCLUSION

We'd like to throw in here a couple of ideas that might be worthwhile in the future. Remember problems you have had in the past and try to come up with a complete solution. You are the one to blame if you have the same problem twice! Detail work is what will make a race easy or hard. Almost always it's small problems that make for bad results. You should try to work on your w/bike as much as possible to become familiar and confident

on working on it. Two things you want to do if you do nothing else, protect the spark plug lead from the exhaust pipe and route the throttle cable carefully - the Terry Cables come with a spring protector to keep it from burning on the pipe. If you use one, remove the wire on the exhaust pipe designed for that purpose.

In order to achieve the famous 3 minute tire change, there is only one secret; practice.

GOOD LUCK AND GOOD RIDING!

Dick Buleson

Robert Popiel



83-06-29
TS/Zd

FLAMSKYDD 4-TAKT

På alla 4-taktsmodeller sitter ett ståltrådsnät mellan luftfiltret och förgasaren. Detta nät är till för att förhindra att filtret börjar brinna vid ett bakslag från motorn.

OBS! Motorn går inte bättre om nätet tas bort!

Reservdelsnummer flampärr: 15 14 167-01.

Var vänlig upplys Era kunder om detta.

FLAME PROTECTOR 4-STROKE

On all 4-stroke models there is a wire screen mounted between the airfilter and the carburettor. This wire screen is to prevent the filter from catching fire if the engine backfires.

NOTE! The performance of the engine is not affected by the wire screen.

Spare parts number for flame protector: 15 14 167-01.

Please inform your customers about the risks if they remove the wire screen.

**INFO
ONLY**



OLJEPÅFYLLNINGSLOCK 4-TAKT

På våra 4-taktsmodeller kan enbart blått oljepåfyllningslock användas.

Om svart lock används, finns risk för att locket smälter och den smälta plasten sätter sig i oljefiltret.

Var god meddela Era kunder detta.

OIL FILLING CAP 4-STROKE

On our 4-stroke models, only blue oil filling caps can be used.

If a black cap is used, the cap can melt and the melted plastic will block the oil filter.

Please notify your customers.

**INFO
ONLY**



INFORMATION ONLY
NOT RELEASED TO
DEALERS IN U.S.A.

125 WR 84

Vissa 125 WR 84 kan få problem med nypningar vid landsvägskörning. För att undvika detta skall nålen flyttas till läge 4, alltså nålen så högt som möjligt.

Dessutom skall förtändningen sänkas till c:a 17° , 1,5 mm på kolvägen.

125 WR 84

Some 125 WR's 84 can get a problem with seizures at road riding. To cure this, raise the carburettor needle to position 4, this means, the needle as high as possible.

It is also necessary to lower the ignition advance to appr. 17° , 1,5 mm on piston.



START AV 4-TAKTAREN

Vid kallstart av 4-taktsmodellerna, använd inte choke.

Ge motorn bensin genom att gasa till 2-3 gånger (accpump), ha sedan absolut ingen gas på och kicka tills motorn startar.

Låt motorn gå på tomgång ett tag och gasa försiktigt ett par gånger tills motorn är varm.

Vid start av varm motor, ha absolut ingen gas på, kicka tills motorn startar och går på tomgång.

Om motorn inte startar, håll full gas och kicka 4-5 gånger med ventillyftaren öppen, kicka sedan helt utan gas.

OBS! Tänk på att inte vrida på gashandtaget mer än en gång, när man skall kicka med full gas och ventillyftare, annars fyller accpumpen insugningsröret med bensin.

OBS! Kom ihåg att släppa upp kicken ända upp mellan varje kickning, så att ventillyftaren får nytt tag.

STARTING THE 4-STROKE

Cold start: Do not use the choke.

Give the engine some petrol by turning the throttle handle a couple of times (acceleration pump).

With absolutely no throttle on, kick until the engine starts and let it run on idle.

Open the throttle gently a couple of times until the engine is warmed up.

Start of warm engine: No throttle on, kick until the engine starts.

If it will not start, kick with full throttle and the starter decompressor engaged 4-5 times, then kick again with no throttle on.

NOTE! Do not turn the throttle handle while kicking. If so, the acceleration pump will fill petrol in the intake.

NOTE! Remember to let the kickstarter pedal all the way up between kicks, so that the starter decompressor gets engaged.

SERVICE BULLETIN



Route to: Service yes Parts Customer

Date: February 7, 1984

Yr.: 84 Model: 400 WR

Dick B.

RE: 1984 TECHNICAL DATA 400 WR.

Engine: Single cylinder two-stroke
liquid cooled

Displacement: 395.6cc

Bore std: 82.5mm

1st over: 83mm

2nd over: 83.5mm

3rd over: -----

Stroke: 74mm

Compression ratio: 12.5:1

Transmission: 6 Speed Constant Mesh

Primary transmission ratio: 2.3 (33.76)

Secondary transmission ratio: 3.46 (15.52)

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

Number of cogs, gearbox (ms:as):

1st	13:34	4th	23:24
2nd	16:29	5th	25:22
3rd	19:26	6th	27:20

Total gear ratios (crankshaft: rear wheel):

1st	20.8	4th	8.3
2nd	14.4	5th	7.0
3rd	11.2	6th	5.9

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

Oil recommendation: Engine oil SAE 20

Fuel System:

Fuel: Gas min 94 oct.

Lubrication: Oil-gas-mixture 4%

Tank capacity: 10.5 lit. (2.8 US gal.)

Oil recommendation: Husky Products 2-stroke or Bel-Ray MC1+

Carburetor: Mikuni

Venturi Ø: 38mm

Main jet: 400

Needle position: 4 from top

Air jet: 2.0

Needle: 6DH3

Airscrew opening: 1.5 turn from bottom position

Throttle: 2.5

SERVICE BULLETIN



ROUTE TO: SERVICE MGR. _____

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA TECHNICAL SERVICE DEPARTMENT
DATE: OCTOBER 11, 1982
RE: INFORMATION - CARE OF FRONT FORK AND STEERING GEAR.

The steering head bearings are sensitive to moisture. Even though they are well sealed the bearing must be given periodic servicing. Avoid spraying high-pressure water into the bearing area. If water gets in, rust will quickly damage the bearings and make it necessary to replace them. Make it a habit to grease these bearings at each major service. Avoid over-tightening of the bearing retainer nut. Please check that the forks move freely from side to side when the top nut is tightened. If there is too much drag, loosen the top, adjust the bearing retaining nut and retighten the top nut. There is a fine line between having the steering stem too loose or too tight.

Several items influence the action of the front fork. The forks function better having everything the way it was intended. This means keeping the oil fresh and the level correct. The Bel-Ray LT fork oils provide superior hydraulic damping and lubrication. After considerable time even if the oil is clean and at the correct level the forks can sometimes begin to "top out". This is not a dangerous condition but it can cause some distraction to the rider. Inside the forks and attached to the damping rods are small plastic rings that help control the hydraulic action. These are "wear" items and are easily replaced if a topping out condition persists. It is necessary to dismantle the front forks to replace this ring. While the forks are apart be sure to clean any dirt out of the fork seals. If the plastic rings show abnormal wear after only a few hours it may be necessary to check the inside of the fork tube for any rust or obstructions that may exist. A brake cylinder hone is excellent for this. Don't expect to eliminate the seam from the inside of the tube. Also place the ring only inside the tube and check the gap as if you were checking the gap of a piston ring. If there is no gap at a certain area of travel it will be necessary to trim the open ends.

This information applies to all Husqvarna made forks from 1977 models to present.

SERVICE BULLETIN

*TOP
FOR YOUR
MANUAL
Bob*



ROUTE TO: SERVICE MGR. _____

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PLEASE INSERT INTO SECTION "0" OF YOUR SERVICE MANUAL.



420 AUTOMATIC, ENDURO AND CROSS COUNTRY FREE WHEEL FAILURES

The kickstart freewheel bearing on the 1981 420 AE and AXC has been a real problem this year. If you have sold any of these you may have run into the problem of having the freewheel fail. When this happens the kickstarter will kick through but, will not turn the engine over.

The factory is currently working on providing us with a freewheel of a new design. This design will be incorporated into a complete kit containing a hub, bearing and some new style clutch springs. We expect these kits to reach our shores on June 21, 1981. At that time we will send enough kits to dealers to cover the 420 Automatics that you sold. Your customers will be contacted as well.

This notice is a result of a firm shipping date of these freewheel kits from our factory.

Robert Popiel,
National Service Manager

SERVICE BULLETIN



Dear Sir,

On the following pages you will find how to modify a 390 CR, OR, or WR cylinder 1980 model to a 420. All cylinder work should be done after the cylinder has been bored to accept the new 420 piston. Remember to chamfer all ports after work is completed. The clearance between piston and cylinder wall should be 3.5 to 4 thousandths (0.0035-0.004) of an inch.

Only the 1980, 390 CR, OR, and WR has a liner thick enough to accept the 420 piston.

If there is anything that is unclear please give me a call.

Regards,

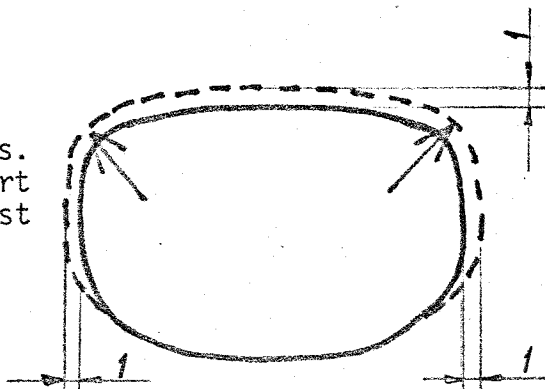


Nils Arne Nilsson

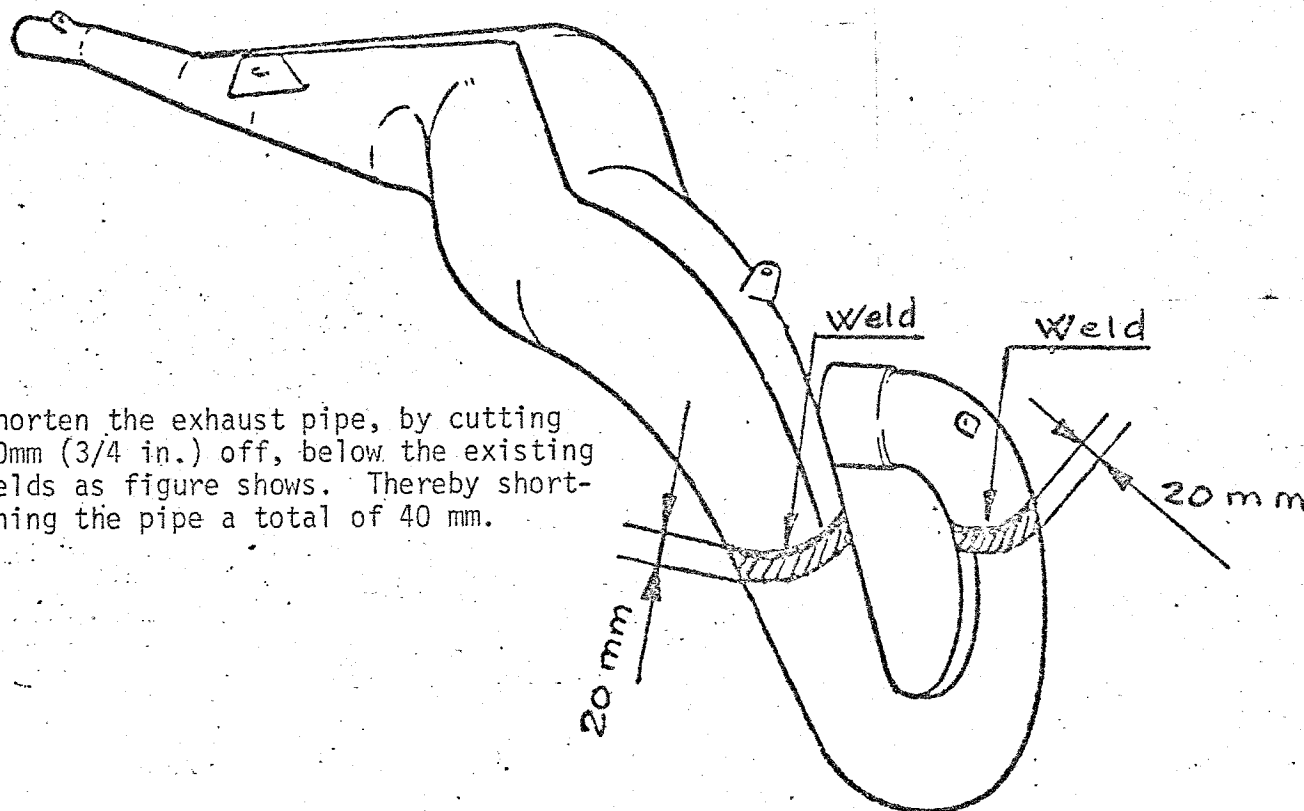
SERVICE BULLETIN



Raise the exhaust port 1mm and widen it 1mm on each side as the dotted line shows. Be careful with the upper edge on the port especially where the arrows show. It must be a smooth radius between the top edge and the side edges.



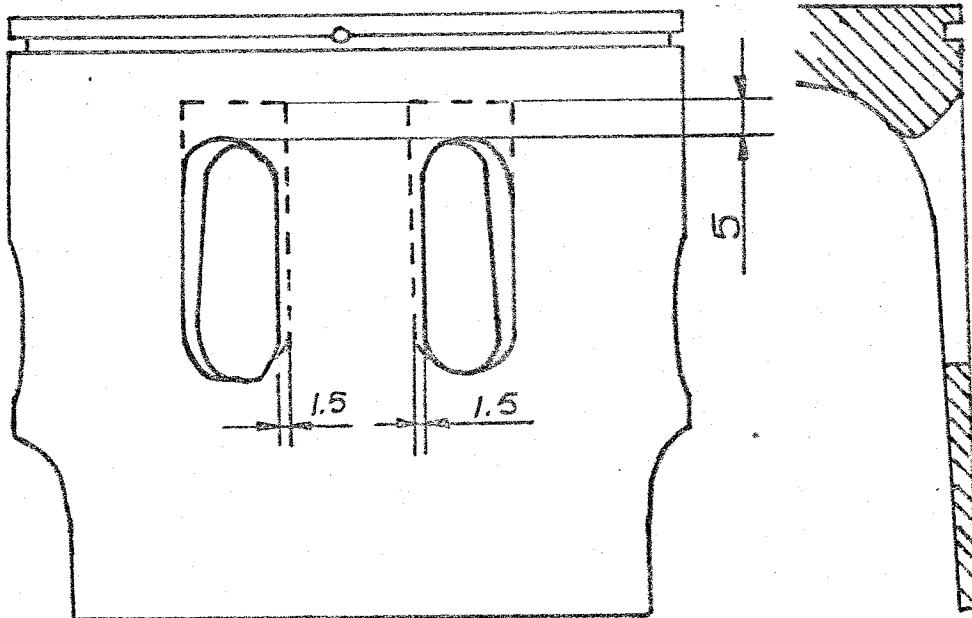
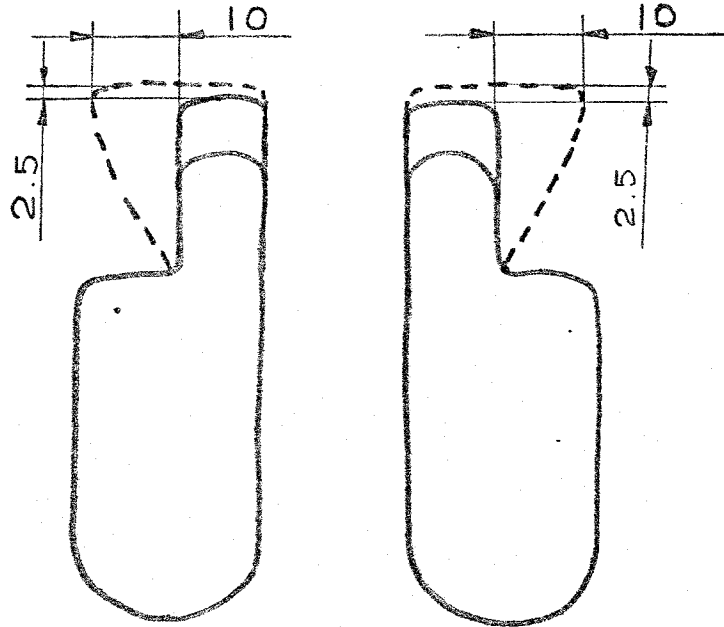
Shorten the exhaust pipe, by cutting 20mm (3/4 in.) off, below the existing welds as figure shows. Thereby shortening the pipe a total of 40 mm.



SERVICE BULLETIN

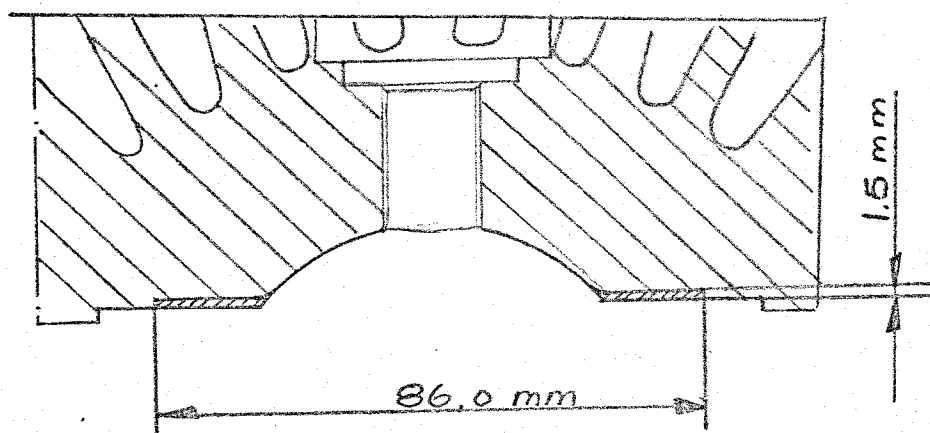


Widen the two boost ports 10mm as shown, also raise them to the same height as the two transfer ports (about 2.5mm). It is important that the boost port angle remains the same.

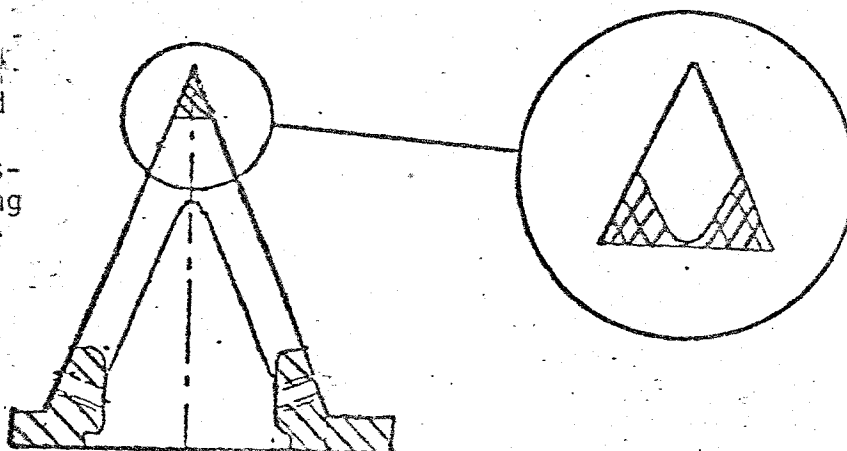


Widen the piston slots 1.5mm each and raise them 5mm, as the left figure shows. The figure on the right shows a cut through one of the piston slots and the approximate angle of the port when raised.

This figure shows a cut straight through the center of the cylinder head showing the combustion chamber. With an increase of cylinder volume it is also necessary to increase the volume of the combustion chamber in order to maintain the same compression ratio as before. Therefore raise the squishband 1.5mm on a 86mm diameter (the sealing surface between the cylinder and head is not touched).



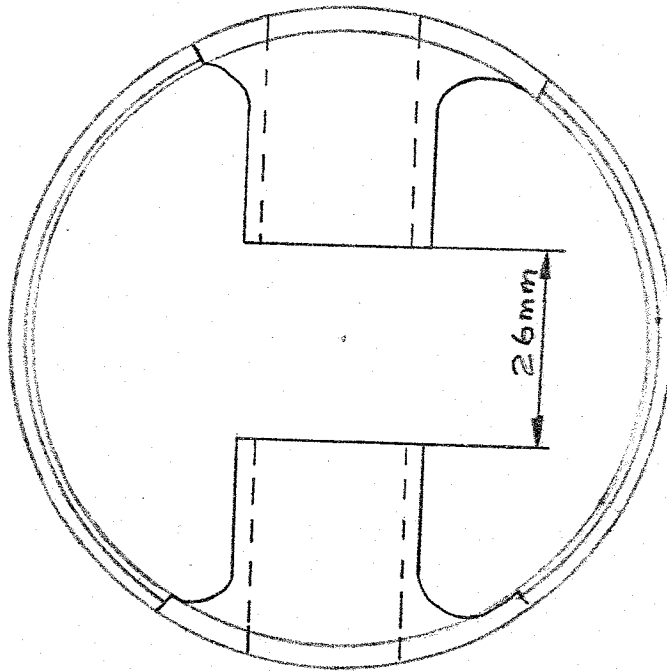
Sharpen the front piece of the reed valve holders (1610 357-01) Remove all the (in the enlargement), cross-marked material. When re-assembling the reedvalves, make sure the sealing surface is minimum 1mm all around the reedvalve holder.



SERVICE BULLETIN

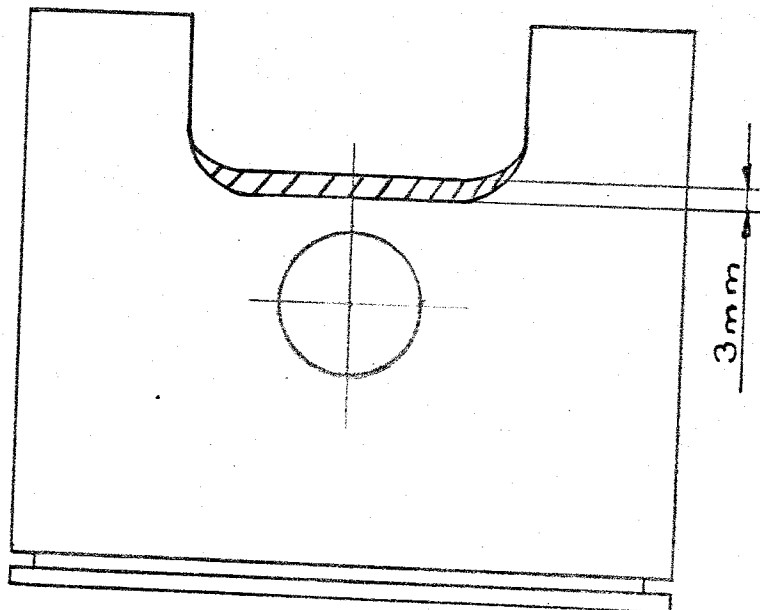


The distance between the two wrist pin bosses on a 420 piston is 26mm (see figure), and the width of the needle bearing and the two aluminum spacers on a 390 is 29mm therefore, 1.5mm must be machined off from each of the two aluminum spacers.



Bottom view of 420 piston




Increase the size of the transfer cut-away on the 420 piston as shown.

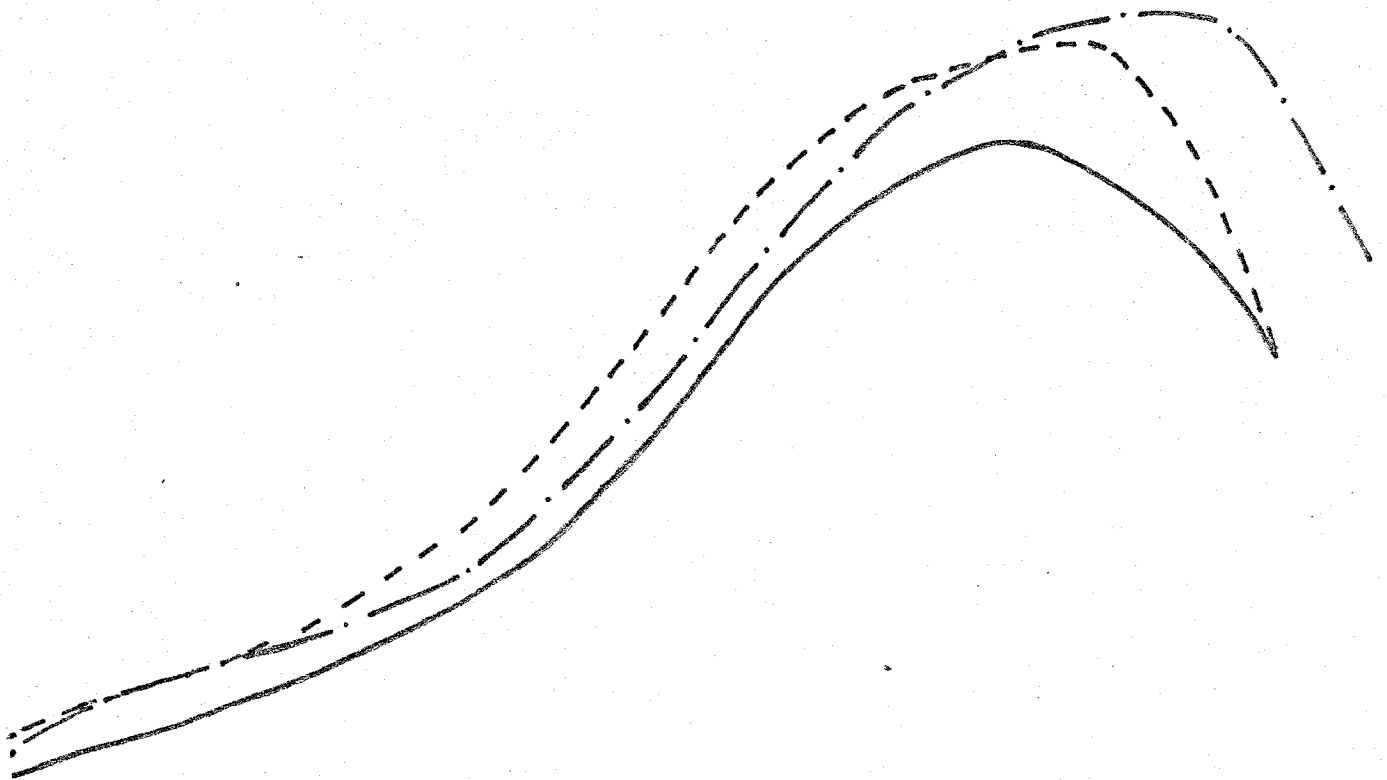


SERVICE BULLETIN



H.P.

-  = Standard 390 CR
-  = 420 ported according to porting specifications.
-  = 420 ported (As above) plus shortened pipe.



R.P.M.

Elmer R.



July 18, 1979

1980 390 AUTOMATIC

Dear Husqvarna Dealer:

We are happy to announce that the new 1980 model of Husqvarna's 390 ACC (Automatic Cross Country) has now arrived in the United States and will be distributed from our warehouses in Columbus, Ohio, Los Angeles, California, and Portland, Oregon. Orders will be taken beginning Monday, July 23rd. Due to the limited quantity, this model may have to be allocated in relation to dealer's past sales history.

Pricing of the 390 ACC is as follows:

<u>DEALER COST</u>	<u>MARGIN OF \$</u>	<u>%</u>	<u>SUGGESTED RETAIL</u>
\$1,965.00	\$430.00	22%	\$2,395.00

Enclosed you will find the following material and information pertaining to this new model:

1. 390 ACC Color Brochure
2. 390 ACC Black and White Spec Sheet
3. Special Service Bulletin for 390 Automatic
4. Service Information to 390 Automatic Customer

Point 3 and 4 above covers a special program we are introducing in connection with the release of this model. The program is to be referred to as the "TRANSMISSION SERVICE PROGRAM" which involves a special service procedure. This program is outlined in detail in the "Special Service Bulletin" issued by Husqvarna's Service Department and included in this package.

In addition, an outline of the "Service Information to Customer", which is part of the Transmission Service Kit supplied with the motorcycle, is enclosed for your information. We urge you to read it through so that you will know how the customer is being informed of this program. In addition, each customer will receive a letter from Husqvarna Motorcycle Company, which will be sent upon receipt of the Warranty Registration Card, and which will repeat this Transmission Service Program.

We wish you happy selling!

Very truly yours,
HUSQVARNA MOTORCYCLE COMPANY, INC.

Gustaf G. Rooth
Vice-President/General Manager

GGR/ks



SERVICE INFORMATION TO 390 AUTOMATIC CUSTOMER

Dear Husqvarna Owner:

Our sincere congratulations for choosing a Husqvarna 1980 Model 390 ACC. For your benefit a special TRANSMISSION SERVICE PROGRAM has been developed for this new Automatic model. This motorcycle has been improved and redesigned in many areas, however, the Husqvarna factory has determined that all transmission "Free Wheels" are wear items and should be replaced after 30 hours of use (approximately 600 miles). For this reason, Husqvarna Motorcycle Company is providing the first transmission service free of charge. The items necessary for this first transmission service are included in this kit supplied with your new Automatic together with the Tools, the Owner's Manual and the Warranty Booklet. This "Transmission Service Kit" contains the following items:

1 Gasket	1611-761-01
1 Gasket	1611-762-01
1 Free Wheel	1612-545-01
2 Free Wheels	1612-546-01
1 Free Wheel	1612-547-01
1 Free Wheel	1612-548-01

The Part Number for a complete Kit is 1612-545-99.

As stipulated on the last page of the Warranty Booklet, the first transmission service must be performed within six months from date of purchase. It is your obligation to bring your new Automatic and the Transmission Service Kit to your authorized Husqvarna Dealer for this service. He will install the kit free of charge upon presentation by you of the FREE TRANSMISSION SERVICE COUPON (from the last page of your Warranty Booklet).

Husqvarna Motorcycle Company is recommending that after every additional 30 hours of use, the Husqvarna Automatic should be serviced with one of these kits.

We wish you happy riding.

HUSQVARNA MOTORCYCLE COMPANY, INC.

SERVICE DEPARTMENT

7-79/ks