

SERVICE BULLETIN



Dear Dealer:

This is a revised and up to date index of section 8 service bulletins. Please file in the beginning of section 8 of your service manual for easy reference to applicable bulletins. Also enclosed are additional index sheets to keep the index up to date. This index will become effective March 1, 1984.

Husqvarna Service Department

grace 55402 8
red 55401 12
non 55300 17

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SERVICE BULLETIN



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.



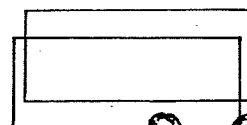
SERVICE BULLETIN SERVICE BULLETIN



TO: All Husqvarna Dealers
FROM: Service Department
DATE: September 1, 1976
RE: Automatics after ML 16000

It has been discovered that all Automatics after ML 16000 have left the factory with the screw holding the transmission brake device inside the left transmission cover not being properly Loc-tited.

Please Loc-tite this screw on all Automatics after ML 16000 with Loc-tite 241 (medium) and with a torque of 4NM (3ft.lb).



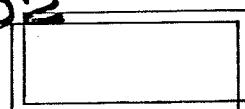
SERVICE BULLETIN



TO: HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: APRIL 5, 1978
RE: SUBMITTAL OF SERVICE REPORTS

In order to speed the processing of Service Reports we are requesting that all dealers with a dealer number of less than 5000 submit their Service Reports and defective parts to the Eastern Service Center in Columbus, Ohio and those dealers with dealer numbers over 5000 submit them to the Western Service Center in San Diego, California. In this way the submittals will be located where the records and files of claims are maintained.

8-002



SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: FEBRUARY 5, 1979
RE: WARRANTY PROCEDURES

SERVICE REPORTS: (warranty claims)

1. All warranty claims will be rejected and returned if there is no warranty registration card on file. This means shop used bikes (demo & race) must also have a registration card sent in with the date of purchase being the date the motorcycle was uncrated and first used.

REPEAT: NO warranty registration card-- NO WARRANTY.
Warranty is valid only on original retail purchaser.
No second owner claims.
2. No replacement of parts, you must order parts from the parts department.
3. Please fill out the service report as completely as possible.
4. Send Husqvarna only faulty parts. Please remove all bearings from cases, all manifolds from cylinders and so forth.
5. Put service report in an envelope away from the defective parts but in the same box. Send all to service department.
No C.O.D.'s.
6. Please clean the parts.

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8-015	Auto	In-Line fuel filter
8-016	A11-GP	Frame Warranty Policy



SERVICE BULLETIN



TO: All Husqvarna Dealers - Service Department
FROM: Service Department
DATE: March 5, 1976
RE: Various Slides and Jets for Amal Carburetor

Main Jets for Amal \emptyset 32, \emptyset 34

16 13 201-01	Size 200
16 13 202-01	" 210
16 13 190-01	" 220
16 13 203-01	" 230
16 13 204-01	" 240
16 13 205-01	" 250
16 13 206-01	" 260
16 13 319-01	" 270
16 13 320-01	" 280
16 13 321-01	" 290
16 13 322-01	" 300
16 13 323-01	" 310
16 13 324-01	" 320
16 13 325-01	" 330

Needle Jets for Amal \emptyset 32

16 13 192-01	Size 105
16 13 207-01	" 106

Needle Jets for Amal \emptyset 34

16 13 313-01	Size 105A
16 13 314-01	" 106A
16 13 299-01	" 107A
16 13 346-01	" 108A
16 13 347-01	" 109A

Throttle Slides for Amal \emptyset 32

16 13 171-01	Size 2,5
16 13 208-01	" 3
16 13 209-01	" 3,5

Throttle Slides for Amal \emptyset 34

16 13 293-01	Size 2
16 13 317-01	" 2,5
16 13 318-01	" 3

8-005

SERVICE BULLETIN



TO: All Husqvarna Dealers - Service Department
FROM: Service Department
DATE: March 5, 1976
RE: Various jet sizes for Bing Carburator

Bing Main Jets for '32 and 36

16 13 230-01	Size 135
16 13 231-01	" 140
16 13 232-01	" 145
16 13 239-01	" 150
16 13 234-01	" 155
16 13 235-01	" 160
16 13 236-01	" 165
16 13 506-01	" 170
16 13 507-01	" 175
16 13 500-01	" 180
16 13 501-01	" 185
16 13 980-01	" 190
16 13 502-01	" 195
16 13 503-01	" 200
16 13 410-01	" 205
16 13 411-01	" 210
16 13 412-01	" 215
16 13 413-01	" 220

Bing Needle Jets for 32

16 13 240-01	Size 2,73
16 13 238-01	" 2,76
16 13 238-01	" 2,80

Bing Needle Jets for 36

16 13 504-01	Size 2,80
16 13 220-01	" 2,83
16 13 978-01	" 2,85
16 13 353-01	" 3,14
16 13 354-01	" 3,16
16 13 340-01	" 3,18
16 13 338-01	" 3,20
16 13 341-01	" 3,22

Bing Idle Jets for 32 and 36

16 13 510-01	Size 30
16 13 505-01	" 35
16 13 982-01	" 40
16 13 216-01	" 45

SERVICE BULLETIN



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

For further reliability we are recommending the following alterations to the Gurtner carburetor. 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 carburetor body itself.

1. Remove carburetor 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 carburetor so surface 'C' is resting on table so that engine side of carburetor 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 carburetor 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 carburetor 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

J. O. O.

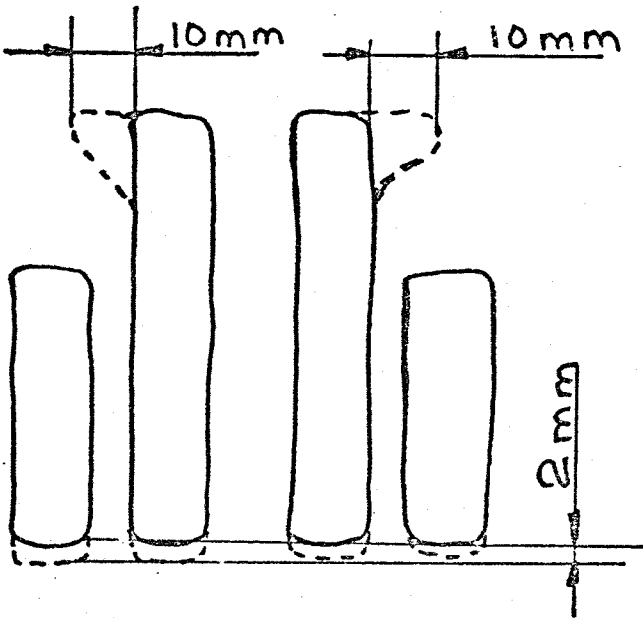
SERVICE BULLETIN



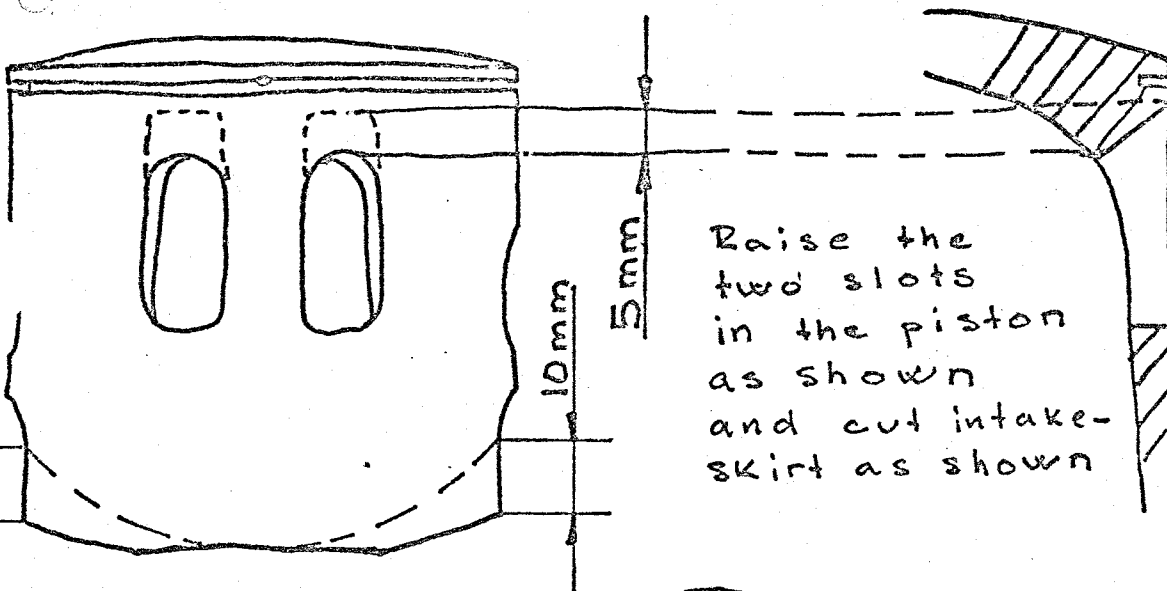
TO: All Husqvarna Dealers
FROM: Service Department
DATE: June 7, 1976
RE: Port Modification, 1976 175 GP

With these modifications performed the engine is operating on a higher performance level and a reduced safety margin. Therefore, it is important to check the piston - cylinder wall clearance, top and bottom end more frequently.

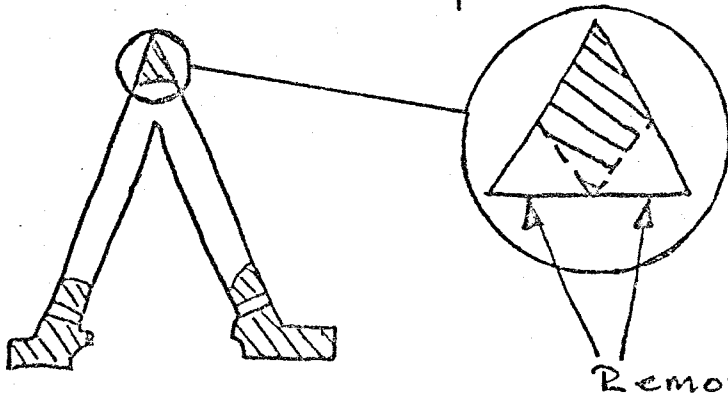
8-009



lower the intake ports 2mm each and widen the two boost ports 10mm each. It is very important that the angle at top of the ports remain the same when widening.



Raise the two slots in the piston as shown and cut intake-skirt as shown



modify the reed valve cone as shown.

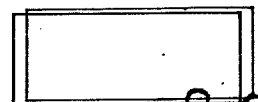
SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: OCTOBER 25, 1976
RE: 250 GP 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.



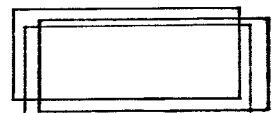
D. M.

SERVICE BULLETIN



TO: All Husqvarna Dealers
FROM: Service Department
DATE: September 14, 1976
RE: Rod Kit No. 16 10 773-01

We have discovered that some rod kits have been mislabeled. Please check all Rod Kits No. 16 10 773-01 (for 250cc) you have in stock. The overall length should be 159mm.

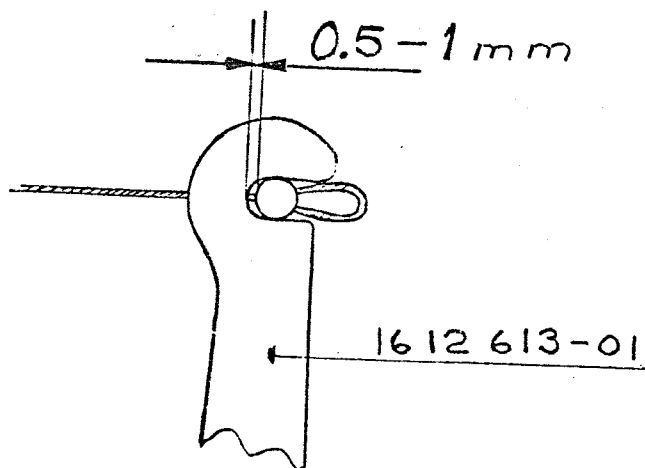


SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: SERVICE DEPARTMENT
DATE: SEPTEMBER 15, 1976
RE: AUTOMATIC

Please adjust engagement lever as shown. If the play between lever 16 12 613-01 and the cable nipple is excessive the engine will not disengage properly.

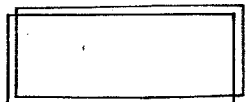


SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: JANUARY 11, 1977
RE: SET-UP OF 250 CR AND 390 CR 1977 MODELS

1. Before mounting fork crown, remove handlebars and handlebar clamps to facilitate bearing steering adjustment. Make sure forks turn freely without free play in bearing after stem nut is tight. It is recommended that top bearing be tightened finger snug and then loosened one-quarter turn before tightening stem nut.
2. The front fender and front number plate must be put on together as mounting bolts for fender and number plate are the same.
3. Mount front wheel - be sure it is centered in front fork. Axle should be installed on left side of motorcycle. This also means that brake is mounted on left side. Tighten axle only. Remove front fork caps and remove springs from forks. Fully compress front forks. It may be necessary to heat front fender and remold it so that there is adequate clearance between dust covers and front fender. While forks are fully compressed, be sure that front axle pinch bolts are loose so that fork legs find their free position on axle and do not bind up during the stroke of travel. Fill forks with 245 cc's or 8 ounces of oil - 20 weight or 30 weight - depending on track conditions and temperature. The backing plate brake stay arm, is to be mounted inside of the left fork slider webb and outside of brake backing plate.
4. Clutch cable should be routed outside of front brake cable guide mounted on number plate and behind front brake cable (viewed from rider's position).



SERVICE BULLETIN



DATE: February 16, 1977
TO: All Husqvarna Dealers
FROM: Husqvarna Service Department
RE: 360 Automatic

Because of the importance of proper idling function on the 360 Automatic, we recommend that an in-line fuel filter be installed between the gas tank and the carburetor to prevent dirt from entering the idle jet. We have found that even very small amounts of dirt in the idle jet can cause serious idle problems.

8-015

SERVICE BULLETIN



DATE: March 14, 1977

TO: All Husqvarna dealers

FROM: Husqvarna service Department

RE: Warranty of frames

Effective April 1, 1977, there will no longer be any full warranty credit issued for cracked frames beyond the 60-day engine and frame warranty. Husqvarna Motorcycle Company will repair the frame at no cost other than shipping charges up to one year after the date of purchase.

If the frame is cracked or otherwise destroyed in such a way that Husqvarna feels that it is beyond being repairable, you will be issued credit on the frame at one-half dealer cost.

80

SERVICE BULLETIN



DATE: March 14, 1977

TO: All Husqvarna dealers

FROM: Husqvarna Service Dept. Secretary, Jamie

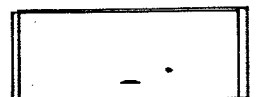
RE: Warranty cards

When filling out your customer's warranty card, please follow these guidelines:

1. PLEASE use the new-style cards that come in the warranty booklets! Using the old silver cards makes double work for me.
2. Please fill out the card COMPLETELY. Our advertising department is very interested in the responses to the questionnaire; many of these are left blank, yet it only takes a few seconds for the customer to answer it. Many dealers forget to fill in their name, which makes the card hard to file! And the engine number (which consists of eight digits), frame number and date of purchase are particularly important when we process a warranty claim.
3. Please write LEGIBLY!
4. Please try to keep track of which bikes you have already mailed a warranty card for -- sometimes I receive two cards for the same engine and frame number.

THANKS!

8-017



SERVICE BULLETIN



DATE: March 21, 1977

TO: All Husqvarna dealers

FROM: Husqvarna Service Department

RE: Adjustment of shifting RPMs for the 360 Automatic

It is possible to change the shifting RPM on the Automatic by mounting different springs in the clutches. These springs are available from our parts departments in San Diego and LaVergne.

Second and third gears are standard equipped with 12 pound springs (part number 1612-554-01, marked with red paint), and fourth gear comes with 8 pound springs (1612-554-02, marked with green). Accessory springs for these three gears are available in 17 pounds (1612-553-01, no colored marking), and 22.5 pounds (1612-602-01, marked white). Second, third and fourth gear springs are shaped the same and are interchangeable. First gear comes stock with 41 pound springs (1612-556-01); a 48 pound spring is available (1612-556-02, marked yellow).

Stronger springs in one gear means that the engine reaches a higher RPM before shifting into that particular gear; softer springs mean the engine shifts into that gear at a lower RPM: if the 48 pound springs are mounted in the first gear in exchange for the standard 41 pound springs, the engine will have to be revved up higher before the engine starts to engage.

8-018

SERVICE BULLETIN



DATE: March 28, 1977

TO: All Husqvarna dealers

FROM: Husqvarna Service Department

RE: 1977 model 250 and 390 CRs

It has been discovered that the two bolts (part #20 06 503-12) in the handlebar assembly of the 1977 model 250 and 390 CRs have been bending in some extreme cases, indicating a too-soft material used in their manufacture. These bolts must be replaced. The new bolts will be shipped to you immediately upon their arrival from Sweden.

A registered letter has been sent to each of your customers who purchased one of these bikes and who mailed in their warranty registration card, advising them of this fact. If you are aware of any customers we have missed using this method (such as bikes as yet not registered with us), please help us out by seeing that the bolts on these machines are changed. Again, the replacement bolts are necessary on all 1977 model 250 and 390 CRs. You will be advised at a later date at which frame number the bolt modification was implemented.

Thank you in advance for your cooperation in this matter.

8-019

SERVICE BULLETIN



DATE: April 5, 1977

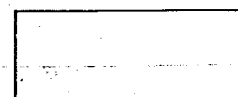
TO: All Husqvarna dealers

FROM: Husqvarna Service Department

RE: New bolts for 1977 model 250 and 390 CRs

Regarding our previous Service Bulletin numbered 8-019, the correct bolts have been installed in the handlebar assembly of these bikes at the factory as of frame number ML 20050. For easy detection of the incorrect bolts, the new bolts are black in color and are allen bolts; the improper bolts are silvery colored and fit a size 17 socket. Please check all the handlebars on your 1977 model 250 and 390 CRs and make sure they are secured with the proper bolts.

8-020



SERVICE BULLETIN



DATE: April 6, 1977

TO: All Husqvarna dealers

FROM: Husqvarna Service Department

RE: Repairing of parts under warranty

Husqvarna Motorcycle Company would like to clarify the full frame and engine warranty policy in regards to replacement of parts that are found defective. Per our written warranty wherein it states that the defective part will be repaired or replaced, we will in the future be examining the defective parts submitted with your Service Report to see if they are repairable. If we feel that the part is repairable, we will repair it and return it to you at no cost other than shipping charges. If a part is repaired, you will be credited only as per our flat rate schedule for your labor; consequently, there will be no parts credit issued for that part.

8-021

SERVICE BULLETIN SERVICE BULLETIN



DATE: May 2, 1977

TO: All Husqvarna dealers

FROM: Husqvarna Service Department

RE: Front forks on 1977 model 125 CRs

If you are experiencing excessive spring pre-load with your 1977 model 125 CR's front forks, it can be due to wrong assembly.

Remove the cap nut and inner spring, drain the oil and invert the fork tube. A washer-type spacer that should be placed between the cap nut and the top of the spring has been accidentally placed in the bottom of the fork tube. Also, the oil brake device (part number 15 12 294-01) should be attached to the bottom of the spring.

When reassembling, fill each fork leg with 220cc of oil.



R-077

SERVICE BULLETIN



DATE: July 6, 1977

TO: All Husqvarna Dealers

FROM: Husqvarna Service Department

RE: Gearbox kit for the Automatic

To improve the function of the Automatic gearbox, we have introduced a kit containing a new mainshaft, disengagement first gear, and two kickstart gearwheels. The mainshaft has a new type of spline for the movable disengagement first gear. A needle bearing is fitted to the disengagement first gear to reduce wear on the engagement mechanism. When installing the new mainshaft, the two gearwheels in the primary cover which operate the kickstarter mechanism must also be changed, because of a different, stronger shape of teeth.

The part number for this kit is 16 19 806-01.

8-023

SERVICE BULLETIN



DATE: July 15, 1977

TO: All Husqvarna Dealers

FROM: Husqvarna Service Department

RE: Service Department move

Effective immediately, warranty claims will no longer be processed at the Nashville Service Department.

Any warranty items will not be processed until July 25, 1977; after this date, they can be submitted to:

Husqvarna Motorcycle Co., Inc.
Service Department
2400 Marilyn Park Lane
Columbus, Ohio 43219
phone 614-476-0766

Follow warranty procedures as usual; western dealers, of course, should continue to use our San Diego Service Department.

Dick Burleson and Bob Popiel will be available at the Ohio address and phone number for Service assistance after the above date.

Thank you in advance for your cooperation.

8-024

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
RE: 360 WR CARBURETOR EXCHANGE
DATE: AUGUST 5, 1977

Due to the difficulties to jet the 360 WR properly that are equipped with the Gurtner carburetor; we will, free of charge, make a Mikuni 38mm carburetor together with the necessary items available to you for the motorcycles on your sales floor and for those motorcycles you have already sold and have problems with.

Each order for this carburetor kit should be accompanied with the frame and engine number of the motorcycle that the carburetor is ordered for. For those motorcycles you have already sold the name and address of the owner must also accompany the order.

These orders have to be placed with the Husqvarna Parts Department in San Diego.

8-025

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: SERVICE DEPARTMENT
DATE: August 5, 1977

RE: Installation of 16-14-740-01 Red Lead Motoplat for 16-14-713-01
Black Lead Motoplat (without lighting coil) installed at factory
between 1972-1974.

The obsolete Flywheel Magneto (Part No. 16-14-713-01) is no longer available. When replacement of the Black Lead Flywheel Magneto (16-14-713-01) becomes necessary, the Black Lead upper high tension coil must be replaced with a Red Lead upper high tension coil. These high tension coils have the same part number (16-14-714-01). All Red Lead Flywheel Magnetoes must have Red Lead high tension coils in order to function.

Most important the flywheel must have sufficient axial clearance to avoid rubbing the stator unit which results in failure. Extreme care should be taken when a replacement ignition is mounted so that when the flywheel is correctly torqued it does not rub on either the stator or the stator pole. There must be 1mm minimum clearance between the flywheel and the stator body and stator pole. If there is contact from the flywheel or less than 1mm minimum clearance you should machine 2mm from the back of the aluminum mounting plate (Part No. 16-14-715-01) to ensure sufficient clearance between flywheel and stator.

PLEASE INFORM ALL PARTS PERSONNEL OF THESE CONDITIONS.

8-026

SERVICE BULLETIN SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: SERVICE DEPARTMENT
DATE: AUGUST 8, 1977
RE: HANDLEBAR RETAINING BOLTS - PART NUMBER 20 24 503-45

We request that you inform all owners of Husqvarna motorcycles that have rubber mounted handlebars (all motorcycles with leading axel forks) of the importance of checking the torque of the 10mm handlebar clamp retaining bolts before each event. The possibility exists that if the motorcycle is ridden with the bolts at incorrect torque settings they can work themselves loose, which may result in the bolts fracturing. The correct torque setting is 40 ft. lbs.

If the motorcycle is ridden with loose bolts, these should be checked to make sure they have not bent, replace the bent bolts with new ones and retorque to 40 ft. lbs.

It is important that all motorcycles during initial set-ups have these handlebar clamp retaining bolts torqued to this setting.

8-027

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS

FROM: HUSQVARNA SERVICE DEPARTMENT

DATE: SEPTEMBER 29, 1977

RE: MIKUNI CARBURETORS CLAMP (Part No. 16 13 538-01)
MOUNTING SPIGOT CONNECTION (Part No. 16 13 533-01)

It has come to our attention that when the clamp, that is supplied to clamp the rubber mounting spigot around the carburetor, is tightened it causes the rubber connection to bulge under the joint of the clamp. This bulge in turn causes an air & dirt leak directly into the reed manifold. To correct this, it is necessary to put assembly oil or grease on the outside of the rubber spigot, under the clamp so that it will not trap the rubber connection and cause this bulge when the clamp is tightened. Do not grease the carburetor. Do not over tighten the clamp.

8-029

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: SEPTEMBER 29, 1977
RE: ENGAGEMENT PROBLEMS ON 390 AMX

We have been receiving an increasing number of reports from the field of first gear engagement problems on the 390 AMX. Investigation of this problem shows that the major problem of first gear engagement is too high engine speed. This can be caused by several things; however, the biggest problem is improper operation by the rider. In all cases rider reeducation is necessary.

Every owner of a 390 AMX must understand that first gear is disengaged ONLY when starting the engine and as soon as the engine starts and idles first gear should be engaged and not disengaged for any reason until the next time it is necessary to start the engine.

Do not disengage first gear on the starting line to "clean out" the engine, as too often in the noise and confusion the engine is not allowed to return to the proper idle speed before the attempt to engage the engine which results in damage to the engagement splines.

Remember once first gear is engaged do not disengage until it is necessary to restart the engine.

This also means the bike remains in gear during transportation to and from the track and during weekly storage. This prevents engagement cable stretching and engagement spring fatigue.

Other areas to check are for proper low speed and idle circuit adjustment- an in-line fuel filter is recommended, (See Service Bulletin #8-015)

Also check engagement cable adjustment, (See Service Bulletin #8-013)

8-030

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: JANUARY 12, 1978
REG: SERVICE SCHOOL LOCATIONS

Below is a list of the specific locations for each of the 1978 Service Schools. There will be coffee and donuts at 8:30 a.m. prior to each Service School beginning at 9:00 a.m. and ending roughly at 5:00 p.m.

1. ANAHEIM, CA.

Hansa House
1840 So. Harbor Blvd.
Anaheim, Ca. 92802
714-750-2411

2. SAN JOSE, CA. (was Livermore)

San Jose Hyatt House
1740 No. First Street
San Jose, Ca. 95112
408-298-0300

3. PORTLAND, OR.

Sheraton At The Airport
8235 Northeast Airport Way
Portland, Oregon. 97218
503-288-7171

4. HOUSTON, TX.

Holiday Inn - Astro Village Tower
2350 South Loop West
Houston, Texas 77054
713-748-3221

5. DENVER, CO.

Denver Sheraton
3553 Quebec Street
Denver, Co. 80207
303-333-7711

6. COLUMBUS, OH.

Sheraton Inn, Airport
4300 East 17th Ave.
Columbus, Ohio 43219
614-237-2515

7. ATLANTA, GA.

Dunfey's Royal Coach Inn
1-75 At Howell Mill Road
Atlanta, Ga. 30318
404-351-6100

8. ALLENTOWN, PA.

Sheraton Inn, Allentown
4th and Hamilton Streets
Allentown, Pa. 18101
215-439-8343

9. DAYTONA BEACH, FL.

Holiday Inn, Boardwalk
400 No. Atlantic
Daytona Beach, Fl. 32021
904-255-0251

8-031

SERVICE BULLETIN



DATE: JANUARY 6, 1978

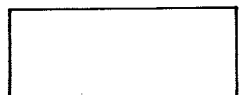
TO: ALL HUSQVARNA DEALERS

FROM: HUSQVARNA SERVICE DEPARTMENT

RE: NEW STYLE 17" REAR WHEELS

The possibility exists that the sprocket may be improperly fastened to the hub of the new style 17" rear wheels. During the initial set up of the motorcycles, prior to being test ridden, the sequence of assembly of the sprocket bolts should be checked to be certain that they are correctly assembled. The six allen head screws should have a washer underneath the head of the bolt. The washer should be between the bolt head and the sprocket. The sprocket should then be fastened in place with standard nyloc nuts. Do not use nuts that have washers cast into them. Be sure and locate the nuts in addition to the nyloc on the nut.

8-032



SERVICE BULLETIN



DATE: JANUARY 6, 1978
TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA PARTS & SERVICE DEPARTMENTS
RE: 360 WR CARBURETOR EXCHANGE PROGRAM

Please be advised that the 360 WR carburetor exchange program is an exchange program only. Carburetors will be furnished for each valid claim. No credit will be issued for Mikuni Kits furnished from your stock to customers. Mikuni Kits from your parts stock furnished to customers will be replaced.

8-033

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: JANUARY 12, 1978
REG: OLHIN SHOCK ABSORBER

It should be brought to the attention of the owners of bikes equipped with this shock absorber that it's upper (Heim) end mounting eye should be cleaned and lubricated periodically.

8-034

SERVICE BULLETIN SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS

1 of 2

FROM: HUSQVARNA SERVICE DEPARTMENT

DATE: JANUARY 17, 1978

REG: 390 PORT MODIFICATIONS

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.

Raise and widen the exhaust port as figure (1) one shows.

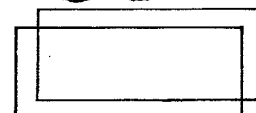
Modify the intake skirt of the piston as figure (2) two shows. Also raise the slots in the piston; the angle of the upper part of these slots is shown in figure (4) four.

The intake port should be lowered 3mm - See figure (3) three.

Machine $\frac{1}{2}$ mm (.020 thou.) from the base gasket surface on the bottom of the cylinder.

These modifications will require richer jetting.

8-035



SERVICE BULLETIN



1 of 3

TO: ALL HUSQVARNA DEALERS

FROM: HUSQVARNA SERVICE DEPARTMENT

DATE: JANUARY 20, 2978

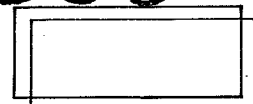
REG: 250 cc PORT MODIFICATIONS FROM ML 22000

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.

-
1. Remove some aluminum and cast iron from the liner in order to make the entrance to the transfer port smooth. See figure (1). Also sharpen the dividing wall between the main and the auxiliary transfer port at the arrow on figure (3).
 2. Widen and raise the exhaust port as it is shown in figure (2). Please make sure that the exhaust port is not raised in the corners. See arrow.
 3. Square the boost ports as in figure (5); arrows A. It is important that the angle of these ports remain stock. This should be accomplished in the following manner:
Using a round or rattail file, carefully file from the top end of the cylinder holding the file handle centered in the cylinder bore.
 4. Figure (6) is a vertical cut through the intake port. The sharp edges of the liner sticking into the intake port should be chamfered as shown in figures (5), (6) and (8); arrows B.
 5. The two slots in the piston should be raised as it shows in figure (7).
 6. With a flat file sharpen the front piece in the aluminum cone that holds the reed valves. The enlargements on the right in figure (4) shows how this should be done.

8-036



SERVICE BULLETIN SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: JANUARY 20, 1978
RE: SPECIAL SET-UP FOR 1978 HUSQVARNA MODELS

Front fork installation procedure on models equipped with Timken tapered roller bearings: 390 CR, 250 CR, 390 OR, 250 OR

1. There is a tube of grease provided with each bike; use this grease to grease the steering head bearings. Make sure the frame races are clean.
2. Install fork assembly up into the frame. Be extremely careful to center the bearing as it seats into the frame. (Failure to do this will result in damage to the seal.)
3. While holding the fork assembly seated up in the frame have an assistant gently tap the top bearing/seal assembly onto the stem. Again be careful to keep the bearing centered as it seats in the frame to avoid damaging the seal.
4. Continue to support the fork assembly and thread the notched bearing adjusting collar down and hand tighten it so there is no play in the steering bearings.
5. Install top triple clamp and stem nut. Torque top stem nut to fifty (50) ft/lbs.
6. There will be some light drag in the steering. This is normal with the new bearing/seal system.

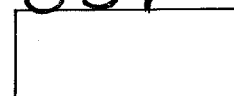
On all bikes with new rear hub, check the fastening of the sprocket. There should be a washer between the bolt head and the sprocket. (See Service Bulletin 8-032)

The swing arm axel has been deliberately offset to give necessary clearance for the new style kick start lever.

390 CR:

1. The upper shock mount (Heim joint) should be checked for grease when bike is set up. (See Service Bulletin 8-034)
2. Route the left shock reservoir hose between fender and frame.

8-037



SERVICE BULLETIN SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: JANUARY 27, 1978
RE: ASSEMBLY OF CURNUTT SHOCK ABSORBERS

It is possible to improperly mount the Curnutt shock absorbers that are fitted to our "OR" models. It should be noted that since the frame mounts are narrower than the swing arm mounts the Curnutt shock absorbers must be mounted with the shock spaced towards the outside on the frame and spaced towards the wheel on the swing arm mounts.

8-038

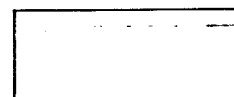


TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA MOTORCYCLE CO., INC.
DATE: FEBRUARY 9, 1978
RE: REPLACEMENT OF PRIMARY CLUTCH
HUB MECHANISM

Husqvarna Motorcycle Company will be sending one replacement kit for each 390 AMX that has been purchased by your dealership. This replacement kit will contain the necessary pieces to alleviate the failure of the kickstart free wheel device on the crankshaft of the 390 AMX. Upon installation of this kit and when Husqvarna's Service Department has received the old parts with a completely filled out service report a labor credit will be issued for this operation.

Thank you

8-039



SERVICE BULLETIN



TO: HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: FEBRUARY 15, 1978
RE: INSTALLATION OF MIKUNI CARBURETOR KITS ON CYLINDERS
NOT PREVIOUSLY EQUIPPED WITH BODY # 16-11-569-01
(SHORT STYLE)

It should be noted when installing the Mikuni carburetor kit upon 360 WR's or other Husqvarna models that have not previously been equipped with Mikuni carburetors that care should be taken when mounting the short valve body to remove the excess aluminum in the intake port so that the intake port and the valve body openings match.

If this excess aluminum is not ground away the reed petals will catch upon the cylinder casting and they will not function properly. Measure the distance the reed valve sticks into the cylinder casting and then grind away all excess aluminum for at least this distance into the intake port carefully smoothing this grinding so that no ledges or bumps project up into the flow of the intake charge. It is not necessary to polish the inlet tract. Refer to bulletin # 8-041 for proper selection of reed petal thickness.

Thank you

HUSQVARNA MOTORCYCLE COMPANY

8-040

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: FEBRUARY 15, 1978
RE: REED VALVE THICKNESS ALL MODELS

The possibility exists that some of the reed valve assemblies installed upon all models of Husqvarna motorcycles have reeds that are below minimum thickness required to operate efficiently. If difficulty is experienced in jetting the motorcycle in comparison to the standard jetting in your area, the reed thickness should be checked. If the reeds are less than .015 thousands thick they must be replaced. Under no circumstances should reeds of less than .015 thousands thickness be installed in any Husqvarna Motorcycle. Our current stock of reeds in the Parts Department has been purged of reeds of less than .015 thousands thickness. Please check all reeds in your Parts Department and submit all reeds that are less than .015 thousands thick, with a Service Report for credit. Whenever possible reeds that are within .0015 thousands variation of thickness should be used in each reed valve assembly.

8-041

SERVICE BULLETIN



TO: CALIFORNIA HUSQVARNA DEALERS
FROM: HUSQVARNA MOTORCYCLE CO., INC.
DATE: FEBRUARY 9, 1978
RE: 1977 125 CROSS COUNTRY MODEL

Please be advised that the recently introduced kit for converting 1977 125 CR's to cross country models does not make this motorcycle legal for being registered as an off road vehicle in the state of California. This model is still not eligible for (Green Sticker) registration due to the fact it still does not conform to the 86 DBA sound level established for legal registration as an off road vehicle in the state of California.

8-042

SERVICE BULLETIN



TO: HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA MOTORCYCLE COMPANY
DATE: FEBRUARY 10, 1978
RE: TIME LIMITATION OF SERVICE REPORT SUBMITTAL

Due to the desire of Husqvarna Motorcycle Company to respond to specific problems in a shorter time span, it has become necessary to impose a time limit upon the submittal of Service Reports. Effective immediately any claim submitted more than 30 days after the date of occurrence shall be considered void. We will take no action on a claim submitted more than 30 days after date of occurrence.

Thank you for your cooperation in this matter.

HUSQVARNA MOTORCYCLE COMPANY

8-043

SERVICE BULLETIN



TO: HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: MARCH 3, 1978
RE: BRASS MOUNTING BUSHINGS ON BRAKE LINK

Because of the replacement of the rubber bushing with a brass bushing to mount the rear brake link at its forward mounting point, between the chain tensioner and rear brake lever, we are advising that this bushing must be replaced when the play exceeds 1 mm. A heavy film of grease must be used upon the brass bushing when it is installed into the brake link.

Please advise your customers who have purchased new model Husqvarna's recently about the maintenance of these brass bushings.

8-044

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: APRIL 14, 1978
RE: OHLIN SHOCK ABSORBERS, 390 CR

Lately we have received complaints and questions about the dampning characteristic of the Ohlin shock absorbers with which the 390 CR's are equipped. Almost 100% of these complaints have been regarding the dampning being too stiff. As you know, the shocks need a break-in time of about two hours of riding. If after this initial riding time the shocks still feel too stiff a change of the dampning characteristic is necessary. We have sucessfully been changing the stock A3 dampning to an O2 dampning. This involves replacing three shims in the shock. On the compression side the triangular washer with one hole and 0.20mm thick is replaced with a triangular washer with two holes and with the same thickness. Also on the compression side the shim with O.D. 21mm is replaced with a shim with O.D. 18mm. On the rebound side (the shim closest to the 8mm nyloc nut) the only shim to be replaced is the smallest one with an O.D. 18mm. In the A3 combination this shim is .3mm thick; it should be replaced with a shim .25mm thick. All the other shims remain the same.

<u>DESCRIPTION</u>	<u>PART #</u>
Triangular shim with two holes 0.20mm	000 S02 002
Shim O.D. 18 0.20mm thick	000 S02 018
Shim O.D. 18 0.25mm thick	000 S02 518

8-045

SERVICE BULLETIN



TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA MOTORCYCLE COMPANY
DATE: JUNE 28, 1978
RE: FRONT AXELS ON ALL MODELS

Please note that on all models of Husqvarnas equipped with the front axel that have aluminum nuts on them, that it is possible to over-tighten the front axel causing the aluminum axel nuts to mushroom against the wheel spacers. Once the axel nut is mushroomed it is difficult to extract the axel nut and axel from the front fork. To prevent this use approximately 20 ft. pounds of torque on the axel nut.

8-046

SERVICE BULLETIN

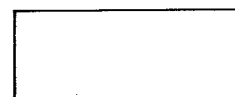


DATE: September 22, 1978
TO: All Husqvarna Dealers
FROM: Husqvarna Service Dept.
RE: Wiring Harness Modification to all 1978 $\frac{1}{2}$ 250 WR & 390 WR

All 1978 $\frac{1}{2}$ 250 WR and 390 WR must have its lighting connections changed to avoid burning out the head light and tail light. Presently the white lead (6v-18w) coming from the motoplat is connected to the tail light which is a green wire while the yellow lead (6v-35w) coming from the motoplat is connected to the head light which is also a yellow wire. As a result too much power is being fed to these bulbs. The tail light and head light leads must be wired together and connected to the yellow power lead coming from the motoplat. The white lead coming from the motoplat is now unused.

The gas tank must be removed to gain access to these connections.

8-047



SERVICE BULLETIN



DATE: September 22, 1978
TO: All Eastern Region Husqvarna Dealers
FROM: Husqvarna Service Dept.
RE: Address change----- V D O Instruments

Please be advised that VDO Instruments has moved from their Detroit, Michigan address. Their new address is as follows:

VDO Instruments
980 Brooke Rd.
Winchester, VA 22601

(703) 662-1700

We would like to reaffirm that all warranty and service work is to be done by VDO. Do not ship units to Husqvarna for repair.

8-048

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: OCTOBER 6, 1978
RE: DEADLINE FOR REPLACEMENT OF GURTNER CARBURETOR ON 360 WR

As of November 1, 1978 we will no longer ship free of charge any Mikuni-kits to be used as replacement on the 360 WR. All 360 WR should at this time have recieved a replacement Mikuni kit, if not please request a Mikuni kit prior to November 1, 1978.


08-49

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: OCTOBER 6, 1978
RE: DEADLINE FOR REPLACEMENT OF REAR WHEEL FOR 125 CR 1978

As of November 1, 1978 we will no longer ship free of charge any replacement rear wheel assemblies for the 1978 125 CR. All 125 CR 1978 should at this time have recieved a replacement rear wheel, if not please request a rear wheel assembly prior to November 1, 1978.

08-50


SERVICE BULLETIN



TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA MOTORCYCLE COMPANY
DATE: OCTOBER 30, 1978
RE: SET UP OF 1979 MODELS

1. Check upper shock mount on all bikes with the MM series frame. Each mounting stud should be evenly exposed on both sides. If not, tap the stud until no less than 24.5mm is projected on either side.
2. Check Heim joint on all OHLIN shock absorbers. If the joint is dry and stiff lubricate with chainlube and work loose. Then pack the joint with grease before installing on bike. Locktite upper shock mounting screws.
3. The head of the upper rear chain-tensionblock screw should be grinded to a 45 degree angle. This is to increase clearance between screw and brake stay arm.
4. Check rubber boot between carburetor and air-cleaner box for proper fit.
5. Check fork axle holes for "burrs" by putting the axle in the fork without a wheel. The axle should easily slide in and out of the fork. It may be necessary to adjust the height of one fork leg, in order to get the exact same position on both fork leg holes.
6. Taper each front axle nut starting 5-6mm from its end down to 19mm in diameter (1mm less than the rest of the axle nut).
7. Shorten the two rubber pieces between the front fender and the triple clamp to 15mm. The four screws holding the fender should be shortened 5mm.
8. To minimize the need for retightening and readjusting of the steering head bearing the paint on both sides of the upper triple clamp should be removed where the center nut seats.
9. An inline, high volume, fuel filter is recommended.

08-051

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
DATE: NOVEMBER 15, 1978
RE: PAINT DEFECT ON RIMS

Due to poor paint quality on some rims on late 78' and early 79' motorcycles, Husqvarna Motorcycle Company will make new rims available for these motorcycles at a very low cost as compensation for this cosmetic flaw.

Husqvarna Motorcycle Company, upon receipt of a written parts order stating frame number, owners name, address and date of purchase will ship new rims at the cost of \$10 (ten) a piece ex. San Diego warehouse for all bikes equipped with poor paint quality on the rims.

This order must be submitted on a separate parts order form and a warranty registration card must be on file for each motorcycle requiring new rims.

8-052

SERVICE BULLETIN



TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: NOVEMBER 30, 1978
RE: CURNUTT SHOCK ABSORBERS

To check proper preload the rider has to be seated on the motorcycle in the middle of the seat. The shock should then compress 30mm-50mm from the extended position. Add or remove preload spacers until above measurement is achieved.

If rider weight is over 200lbs. fully dressed. It may be necessary to increase internal dampning in shock. Additional information if desired may be obtained by writing Curnutt Shocks.

All adjustment and work on Curnutt Shocks is handled by their manufacturer.

Curnutt Shocks
75992 East Baseline
Twenty Nine Palms, California, 92277
(714) 367-9179

8-053

SERVICE BULLETIN



TO: HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: DECEMBER 1, 1978
RE: JETTING CHANGES 250 & 390 1979 MODELS

Due to the increased air flow thru our 1979 model motorcycles air cleaner boxes and elements and improved exhaust flow we are making the following general carburetor jetting recommendations

250 Model motorcycles should have generally the following jetting

Main Jets	<u>Lean</u> 430	to	<u>Rich</u> 450
Needle Jets	R2	to	R4
Slide Cutaway			2.5
Needle Position			4th or 5th from top

390 Model motorcycles should have generally the following jetting

Main Jets	<u>Lean</u> 430	to	<u>Rich</u> 460
Needle Jets	R0	to	R2
Slide Cutaway			2.0
Needle Position			4th or 5th from top

We have found that the most critical setting is in the needle position.

Please be advised that from frame number MM-02387 that all motorcycles will be equipped with R2 needle jets.

8-054

SERVICE BULLETIN



TO: HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE/SALES
DATE: DECEMBER 15, 1978
RE: 1979 125 CR EXHAUST PIPES

If you have received a 125 CR which came equipped with an exhaust pipe which is different than the one pictured in the sales brochure, Please complete the enclosed form and return to San Diego for verification. Upon verification of the numbers and warranty card an exhaust pipe will be shipped to you FREE of charge.

please tear off lower portion and return

DEALERS NAME
DEALERS #
DEALER ADDRESS

OWNERS NAME

ENGINE NUMBER

FRAME NUMBER

DATE OF PURCHASE: -----

8-055

SERVICE BULLETIN SERVICE BULLETIN



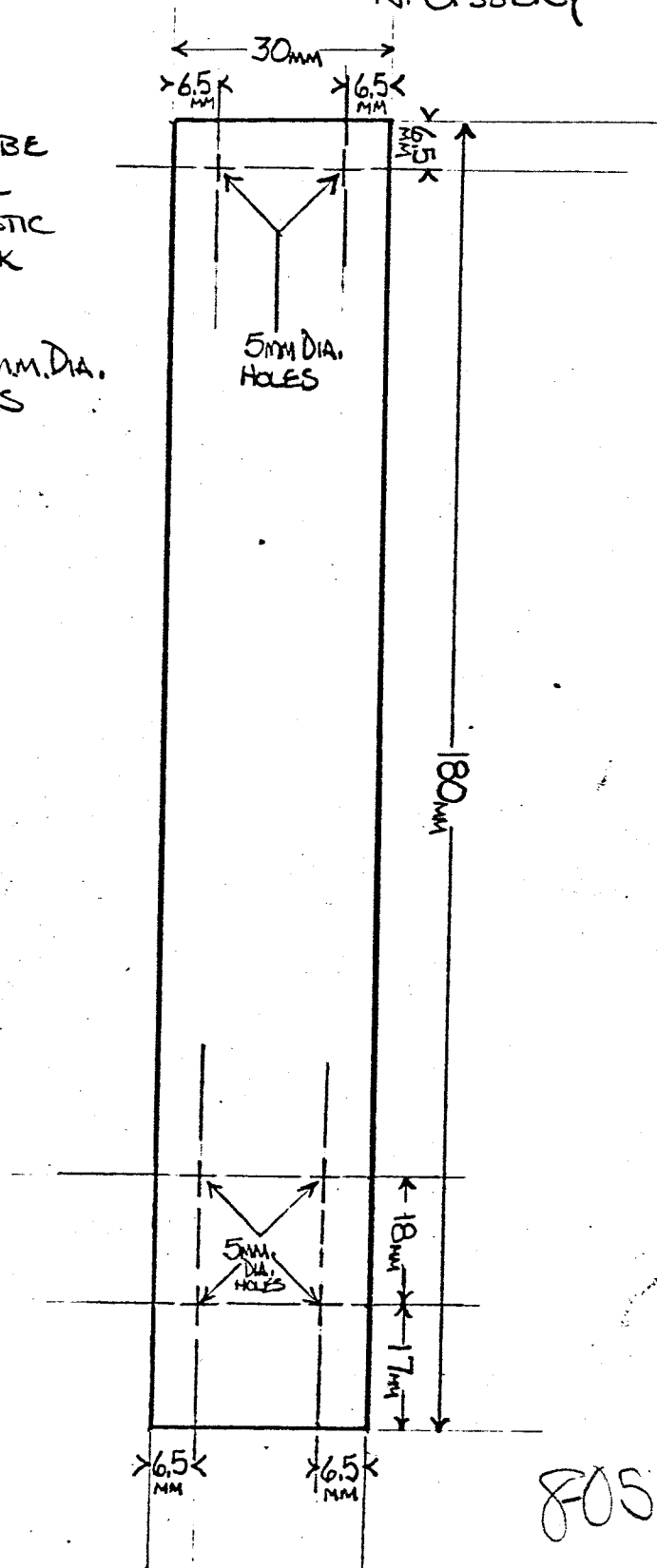
CABLE DEFLECTOR - 1979 MODEL FORKS

1-9-79

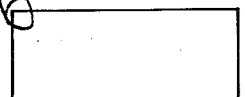
N. USSERY

MATERIAL SHOULD BE
FLEXIBLE WEATHER
RESISTANT VINYL PLASTIC
APPROX. 2.5MM THICK

ALL HOLES ARE 5MM DIA.
TYPICAL 6 PLACES



8056



SERVICE BULLETIN



1 of 2

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
RE: 125 CR TUNING SPECIFICATIONS FROM ML 31000

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 inspection intervals on the piston, cylinder and lower end.

NOTE: Any modification on the engine voids all right to warranty.

Fig 1: Modify exhaustport as shown, make sure that no metal is removed in the upper corners of the port.

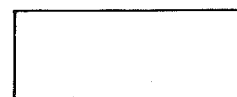
Fig 2: Modify the two boostports as shown.

Fig 3: The left figure shows a vertical cut thru a boostport and the intake port. Remove aluminum where the arrow shows so the angle of the port in the liner remains the same all the way down to the intake port. Right figure shows how to modify intake port.

Fig:4: Modify intake piston skirt as shown.

Fig 5: Modify the front piece of the reedvalve holder (16-10-357-01) as enlargement shows.

8-057



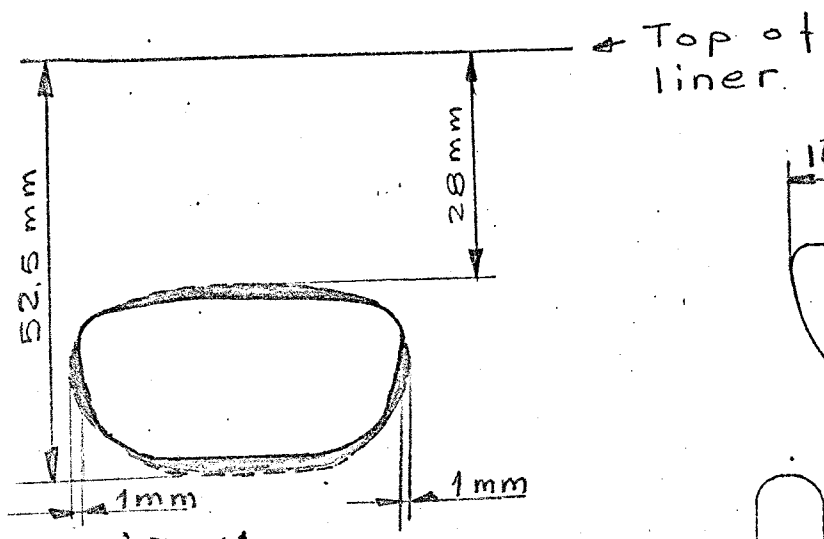


Fig 1

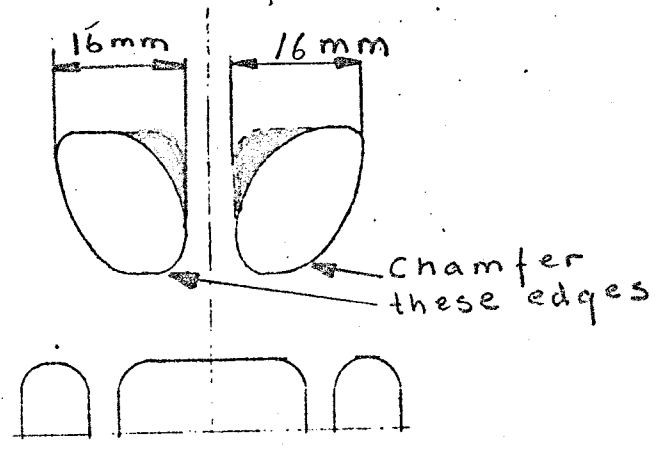


Fig 2

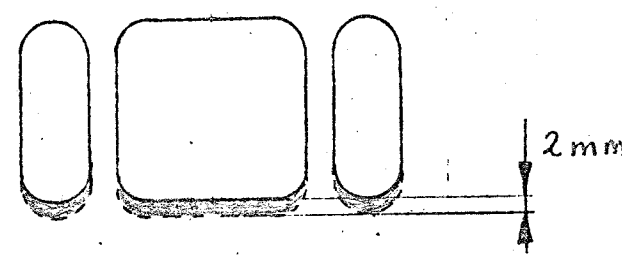
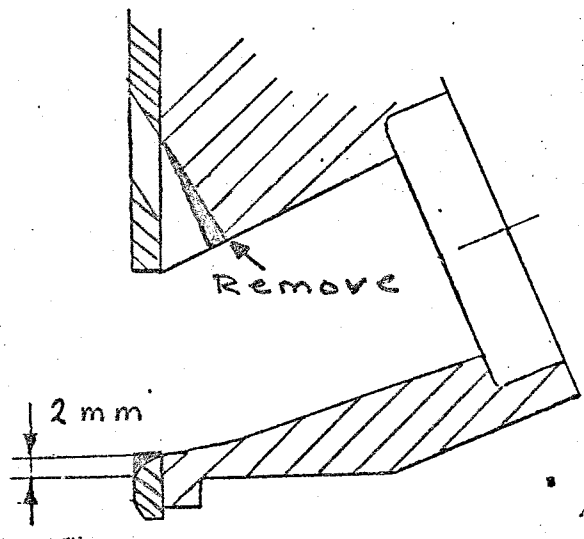


Fig 3

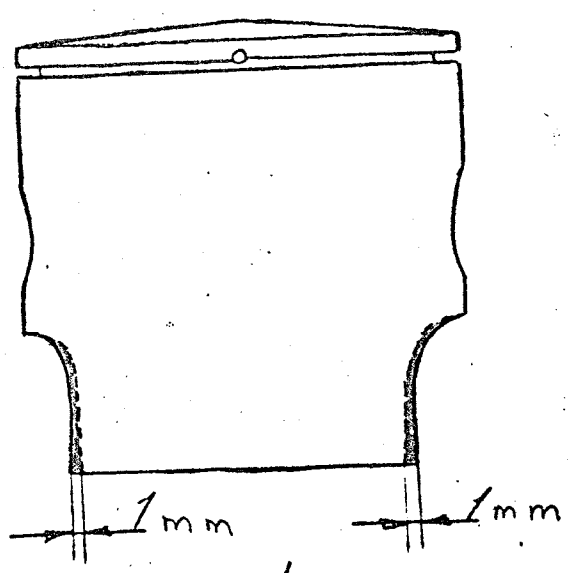


Fig 4

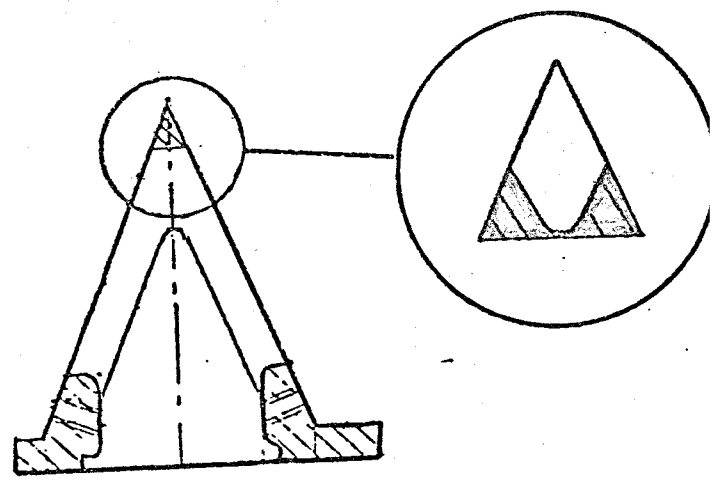


Fig 5

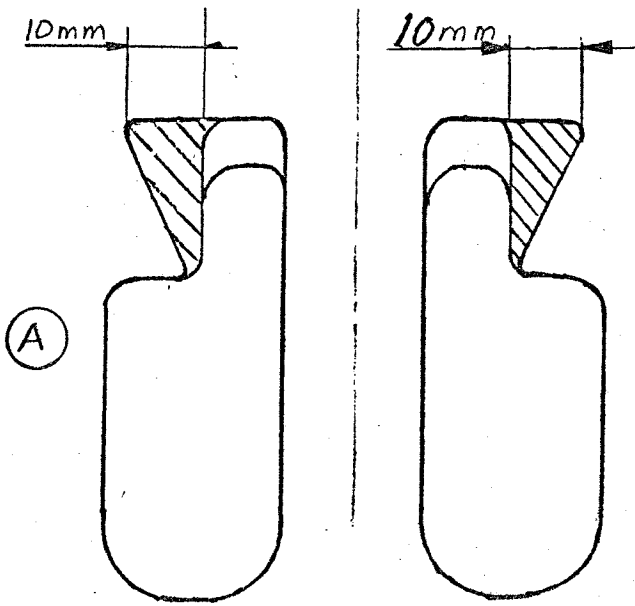


Fig 1

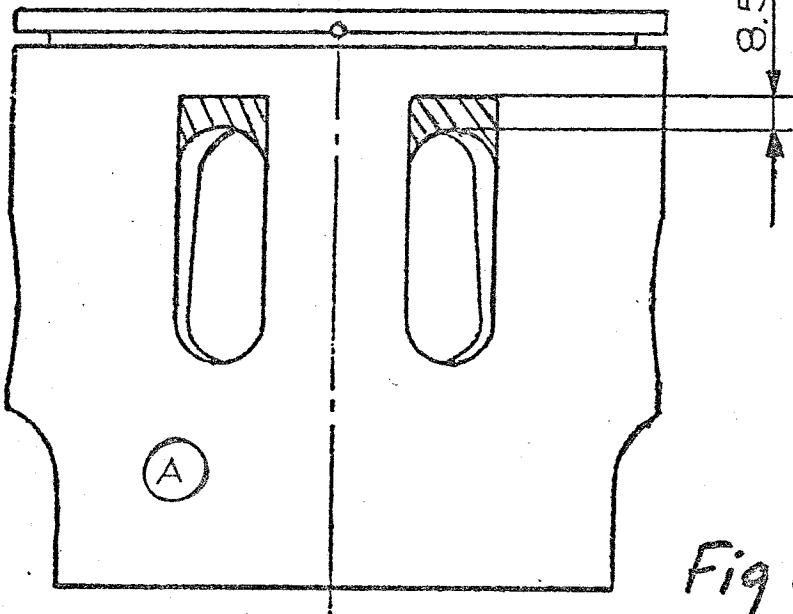
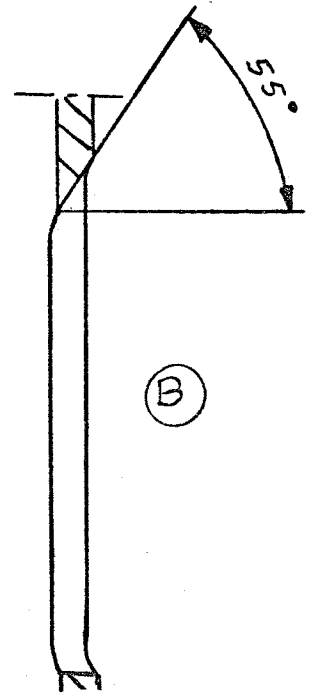


Fig 2

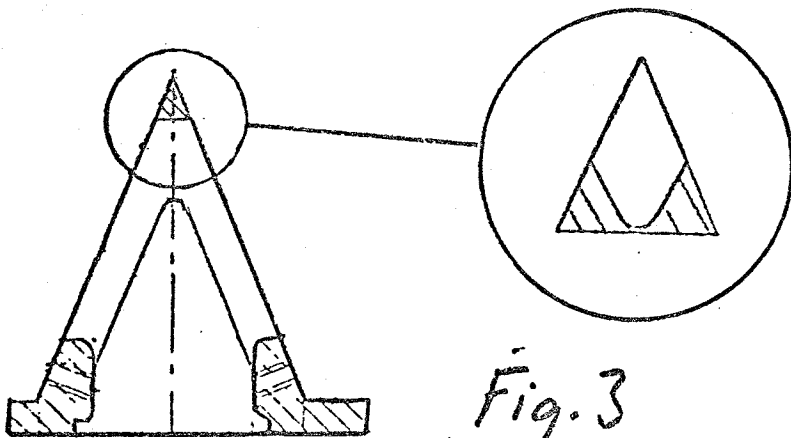
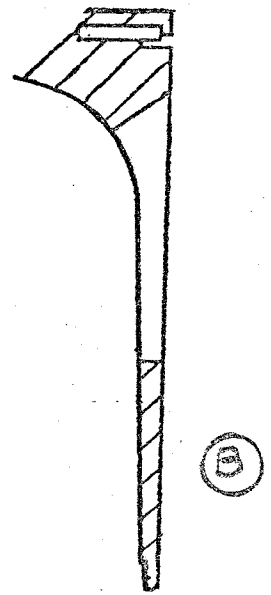


Fig. 3

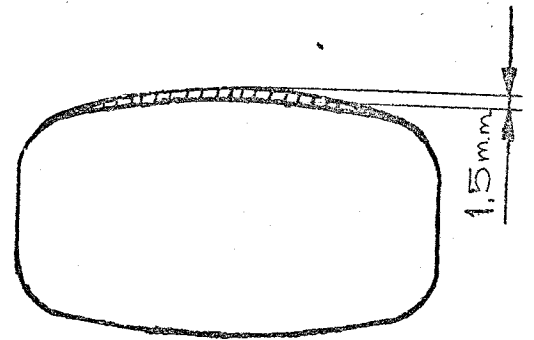


Fig 4
8-058 A

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: FEBRUARY 1, 1979
RE: 390 CR, OR, WR 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 inspection intervals on the piston, cylinder and lower end.

NOTE: Any modification on the engine voids all right to warranty.

- Fig 1: Widen the two boostports as shown in Fig A. The vertical cut through intake and boostport (Fig B) shows the upper angle of the port.
- Fig 2: Raise the two slots in the piston as shown in Fig. A Fig. B shows a vertical cut through one of these slots and how the upper part of the slot should be angled.
- Fig 3: Modify the front piece of the reedvalve holder (16-10-357-01) as enlargement shows.
- Fig 4: Modify exhaustport as shown, make sure that no metal is removed in the upper corners of the port.

8-058

F



SERVICE BULLETIN



one of three Husqvarna

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: FEBRUARY 1, 1979
RE: 250 CR, OR, WR TUNING SPECIFICATIONS

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

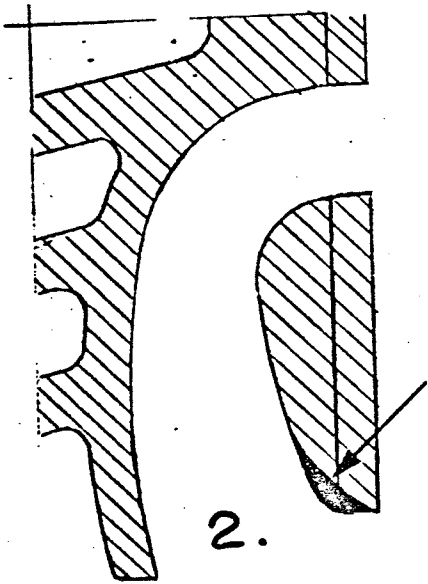
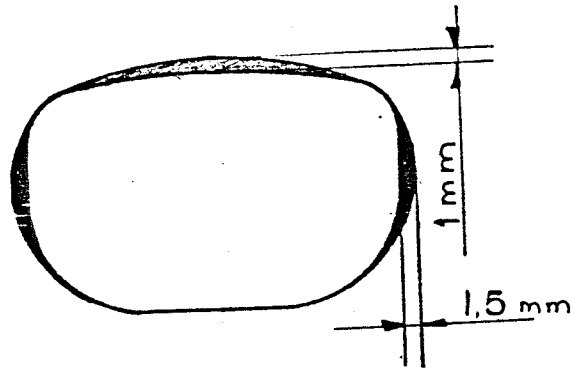
It is therefore important to increase the inspection intervals on the piston, cylinder and lower end.

NOTE: Any modification on the engine voids all right to warranty.

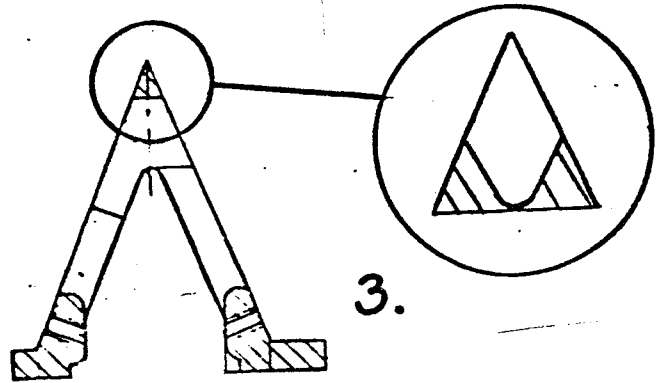
- Fig 1: Modify exhaustport as shown, make sure that no metal is removed in the upper corners of the port.
- Fig 2: Remove some metal and smooth the entrance of the transferport, where the arrow points.
- Fig 3: Modify the front piece of the reedvalve holder (16-10-357-01) as enlargement shows.
- Fig 4: Sharpen the dividing wall between the main and auxiliary transferport.
- Fig 5: Raise and widen the two piston slots as the left figure shows. Figure at right shows the approximate upper angle of a slot when modified.
- Fig 6: Add 50mm (2.0 inches) to the exhaust pipe as figure shows. NOTE: This only applies when the exhaust pipe has not been modified by the factory.

8-059

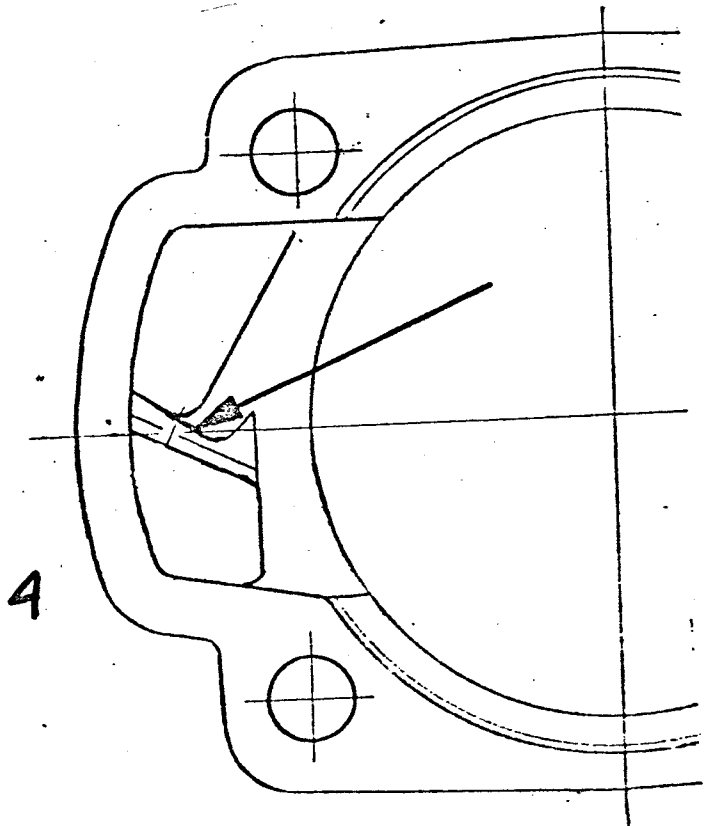
1.



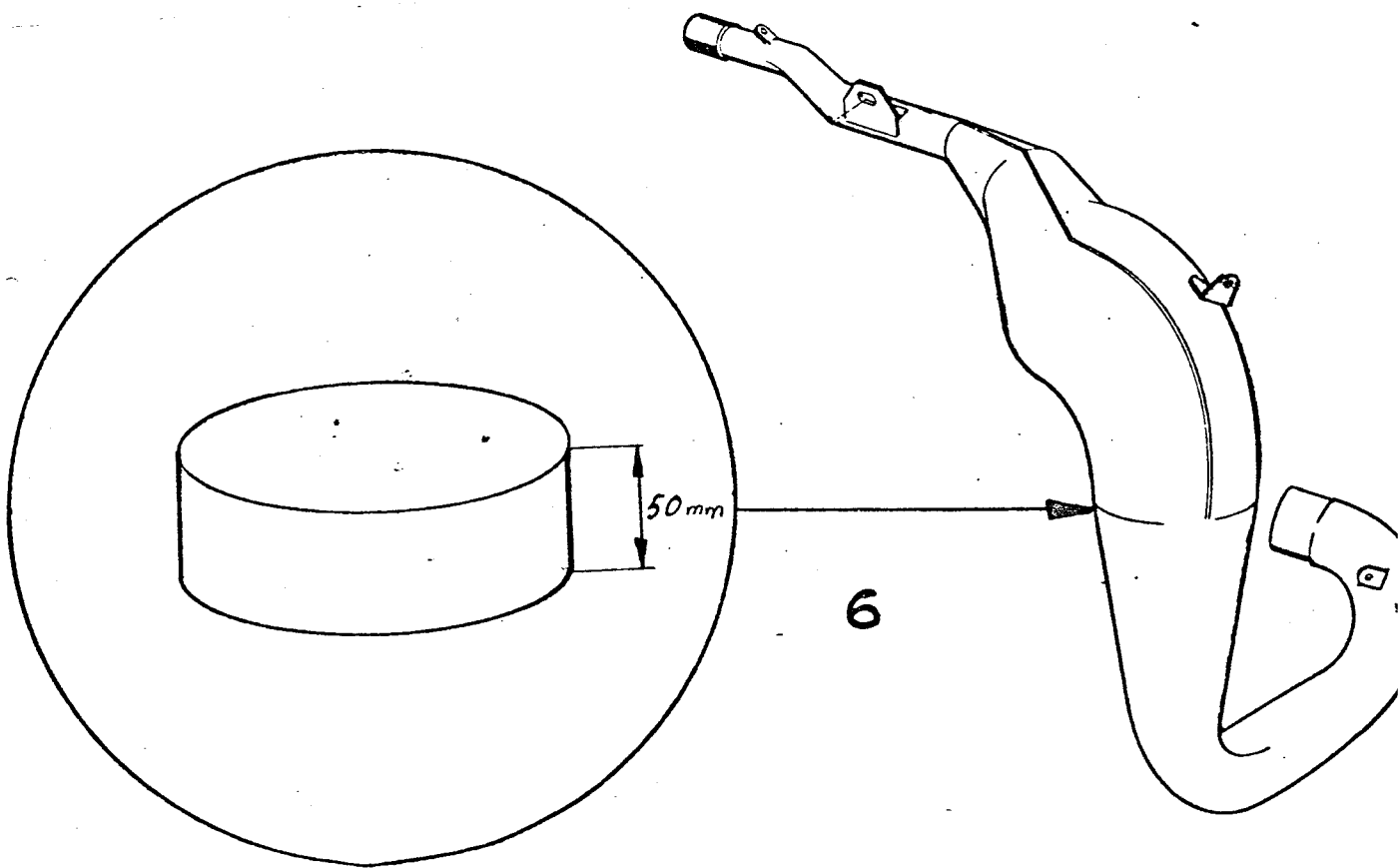
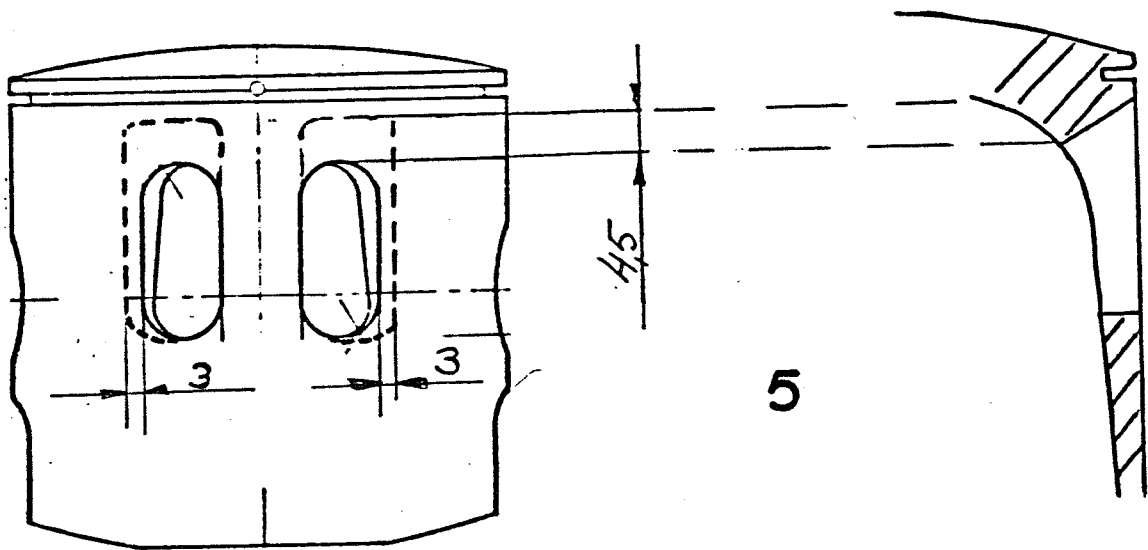
2.



3.



4.



SERVICE BULLETIN

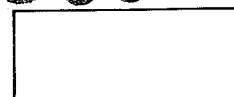


TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: FEBRUARY 9, 1979
RE: CABLE DEFLECTORS

Enclosed is a number of cable deflectors, twice the number of 79 model Husqvarna motorcycles you have received to date. Fasten one deflector to each of the two fork tubes and the cross over bar on the handlebar. The front brake cable has to be in front of the deflectors.

NOTE: All motorcycles of 79 year model (All MM series frames) have to have cable deflecting devices installed. If you have not received the correct amount of deflectors please contact us immediately or manufacture some additional as per service bulletin 8-056.

8-060



SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: JANUARY 31, 1979
RE: 250 WR & 390 WR HEADLAMP CONNECTIONS

Please be advised that the 250 WR & 390 WR, 1979 models which are supplied with the rubber covered headlamp must have headlamp and the parking light burning simultaneously in order to prevent bulb failure. In order to achieve this when hooking up the head light it will be necessary for both yellow leads in the headlamp to be used, one for the head light and one for the parking light. Consequently the data sheet in the owners manual has to be ignored regarding this matter.

8-061



SERVICE BULLETIN



one of two

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: APRIL 20, 1979
RE: NEW FORK SLIDERS AND FORK TUBE ADJUSTMENT
PART NO. (15-12-354-01)

To increase rigidity and "overlap" in the front fork. A new bottom fork leg has been introduced into production. From frame no. MM 05209 all motorcycles have these new bottom sliders.

Listed below is 13, 390 WR and 39, 250 OR with lower frame numbers which also have been fitted with these new sliders.

390 WR

250 OR

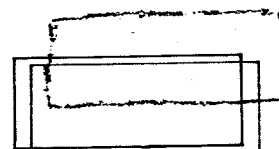
MM 04484
MM 04499
MM 04514
MM 04552
MM 04555
MM 04556
MM 04560
MM 04561
MM 04562
MM 04563
MM 04565
MM 04566
MM 04568

MM 04023
MM 04889
MM 04894
MM 04907
MM 04908
MM 04909
MM 04910
MM 04912
MM 04913
MM 04914
MM 04915
MM 04916
MM 04917

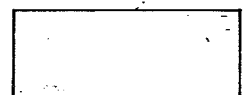
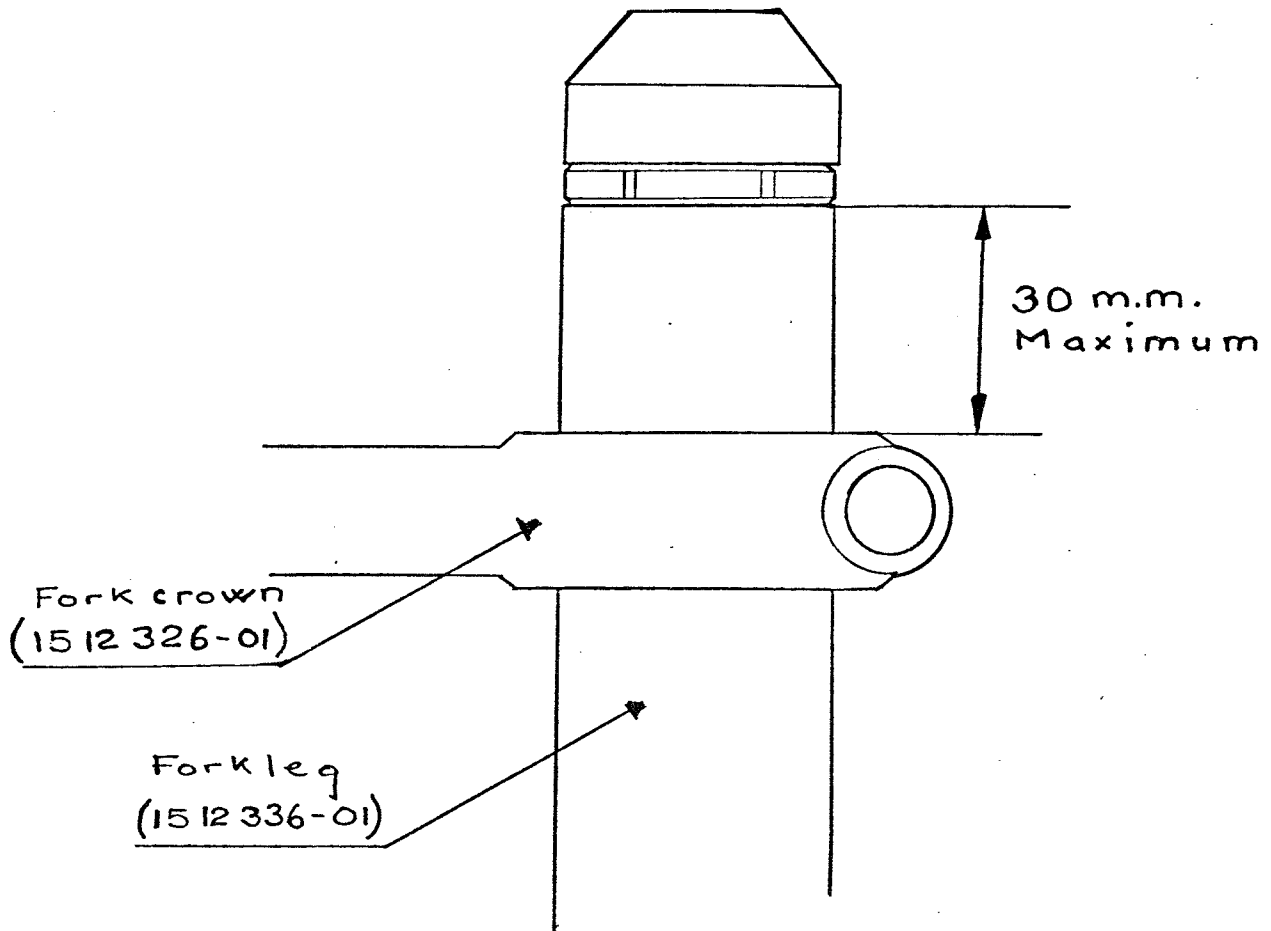
MM 04918
MM 04919
MM 04920
MM 04921
MM 04922
MM 04929
MM 04959
MM 04960
MM 04965
MM 04966
MM 04967
MM 09485
MM 04986

MM 04987
MM 04989
MM 04990
MM 04991
MM 04992
MM 04993
MM 04994
MM 04995
MM 04996
MM 04997
MM 04998
MM 04999
MM 05000

Please note that the upper fork tube can be exposed a maximum of 30mm above the upper fork crown (See fig.), this is to eliminate the possibility of the front wheel to lock up against the frame when the fork is fully compressed. (This information is only valid when the long upper fork tube 15-12-336-01 is used).



SERVICE BULLETIN



SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
 FROM: HUSQVARNA SERVICE DEPARTMENT
 DATE: FEBRUARY 27, 1981
 RE: SHOCK SPRINGS
 1981 430 XC, CR, WR & 250 XC, CR, WR

Route to: Parts Mgr. _____
 Sales Mgr. _____
 Service Mgr. _____

The following chart shows the spring rates of the springs now coming on the rear shocks of 1981 Husqvarnas equipped with Ohlins shocks. Also, shown are the optional springs available to fit these same bikes. These springs use their own color coding system, and should not be confused with Ohlins color code. The spring rates are shown for comparison purposes. Springs marked with an asterisk are original equipment.

1981 HUSKY SPRINGS

		Wire Diameter	Laps	Strength	Pounds/ Inches	Color
LONG CR 240 mm	1510-688-01	8.0w	12	26 n/m	(148)	Yellow
	-02	8.5	13.5	29	(166)	Blue
	-03	8.0	14	22	(126)	Red
	-04	7.5	12	21	(120)	Green
	-05*	8.0	11	27	(154)	Purple
LONG WR 220 mm	1510-898-01*	8.0	12	26	(148)	Green/Yellow
SHORT CR 105 mm	1510-794-01	6.5	7.0	24	(137)	Yellow
	-02	6.5	6.5	28	(160)	Blue
	-03*	7.0	7.5	32	(183)	Red
SHORT WR 99 mm	1510-689-01	6.5	7.0	24	(137)	Yellow
	-02*	6.5	6.5	28	(160)	Blue

8-063

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: MAY 11, 1979
RE: DEADLINE FOR ORDER OF RIMS WITH PAINT DEFECT

As of June 1st we will no longer make new rims available at \$10.00 (ten) each as per service bulletin #8-052. All motorcycles with this cosmetic flaw should by this time have ordered their replacement rims.

8 - 063

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: JULY 16, 1979
RE: SPARK ARRESTORS MFG. BY HUSQVARNA

The screen portion of the spark arrestor can become clogged with carbon. An indication of this is when the motorcycle begins to run rich in the upper R.P.M. range.

The spark arrestor can be easily cleaned by removing the two springs holding it to the (rear) of the muffler. A propane torch will heat the screen enough so that a small wire brush will remove the carbon.

Please advise your customers that this may need to be checked as often as each 100 miles.

HSD/rb

8-064

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: JULY 16, 1979
RE: 1980 390 AUTOMATIC

When servicing the 1980 390 Automatic, in addition to your normal set-up procedures, the following points must be observed.

1. The engagement lever must be mounted on the right side of the handlebar. The brake cable can catch on the lever if mounted elsewhere on the handlebar.
2. The adjustment of the free play in the engagement cable must be set in accordance with the owners manual. (Ref: Service bulletin 8-013).

HSD/rb

8-065

SERVICE BULLETIN



TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: JULY 17, 1979
RE: 125 CR FRAME # MM6000 ONWARDS IDLE JET SIZE

Please check during the initial set-up of all 1980 model 125 CR's, frame number MM6000 onwards, that the correct idle jet size of #50 is installed in the carburetor.

The carburetors have #35 idle jets installed which will cause lean running conditions at small slide openings.

HSD/rb

8-066

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: JULY 19, 1979
RE: WARRANTY CLAIMS FOR KICKSTARTER LEVERS

Husqvarna Motorcycle Co., Inc. is now supplying kick start levers part No. 16-12-679-01 in addition to the complete assemblies which were all that was previously available. Because the lever itself is now available we will in the future issue credit only for the broken lever (part No. 16-12-679-01, dealer cost \$14.43).

If for some reason the kickstarter assembly is submitted for warranty, all components of this assembly must be submitted. If only the lever is submitted under the assembly part number, the claim will be processed for only the lever, not the assembly.

HSD/rb

8-067

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: JULY 24, 1979
RE: FRONT FORK TUBES

If the upper fork legs of a Husqvarna are replaced for scoring, galling, or peeling of the hard chrome surface, it will also be necessary to replace the lower fork leg at the same time.

HSD/rb

8-068

SERVICE BULLETIN



Page 1 of 3

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: OCTOBER 25, 1979
RE: MAINTENANCE HINTS

1. To ensure the best possible clamping action on fork tubes and front axles, all of the paint on the surfaces that grip the tubes or axles should be removed. You should have bare metal to bare metal for the best possible grip. Paint acts as a lubricant. Ref. service bulletin #8-062 for MM and MN series front forks.
2. The following is a rough guideline regarding approximate fork oil capacities per fork leg and in consideration of amount of travel of fork:
300mm travel fork leg approximately 280cc
*270mm travel fork leg approximately 270cc
240mm travel fork leg approximately 250cc
Rider preference determines viscosity of oil to be used, normally 10w to 30w.
*270mm dampner spindles available as accessory only. Part No. 15 12 343-02.
3. Be sure and check all cable routing for freedom through out turning arc of front forks, i.e. throttle cable is not deformed or pulled, speedometer cable is not caught in steering stops. It is very important to check routing of front brake cable before riding the motorcycle. i.e. Does cable avoid being trapped behind fork legs during the full travel of the front forks? Is the brake cable routed in front of the clutch cable? In addition, the brake cable should be secured to the top of the lower fork leg. Please refer to service bulletins #8-056 and 8-060 for further details.
4. To prevent excessive weeping of oil past fork seals we would suggest several ideas. If oil weepage of excessive amount occurs with new forks it is necessary to disassemble front forks and thoroughly clean existing seals. Position top seal to allow the bottom seal to move approximately 3mm to 4mm. The "leakproof" seal must move in order for it to function. It is possible to increase the function of the top seal by removing the seal spring, locate where it is screwed together, unscrew the spring and shorten the female end approximately 6mm. Clean and "Loctite" male and female joint and screw together and reinsert in seal.
5. 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".

8-069



6. When front fork seals are replaced the nylon ring mounted on the damping spindle should be replaced as this wears just like a piston ring.
 7. Torque specifications of various assemblies:
 - A. Large motoplat flywheels.....70 ft. lbs.
 - B. Small motoplat flywheels.....40 ft. lbs.
 - C. Internal rotor motoplats.....40 ft. lbs.
 - D. Femsa flywheels (points).....50 ft. lbs.
 - E. Reed valve housing screws..... 7 ft. lbs.
 - F. Swing arm axle.....50 ft. lbs.
 - G. Primary nut "(32mm wrench size)".....50 ft. lbs.

CRITICAL: CYLINDER HEAD TORQUE

 - H. 250/390 no more than 22 ft. lbs. - 10mm studs
no more than 16 ft. lbs. - 8mm cylinder head bolts
 - 125 no more than 16 ft. lbs. - 8mm studs

Over tightening of the cylinder head bolts and nuts can cause liner movement and distortion.

 - I. At all times the motor mount bolts should be kept tight.
8. Routine engine maintenance requires that periodic inspection of right hand crank seal 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 second lip or seal is effective but does not block lubrication of main bearing). Fill area between sealing lips with grease before installation on the crank axle.
9. The rubber shock dampners in the clutch require periodic replacement. In order to determine if replacement is necessary hold the basket with one hand and the clutch gear with the other hand and check the movement between the gear and the clutch basket in the direction of rotation of the clutch. When more than 1.5mm of movement occurs between the gear and basket, replacement of the 6 rubber shock dampners is necessary.
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. 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.
12. The shift lever should be kept level to prevent damage to gear link from objects encountered by the shift lever.
13. The spark arrestor screen on exhausts equipped with spark arrestors requires periodic cleaning to prevent plugging this screen with carbon. Ref. service bulletin #8-064.



14. The rear brake torque stay must be inspected periodically for straightness and wear of the bushings it is mounted through. Ref. service bulletin #8-044.
15. When setting up new motorcycles the upper rear shock mounting axle must be checked for correct alignment, i.e. Equal amounts of the axle showing on each side of the frame. Uncentered shock mounting will cause shock retaining bolts to unscrew themselves.
16. To prevent cracking of rear fender support frame loop no tool bags or other heavy objects should be carried on this portion of the frame.
17. The handle bar clamp mounting bolts must be checked often for tightness and periodically inspected for compliance with service bulletins #8-020, 8-019, and 8-027.
18. When a soft, mushy, feeling brake is encountered after installation of brake shoes it is possible that this condition is caused by the misalignment of the brake shoe to the brake lever cam. To correct this it is necessary to grind the brake shoe so that it fits flat to the backing plate, and the area of the brake shoe that the brake cam works on is perfectly parallel to the brake cam.
19. When tightening front axles the brakes should "be centered". To accomplish this spin the wheel with the axle loose, then apply front brake sharply, and without releasing the brake tighten the front axle. Ref. service bulletin #8-046.
20. It is advantageous to secure the rubber connection boot (from the carburetor to the air box) with a good rubber bonding agent to the air box to prevent unfiltered air leakage to the carburetor.
21. All 1980 model motorcycles should be initially serviced with 2 qts. of gear oil in standard gear boxes. During the 30 minute (approximate) break in.
22. If excessive oil leakage is encountered through the nylon spacer fitted on the late style sprocket shafts, this can be stopped by applying silicone rubber sealant in the splines. To do this first remove the sprocket and the splined nylon spacer and clean the splines with a degreaser and then apply the silicone sealant to the grooves in the shaft and then reassemble the splined nylon spacer which will push the sealant in against the bearing and stop the leakage.
23. When assembling 1980 motorcycles the bolts that hold the rear fender to the seat pan should be "Loctited".

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: OCTOBER 29, 1979
RE: CHANGE IN WARRANTY POLICY

As of October 29, 1979 all motorcycles invoiced from Husqvarna Motorcycle Co., Inc. will carry a 30 day engine and frame warranty. All motorcycles invoiced October 29 and after will have a revised warranty booklet explaining the 30 day engine and frame warranty.

Husqvarna Motorcycle Co., Inc. will honor a 60 day engine and frame warranty on all motorcycles invoiced prior to October 29, 1979.

Sincerely,

HUSQVARNA SERVICE DEPARTMENT

HSD/rb

8-070

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: OCTOBER 24, 1979
RE: LABOR REIMBURSEMENT FOR WARRANTY WORK, EFFECTIVE NOVEMBER 1, 1979

FRAME:

1. Change frame.....	\$60.00
2. Replace fork sliders.....	6.00
3. Replace gas tank.....	3.00

ENGINE:

1. Remove cylinders (only with engine in frame).....	\$11.00
2. Change piston cleaning carbon from cylinder.....	3.50
3. Change piston ring and clean ring groove, piston, and cylinder from excessive carbon.....	5.00
4. Acid etch & hone cylinder.....	5.00
5. Bore cylinder.....	11.50
6. Pressure check engine.....	6.00
7. Engine R & R.....	15.00
8. Split cases (without removing clutch).....	37.50
9. Replace cases (reassembling all usable parts from old cases).....	24.00
10. Replace ignition.....	12.00
11. Rebuild clutch.....	5.00
12. Rebuild crankshaft & replace crankseal.....	12.00
13. Replace crankseal.....	5.00
14. Rebuild clutch shock rubbers.....	9.00
15. Rebuild transmission.....	9.00
16. R & R Kickstarter.....	3.00

AUTOMATIC:

1. Remove & replace transmission (engine in frame).....	\$ 6.00
2. Replace primary springs and/or remove 1st gear clutch (includes R & R of primary cover).....	6.00
3. Remove and/or deburr 1st gear engagement.....	6.00
4. Replace mainshaft (often added to No. 3).....	7.50
5. Replace free wheel bearing or gears on sprocket shaft.....	7.50
6. Replace or rebuild complete transmission.....	30.00
7. R & R kickstarter shaft.....	6.00
8. Rebuild primary cover bearing.....	9.00
9. Replace 2nd, 3rd, or 4th gear clutch springs.....	9.00
10. Regroove clutch shoes on primary clutch.....	3.00
11. Regroove clutch shoes on 2nd, 3rd, or 4th gears.....	9.00

SERVICE BULLETIN



TO: ALL HUSQVARNA MOTORCYCLE DEALERS

FROM: HUSQVARNA SERVICE DEPARTMENT

DATE: DECEMBER 11, 1979

RE: SPRING CHART FOR O.E.M. SPRINGS SUPPLIED ON OHLINS SHOCKS ON 1978, 1979, AND 1980 HUSQVARNA MOTORCYCLES

The following is a chart showing the standard springs supplied as OEM or optionals for Ohlin shock absorbers by Husqvarna Motorcycle Company. These springs are different lengths, rates, and color codes than those supplied by Ohlins Racing listed in Husky Products catalogs. Please reference the correct part number in your parts books for the year and model concerned.

HUSQVARNA OEM SPRINGS

MACHINE	PART #	FREE LENGTH MM	# OF COILS	WIRE DIA. MM	RATE LBS/IN	COLOR CODE
1978 390 CR	15 10 688-01	240	13	8.25	165	BLK/YLW
	15 10 689-01	90	7	6.5	137	GOLD
79 250/390 CR	15 10 786-02	250	11	8.0	154	BLK/BLU
	15 10 794-01	105	7	6.5	137	BLK/YLW
250/390 WR	15 10 688-03	245	14	8.0	140	BLK/RED
	15 10 689-01	90	7	6.5	137	GLD-BLK
1980 125 CR	15 10 786-02	250	11	8.0	154	BLK/BLU
	15 10 794-01	105	7	6.5	137	BLK/YLW
250/390 CR/OR	15 10 786-02	250	11	8.0	154	BLK/BLU
	15 10 794-01	105	7	6.5	137	BLK/YLW
250 WR/390 ACC	15 10 688-03	245	14	8.0	140	BLK/RED
	15 10 689-01	90	7	6.5	137	GLD-BLK
390 WR	15 10 688-01	240	13	8.25	165	BLK/YLW
	15 10 689-01	90	7	6.5	137	GOLD

In addition the following are optional springs, supplied by Husqvarna Motorcycle Company. We have listed them for your convenience.

OPTIONALS	15 10 688-02	245	13.5	8.5	165	BLK/BLU
	15 10 689-02	90	6.5	6.5	160	GLD/BLU
	15 10 786-03	250	13	8.5	170	BLK/RED
	15 10 794-02	105	6.5	6.5	150	BLK/BLU

HSD/rb

8-073

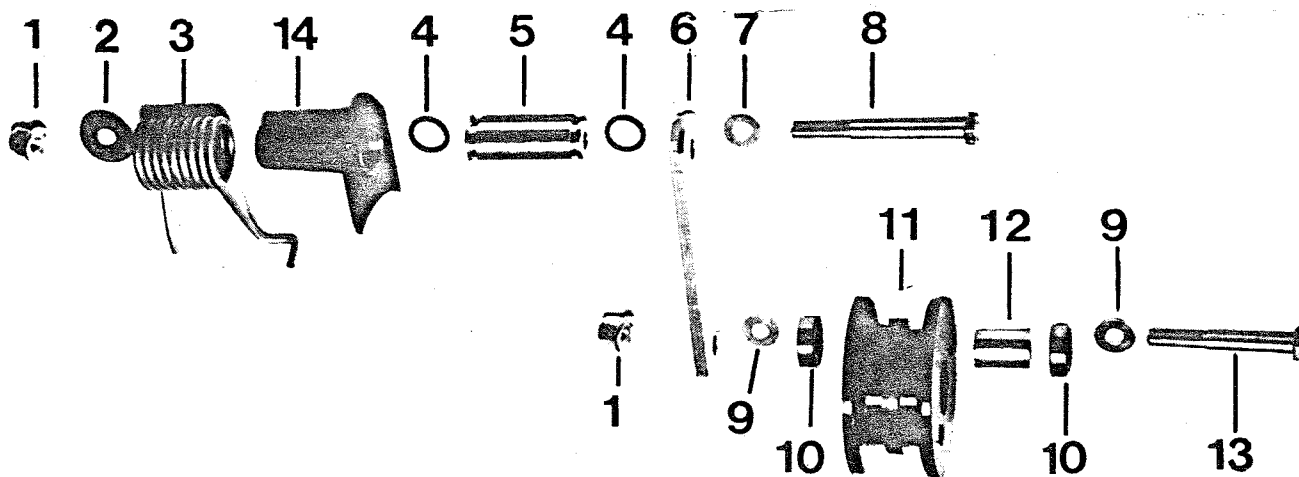
SERVICE BULLETIN



TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: DECEMBER 11, 1979
RE: SPRING LOADED CHAIN TENSIONER ON 1979 & 1980 OR's and CR's

Proper operation of the spring tensioner requires special service requirements. At each time of service, the bearings in the tensioner wheels need to be inspected. Remove the bearings and check for dirt that may be jammed between the aluminum arm (Item 6) and the bearings (Item 10).

The aluminum bushing (Item 5) must also be inspected. Remove it from the swingarm, clean any dirt that may have accumulated and sand down any score marks. Install the bushing after thoroughly greasing it.



HSD/rb

8-074

SERVICE BULLETIN



TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: JANUARY 4, 1980
RE: AXIAL MOVEMENT OF CLUTCH CENTERS ON MAINSHAFTS
OF 1980 STANDARD TRANSMISSIONS

If movement sideways into the clutch cover by the clutch assembly is detected in a standard transmission model 1980 Husqvarna motorcycle the problem may be that excessive clearance is present between the clutch center and the circlip that retains the clutch center on the mainshaft.

If this is the case, the use of a 1mm thick, thrust washer, between the circlip and the clutch center should cure the problem. We recommend the use of the splined thrust washer, (part #16 11 717-01) that is used on the main shaft and sprocket shafts in the 1980 standard transmission motorcycles.

HSD/rb

8-075

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS AND SPONSORED CROSS-COUNTRY RIDERS

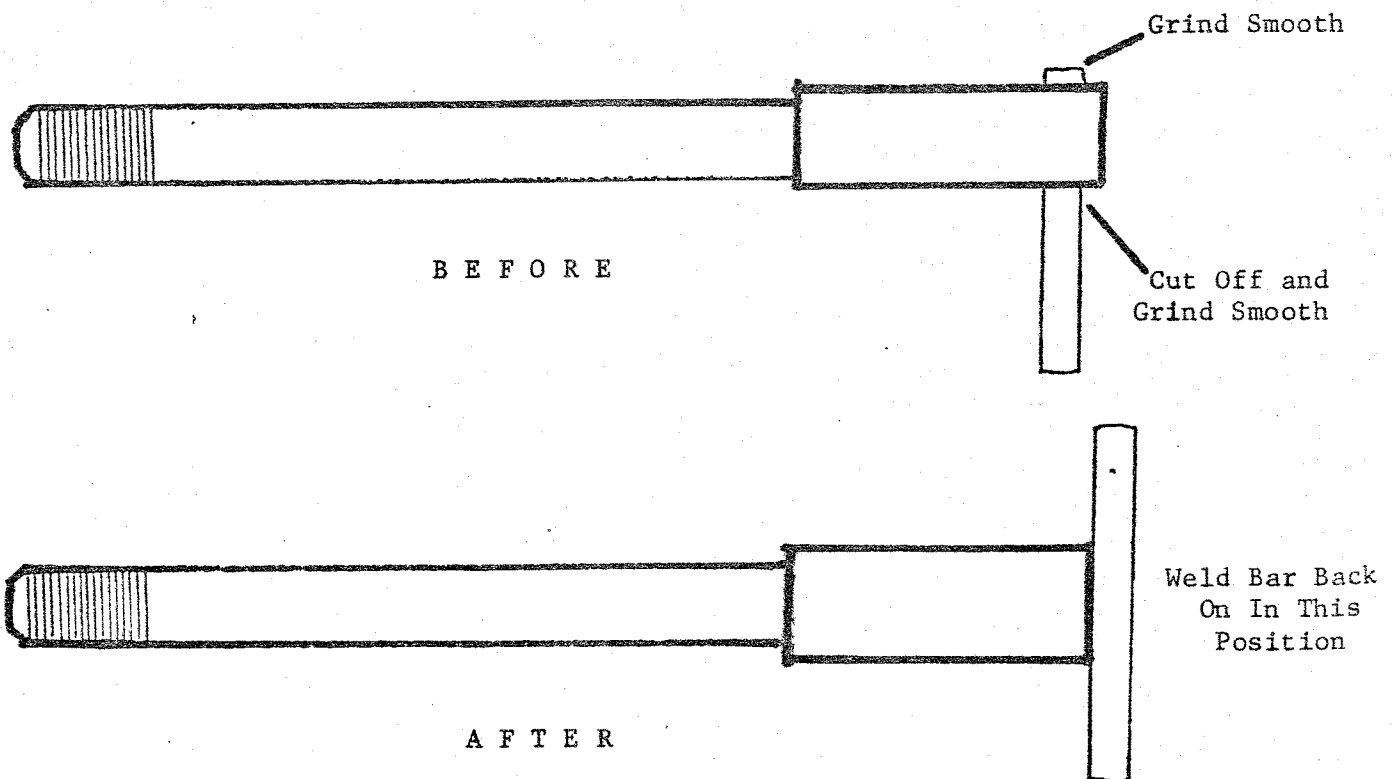
FROM: HUSQVARNA SERVICE DEPARTMENT/ BOB POPIEL

DATE: APRIL 22, 1980

RE: MODIFICATION OF FRONT AXLE FOR EASY REMOVAL

This letter is for informational purposes regarding modification of the WR and OR front axle assembly for faster wheel changes.

The object is to eliminate the wheel spacer that is used when the speedometer drive is not used. This will prevent the spacer from being lost in the event the front wheel is removed on the trail. Relocating the axle pull bar allows the axle end to be drawn further into the fork leg, eliminating the need for a spacer.



8-076

SERVICE BULLETIN



Dear Husqvarna Dealer:

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 4.5 thousandths (0.0035-0.0045) of an inch.

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

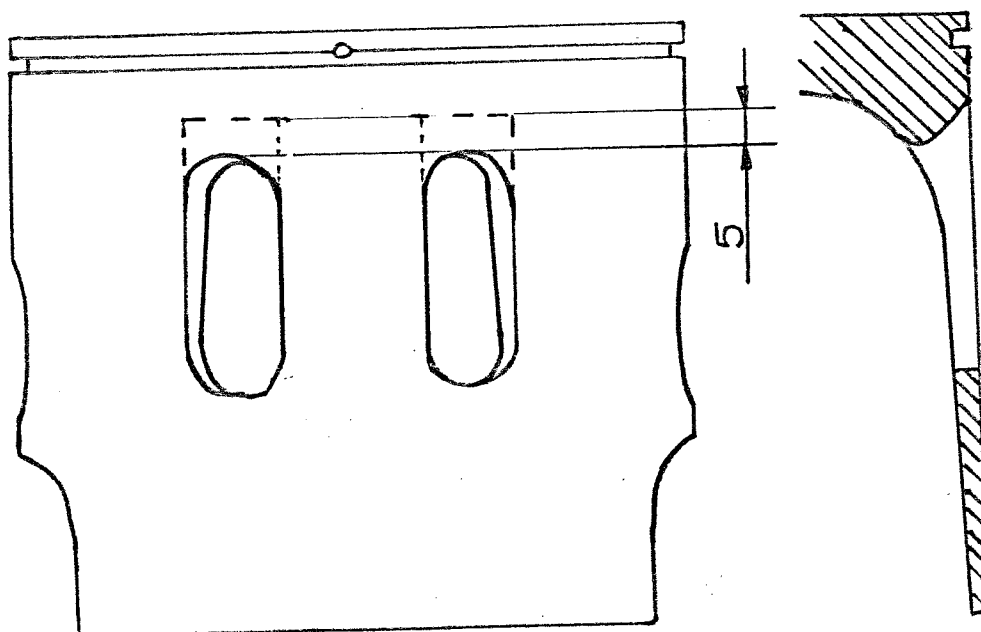
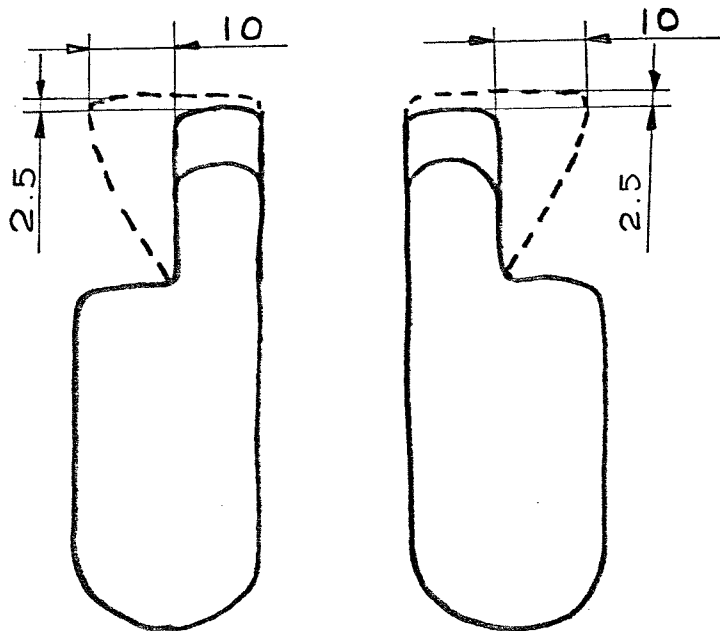
Regards,

HUSQVARNA TECHNICAL SERVICES

HTS/dt

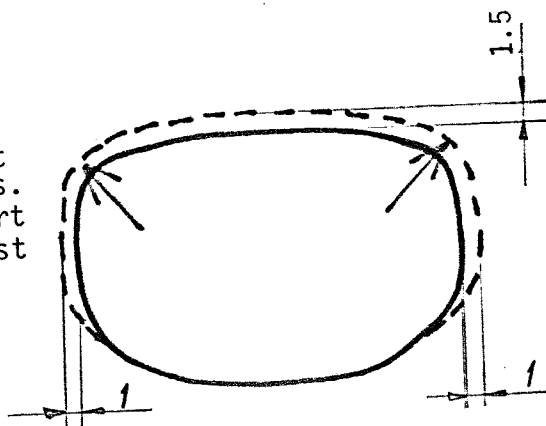
8-077

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.

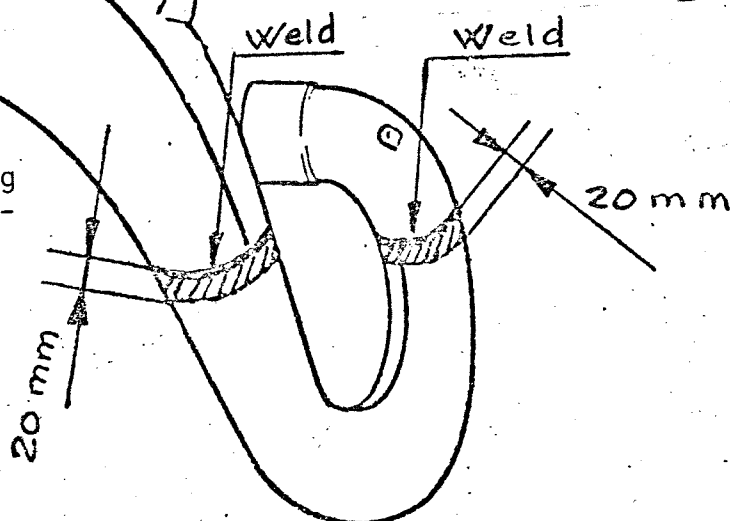


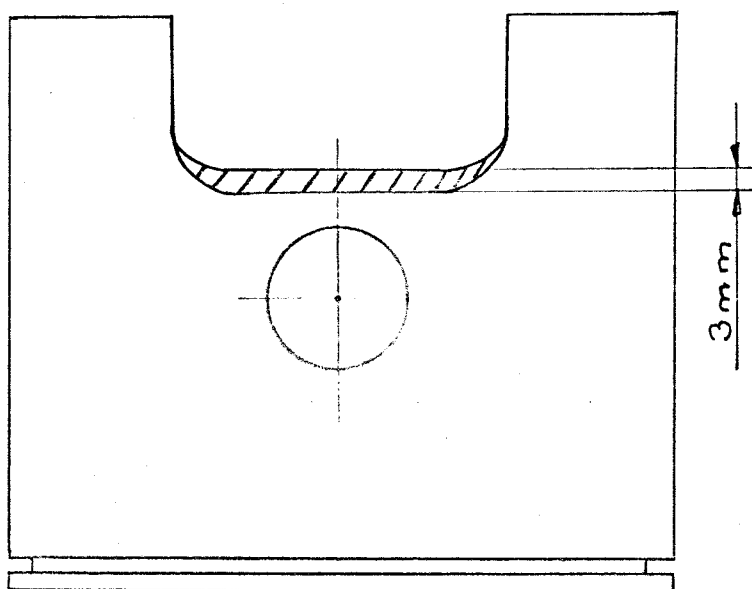
Widen the piston slots 1.5mm each and raise them 5mm, as the left figure shows. The figure on the right shows a cut through one of the piston slots and the approximate angle of the port when raised.

Raise the exhaust port 1.5mm 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.

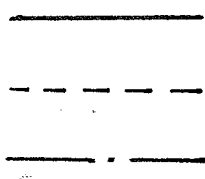




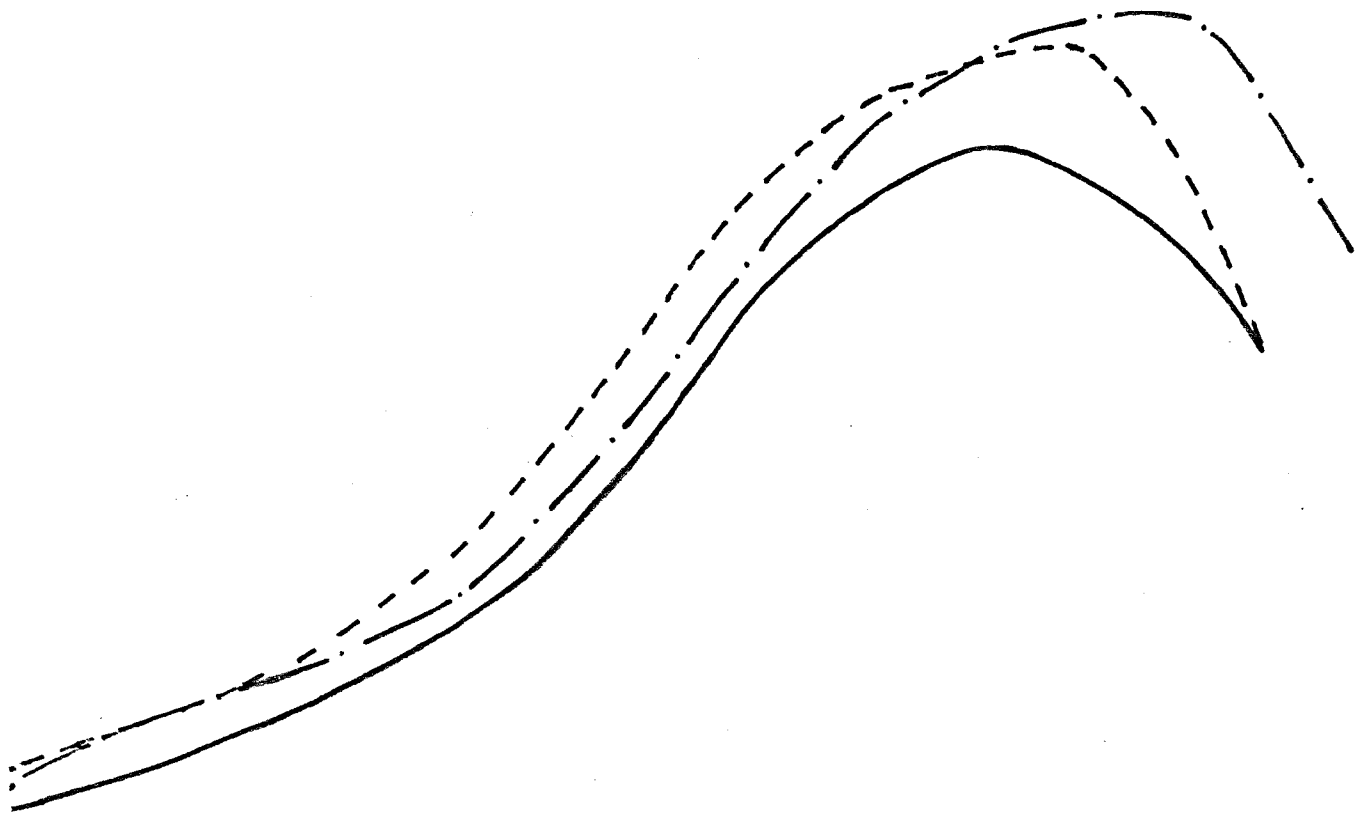
420 piston must be used with needle bearing, part number - 16-11-838-01



H.P.



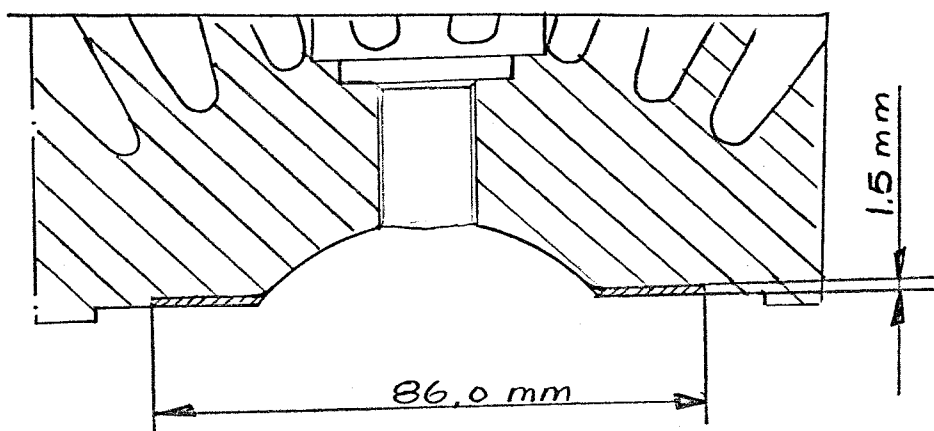
- = Standard 390 CR
- = 420 ported according to porting specifications.
- = 420 ported (As above) plus shortened pipe.



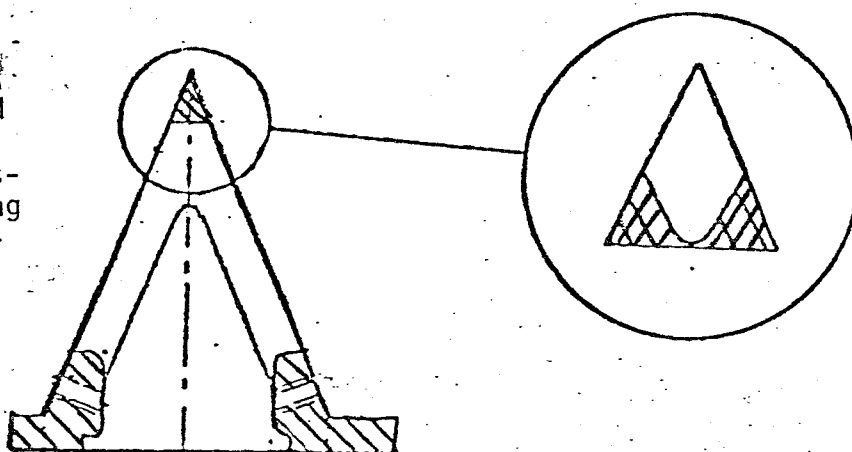
R.P.M.

8-077

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



ROUTE TO:
SERVICE MGR. _____

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: JULY 8, 1980
RE: 420 AUTOMATICS AXC AND AE -- ASSEMBLY TIPS

This bulletin is to be used as a supplement to your new bike set-up check list, in the back of the warranty booklet.

1. Do not exceed 50 ft. lbs. of torque on the flywheel nut. Excessive torque can cause damage to the tapered portion of the rotor. The flywheel nut should be torqued after running the bike briefly several times.
2. Loctite upper and lower shock mount bolts. The AXC must have the shock bolts on the inside of the swingarm loctited also.
3. The small rubber plug in the primary drive case is for cosmetic purposes only as it covers a blank hole. Nevertheless it must be glued in place otherwise it can fall out.
4. The kickstarter pedal of the AXC can drag on the left side panel. The shock reservoir hose causes this panel to stick out. Re-locate the hose so it doesn't push the cover out.
5. To prevent water from building up in the airbox drill some holes for the water to drain. Our racing team drills three (3) $\frac{1}{4}$ " holes in the bottom.
6. Only engage the gearbox when the engine is at an idle. Do not engage or disengage when the motorcycle is moving. The letter "N" at the engagement lever indicates neutral and the letter "D" indicates the drive position.
7. Only Husqvarna Automatic transmission oil is to be used in the gearbox. Other oils will cause the gearbox to work improperly.

8-078



8. Fluid capacities - FORK OIL - 420 AXC 290 CC - 10 to 30 W. Oil
- 420 AE 250 CC - 10 to 30 W. Oil
GEARBOX - 1200 CC
FUEL TANK - 3.1 Gallons

9. Ignition timing 420 AE and 420 AXC

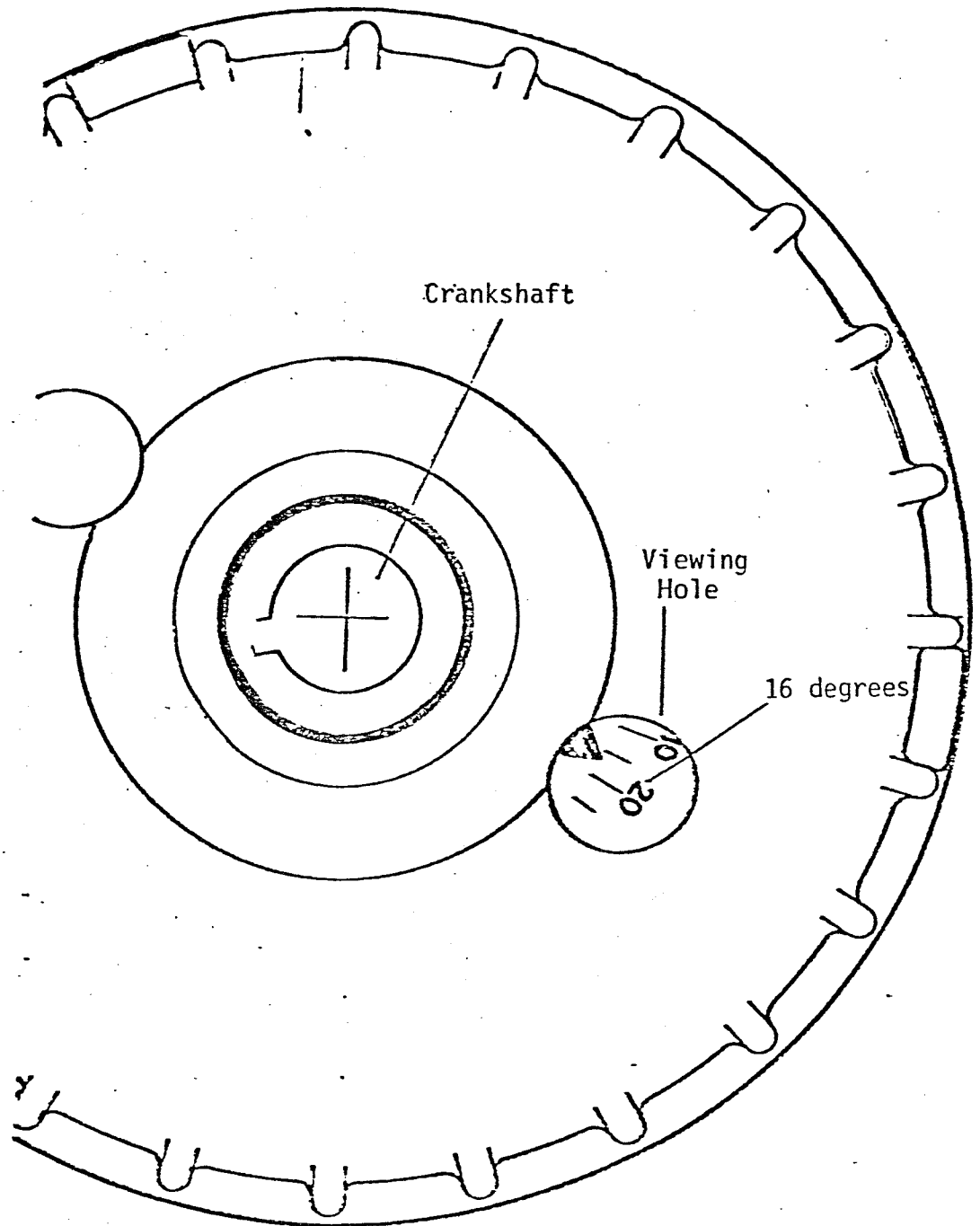
420 AE - Ignition advance shall be set at 16 degrees, or 1.73mm before top dead center (T.D.C.).

The drawing on page 3 shows the flywheel assembly for the 420 AE only. When the piston is at T.D.C. the desired spark advance will be shown on the ignition stator. In this case the drawing shows it is set at 16 degrees. This can be adjusted by loosening the three stator holding screws, moving the stator and re-tightening the screws.

420 AXC - Ignition advance shall be set at 16 degrees, or 1.73mm before T.D.C.

Ignition advance is set by lining up the long mark on the stator with the long mark on the rotor. These two marks must line up at 16 degrees before top dead center or when the piston is 1.73mm before top dead center.

10. After ten minutes riding time first gear clutch retaining nut should be torqued to 65 ft. lbs. This procedure should be followed each time this clutch hub has been removed.
11. On initial testing in San Diego we have found the slide cutaway to be too rich. A 2.5 or 3.0 has given a better result than the standard 2.0 cutaway. In addition the AXC needs to have a richer main jet of the 450 to 470 range. The standard main jet is a number 430.



SEM IGNITION 420 AE

8-078

SERVICE BULLETIN



ROUTE TO: Service Mgr. _____

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: AUGUST 27, 1980
RE: IGNITION BACKING PLATE- 420 AE AUTOMATIC 1981

There is a sharp bend in the wires coming from the ignition stator. To eliminate the risk of the wires being exposed at the bend, an increase in width and depth of the backing plate cutaway can be made.

After removing the ignition rotor and stator the backing plate can now be removed. The stator backing plate can be modified as shown in the following figure diagram. This can be easily done with a round file. When reassembling, re-torque the flywheel nut to no more than 50 ft., lbs.

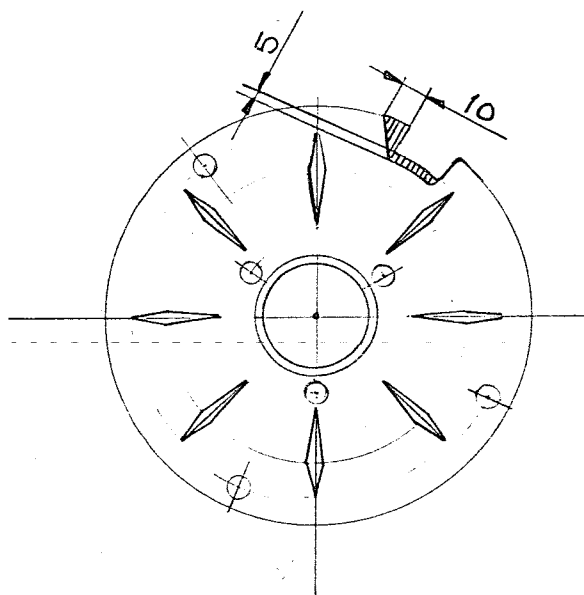
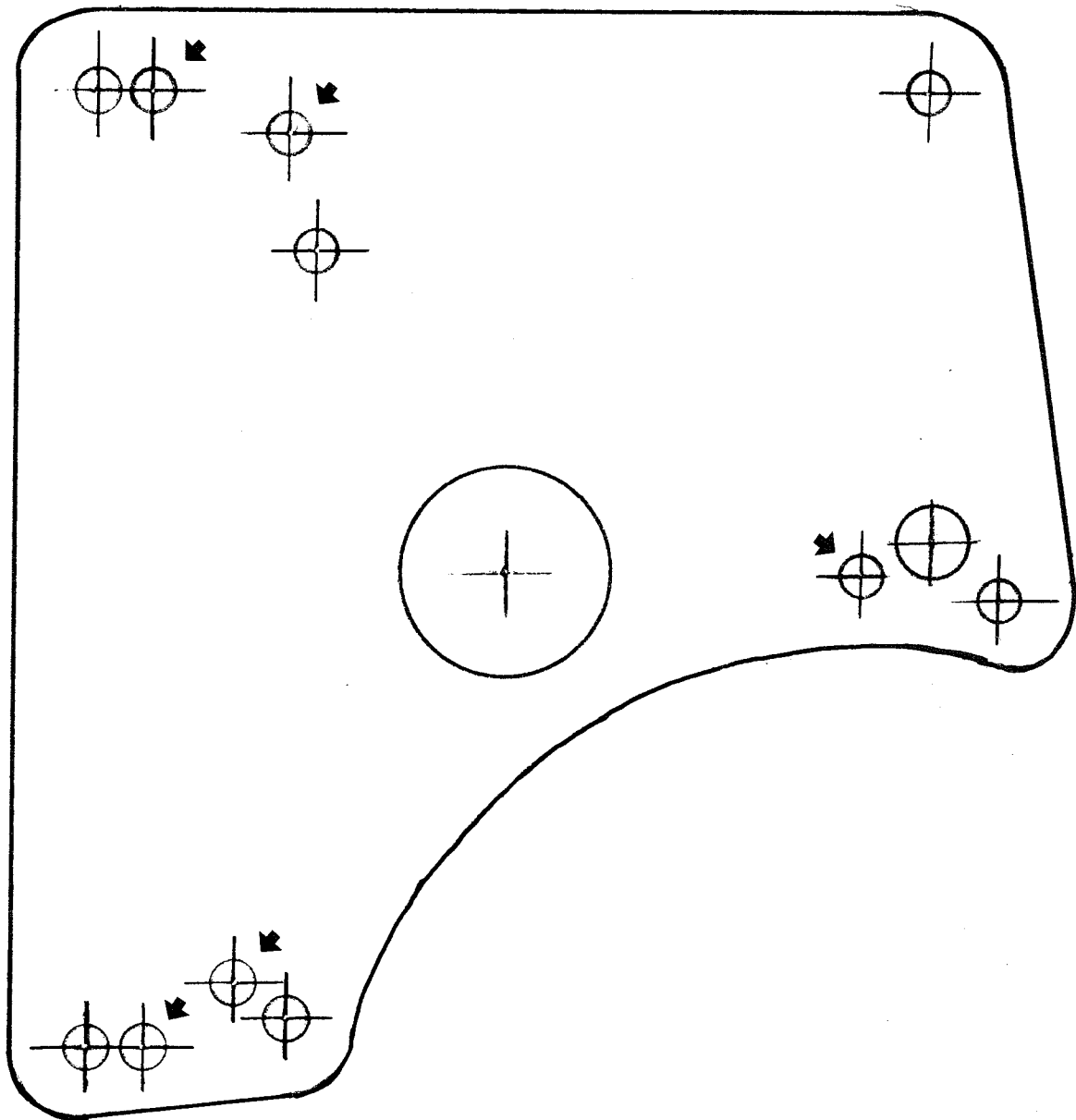


Fig. on right shows
ignition backing plate.
Modify as shown
(Measurements in mm.)

(Backing shown in half
scale)

8-079



➔ = NYTT HÅL , NEW HOLE , \varnothing 7 mm

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: DECEMBER 1, 1980
RE: SUPPLEMENT TO THE SET-UP CHECK LIST - 1981 430 & 250 CR, XC

1. Please pay attention to the front fender, parts box, fork springs and handle assembly.
2. Remove motorcycle from crate and put on suitable rest.
3. Remove air caps from front fork tubes.
4. Put 450 cc of 15 w fork oil in each leg. Install fork springs and carefully install fork caps.
5. Put the top triple clamp and handlebar assembly into place. Using blue loctite, install and tighten top stem retaining nut. Be sure the fork assembly moves freely from side to side. It may be necessary to adjust the bearing retainer nut to make sure the fork assembly moves freely. Tighten all pinch bolts in the triple clamp assembly.
6. Install aluminum spacer into the left lower fork leg. This spacer is about 55 mm in length and should fit flush with the outside of the left lower fork leg and extend about 7 mm to the inside of the leg. Evenly tighten the four nuts that locate the axle pinch cap.
7. Before placing the front wheel into position, check that the brake drum surface is free of any paint overspray. When that is done, place the wheel with the brake plate facing the left side between the fork legs. Install the axle from the right side. Install the brake stay arm but do not tighten. Install and tighten axle nut and evenly tighten the four nuts retaining the axle pinch cap in the right fork leg.
8. Tighten the brake stay arm.
9. Install front fender. Install fender bolts from top of lower triple clamp. The nuts must tighten from the bottom.
10. Install front brake cable guides. Two are supplied and are to be mounted on the left upper fork tube between the upper and lower triple clamp. Do not tighten cable guides at this time.
11. Install front number plate.

continued,

8-081



12. Position the cable guides with the openings in the number plate and tighten.
13. Install brake cable. **IMPORTANT . . .** secure the cable to the lower left fork leg just below the dust cover.
14. Install throttle cable, clutch cable and kill button.
15. Install footpegs.
16. Use blue loctite on the four bolts securing the rear fender to the seat base.
17. Loctite all shock bolts and tighten to 6 ft. lbs.
18. After the bike has been run for 10-15 minutes, tighten the flywheel nut with a torque wrench to 50 ft. lbs.

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: DECEMBER 1, 1980
RE: SUPPLEMENT TO SET-UP CHECKLIST - 1981 125 CR, 250 WR, 230 WR

1. Please pay attention to the fenders, parts box, fork springs and handlebar assembly.
2. Remove motorcycle from crate and place on a suitable rest.
3. WR - Install the headlight assembly onto the front fork assembly. Put the two wire cable guides on the upper left fork tube. One below and one above the rubber headlight bracket. Hook up the lights. The yellow wire splits and attaches in two places to the headlight bulb mounting piece. The green and yellow wire is the ground.
CR - Slide the two wire cable guides into place on the left fork tube.
4. WR - Remove air caps from front fork tubes. Put 250 cc of 20 w oil into each leg. Install fork springs and carefully install fork caps. The short spring goes to the top.
CR - Remove air caps from front fork tubes. Put 290 cc of 15 w fork oil into each leg. Install fork caps. The short spring fits on top of the long spring.
5. Put the top triple clamp and handlebar assembly into place. Using blue loctite, install and tighten top stem retaining nut. Be sure the fork assembly moves freely from side to side. It may be necessary to adjust the bearing retainer nut to make sure the fork assembly moves freely. Tighten all pinch bolts in the triple clamp assembly.
6. There is a aluminum spacer with a slot running its full length. This spacer is to be put into the left fork leg. Gently tap it into place with a plastic hammer.
7. Before placing the front wheel into position, check that the brake drum surface is free of any paint overspray. When that is done, place the front wheel with the brake plate facing the left side between the fork legs. On the CR, place the aluminum spacer provided in the parts box on the right side of the wheel. On the WR, a speedometer drive unit provided fits between the wheel and the right fork leg. Install the axle from the right side. Install but do not tighten at this time the brake stay arm. Thread on and tighten the axle nut. Tighten the axle pinch bolts in both fork legs.
8. WR - attach the wire speedo cable guide on the right side lower fork leg.

continued,

8-082

SERVICE BULLETIN



9. Securely tighten the brake stay arm.
10. Install front fender.
11. Install front number plate.
12. Install brake cable. IMPORTANT . . . secure the brake cable to the lower left fork leg just below the dust cover.
13. Install throttle cable, clutch cable and kill button.
14. Install footpegs.
15. Use blue loctite on the four bolts securing the rear fender to the seat base.
16. Loctite all shock bolts and tighten to 6 ft. lbs.
17. After running the bike for 10-15 minutes, tighten the flywheel nut with a torque wrench to 450 ft. lbs.

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS

ROUTE TO: Service Mgr. _____

FROM: SERVICE DEPARTMENT

General Mgr. _____

DATE: MARCH 30, 1981

RE: HARD STARTING 1981 - 430 XC, 430 WR, 420 AE

If a customer of one of these motorcycles - Husqvarna 430 XC, 430 WR, or 420 AE Enduro continue to have repeated hard starting especially when hot the following procedure needs to be done. Refer to service bulletin #8064 dated February 27, 1981 and follow the instructions for servicing the ignition system. If continued problems are experienced, the lower unit of the system will need to be replaced. Husqvarna will honor all warranties for replacement of these lower units until we deem the problem solved and have notified you of such. The normal warranty procedure is to be followed using the standard warranty form.

The ignition in question is the Swedish made S.E.M, external rotor CDI. All units being shipped at present from our parts department are improved and are easily identified as such. The improved units can be identified by the noticeable lack of plastic surrounding the coils of the stator. When installing the new ignition loctite all mounting screws and tighten the fly-wheel nut to no more than 50 ft. lbs.

.. **8-083**

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS

ROUTE TO: Service Mgr. _____

FROM: SERVICE DEPARTMENT

General Mgr. _____

DATE: MARCH 30, 1981

RE: EXCESSIVE OIL SPILLAGE FROM TRANSMISSION VENT HOSE - 430 CR, XC, WR

We have experienced excessive oil flowing from the vent hose on the 1981 430 CR, XC, WR engines. To remedy this it is necessary to install a breather hose with an inside diameter of approximately 9 mm. This hose should be pushed in as little as possible. Also, route the vent hose so that it doesn't flow oil onto the engine cases, but rather directly to the ground. The primary cover is in the process of being redesigned.

8084

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: SERVICE DEPARTMENT
DATE: MAY 1, 1981
RE: HEADLIGHT BULB FAILURES - 430 WR, 420 AE

There can be some problem with headlight failures on the 430 WR. We have determined that if the lighting system is properly wired and the stock bulb is used, the tolerance level of the voltage regulator can be too high.

The voltage regulator is set for a maximum voltage of 14.2 volts. There is a tolerance of $\pm .5$ volts. If the tolerance is on the high side the regulator may be allowing as much as 14.7 volts to the headlight. If your customer continues to have headlight failures we are suggesting that you obtain another regulator from our spare parts department. The voltage limiting may be slightly lower as not each voltage regulator is exactly the same.

The service department is currently working on obtaining voltage regulators with a lower voltage limit and will be put into production and spare parts as soon as possible.

When installing headlights on a 430 XC, use the voltage regulator shown from the 430 WR (parts book part number 1614-757-01). The voltage regulator sold through Husky Products is to be used on 6 volt systems only.

If your mechanics plan on making voltage checks it will be necessary to obtain a R.M.S. type voltage tester. Multitesters will not give accurate readings.

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
RE: LABOR REIMBURSEMENT FOR WATTANY WORK, EFFECTIVE MAY 15, 1981
DATE: MAY 15, 1981

FRAME:

Replace frame . . . . .	.\$ 70.00
Replace swing arm . . . . .	.\$ 8.75
Replace steering head bearings. . . . .	.\$ 17.50
Dissassemble front forks. . . . .	.\$ 8.75
Replace fork seals (add to disassemble front forks). . . . .	.\$ 4.37
Replace exhaust pipe. . . . .	.\$ 4.37
Replace handlebars. . . . .	.\$ 4.37
Replace shock attaching stud. . . . .	.\$ 8.75
Replace sealing ring on fork dampening rods (pair) (added to disassemble front forks). . . . .	.\$ 2.18
Replace lower fork leg (added to disassemble front forks) . . . . .	.\$ 2.18
Replace both lower legs (added to disassemble front forks) . . . . .	.\$ 4.37
Replace upper fork tube (added to disassemble front forks). . . . .	.\$ 2.18
Replace both upper fork tubes (added to disassemble front forks). . . . .	.\$ 4.37
Replace upper triple clamp. . . . .	.\$ 13.10
Replace lower triple clamp (not to be added to replace upper triple clamp) . . . . .	.\$ 13.10
Remove & Replace shock absorber (1) . . . . .	.\$ 2.18
Replace fuel petcock. . . . .	.\$ 2.18
Replace seat (crate damage only). . . . .	.\$ 2.18
Repair flat tire (crate damage only). . . . .	.\$ 8.75
Replace front brake shoes . . . . .	.\$ 2.18
Replace rear brake shoes. . . . .	.\$ 2.18
Replace front backing plate . . . . .	.\$ 4.37
Replace rear backing plate. . . . .	.\$ 4.37

ENGINE:

Engine removal and replacement. . . . .	.\$ 17.50
Split cases - includes removal and replacement of primary drive assembly, top end, ignition and drive sprocket and reassembly. . . . .	.\$ 43.75
Repairs to transmission (added to split cases). . . . .	.\$ 8.75
Remove and replace crankshaft (added to split cases). . . . .	.\$ 2.18
Replace crank seal drive side (added to R&R crankcases) . . . . .	.\$ 2.18
Rebuild crankshaft (added to split cases and R&R crankshaft . . . . .	.\$ 2.18
Replace main bearings (added to split cases). . . . .	.\$ 8.75
Replace (1) case half (added to split cases). . . . .	.\$ 17.50
Replace case halves (pr) (added to split cases) . . . . .	.\$ 35.00

8-085

SERVICE BULLETIN



ENGINE (AUTOMATIC TRANSMISSION WITH ENGINE IN FRAME):

Remove and replace primary cover	\$. 2.18
Install new primary cover (added to R&R primary cover)	\$. 8.75
Replace kick start/shaft (added to R&R primary cover).	\$. 4.37
Remove and repair first gear clutch assembly (added to R&R primary cover	\$. 4.37
Remove and repair first gear clutch drum (added to R&R primary cover)	\$. 4.37
Remove and repair transmission mainshaft assembly (added to R&R primary cover).	\$. 8.75
Remove and repair transmission output shaft assembly	\$. 8.75
Clean inside of transmission cases (includes removing trans from center cases and reassembling).	\$. 17.50

ENGINE IN FRAME:

R & R Cylinder.	\$. 13.10
Change piston	\$. 4.37
Hone Cylinder	\$. 4.37
Bore Cylinder	\$. 17.50
Clean Groove and install new piston ring.	\$. 4.37
R&R top ignition (lower unit)	\$. 13.10
R&R top ignition coil	\$. 4.37
Replace mag seal (added to R&R ignition).	\$. 2.18
Replace cylinder liner.	\$. 17.50
R&R primary cover	\$. 2.18
Install new primary cover (added to R&R primary cover).	\$. 8.75
Replace shift link (added to R&R primary cover)	\$. 2.18
Replace kickstart shaft (added to R&R primary cover).	\$. 4.37
Replace clutch plates (added to R&R primary cover).	\$. 8.75
Replace primary gasket (added to R&R primary cover)	\$. 2.18
Rebuild clutch basket assembly (added to R&R primary cover)	\$. 17.50

8-085

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS

ROUTE TO: SERVICE MGR. _____

FROM: HUSQVARNA SERVICE DEPARTMENT

RE: 1981 430 CR, XC, WR - PISTON TOUCHING HEAD

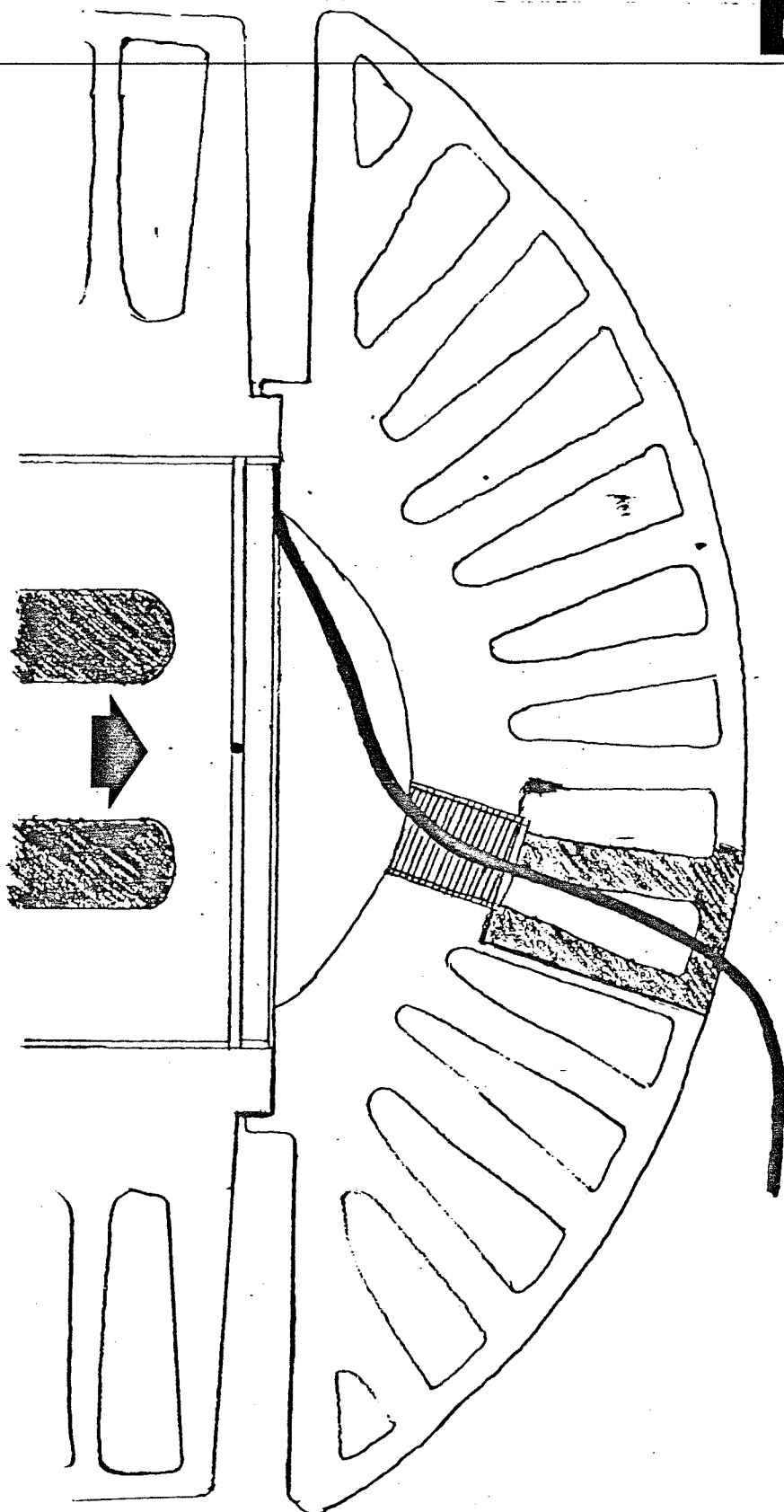
ENGINE NUMBERS UP TO 2086-847 ON THE CR'S AND 2087-805 ON XC'S AND WR'S

DATE: MAY 20, 1981

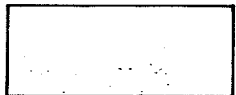
It is possible for 430 engines within the above listed engine numbers to have too small of a clearance between the cylinder head and piston at top dead center. If this is the case, the piston will show signs of touching the head possibly even causing the ring to stick in its groove.

Measure the amount of clearance by inserting some solder into the spark plug hole and bringing the piston to top dead center. (see drawing) If the measured clearance is less than 1.0 mm it will be necessary to have the head machined. Machine the cylinder head in a lathe, removing metal only at the point where the piston could contact the head. Remove enough metal so that a minimum of 1.0 mm is reached between the cylinder head and piston at top dead center.

8-087



LÖTENN, SOLDER



SERVICE BULLETIN



TO : ALL HUSQVARNA DEALERS
FROM : HUSQVARNA SERVICE DEPARTMENT
DATE : NOVEMBER 2, 1981
RE : SET-UP CHECK LIST SUPPLEMENT - ALL 1982 MODELS

=====

The following is to be used as a supplement to your set-up check list that is part of the warranty booklet.

1. Remove metal bands, lift box from wooden frame.
2. Note the following items and detach them from their bindings. Fork Springs, handlebar assembly, parts box, front fender (under rear fender).
3. Set motorcycle on a suitable stand.
4. Using a 37mm socket or wrench, remove the fork caps, do not use pliers. Install the following quantities of fork oil:

125 CR, XC - 450cc - 15w
250 CR, XC - 450cc - 15w
430 CR, XC - 450cc - 15w

250 WR - 430cc - 15w
430 WR - 430cc - 15w

Re-install fork caps.

5. Install handlebar assembly. Loctite stem retaining nut and tighten to 35 feet lbs. After tightening stem nut, check that the forks move freely from full lock to full lock. Tighten all pinch bolts.
6. Install front fender. These are four bolts (60 x 6mm), four steel washers (22x6mm), four rubber washers (22 x 6mm), two rubber spacers and four 6mm nylocs.

IMPORTANT: Install bolts from the topside. The nyloc nut will otherwise not clear the frame at full lock.

7. WR ONLY: Install three nylon cable guides provided. Two goes on the brake side leg for the brake cable and the other guide is positioned on the left fork leg as a guide for the speedo cable. Install speedometer into rubber bushings. Position and tighten the two 22 x 6 steel washer and 5mm locking

8-088



nuts. Install speedo cable and route through the nylon guide. Position the headlight assembly. Attach with the three rubber bands provided. These bands look like large "O" rings. Attach yellow lead to either the right or left prong. Position wire speedo guide and tighten down using 2 (22 x 6) bolts, 4 (14 x 6) washer and 2 (6mm) nylocs.

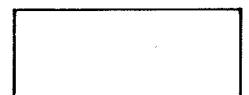
8. CR, XC ONLY: Install 2 nylon cable guides to left fork leg. Position front number plate with the cable ties provided. Snug cable ties.
9. Install steel spacer (55 x 20 x 15) in left fork leg. Spacer must protrude to the inside of leg 6mm. Tighten four pinch bolts to 6 ft. lbs.
10. Position front wheel and insert front axle from right side. (WR - attach speedo cable to speedo drive unit. Position speedo drive and foam washer into place before installing axle.)
11. Install front brake stay arm to fork leg. Tighten all nuts.
12. Attach axle nut to axle and snug lightly. Tighten all axle pinch bolts. Tighten axle nut for the final time. Attach stay arm to backing plate and tighten securely.
13. Position brake cable through the nylon cable guides and screw into stay arm upper bolt. Attach cable end to brake actuating arm. Install lever cover and attach to front break lever. Adjust correctly. Tighten cable locking nuts. Tape brake cable to lower leg. This will keep cable from bowing out or in.

Install clutch lever cover and attach and adjust clutch cable.

Install throttle cable. Ensure that cable has sufficient freeplay. Tighten all lock nuts.

Oil all cables. A light engine oil works very well.

14. Tape vent hose to cross-bar. Install kill button wire to switch.
15. Position lower shock mounts onto swingarm. Put special deflecting washer, 16 x 6mm washer and 10 x 6mm bolt into position. These bolts have a special red locking agent on them. Tighten to 6 ft. lbs.
16. Position footpegs and install bolts (55 x 8mm), return spring and nyloc 8mm nut. The 8mm nut has a wide shoulder. Tighten nut but make sure footpeg can still move freely.
17. Husqvarna suggests installation of a full flow fuel filter.
18. Loctite the following points:
 - Kickstart arm retaining allen screw.
 - Fender to seat mounting bolts.

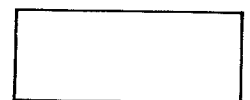




19. Check seal of air boot to air box and check seal of air filter to air box.
20. Install number plate covers supplied with bike.
21. Finally! Check one more time: All handlebar bolts, all axle nuts, tire pressure, throttle cable freeplay and all oil level.

ADDITIONAL NOTES:

1. Allow at least one full tank of gas before using motorcycle under racing conditions.
2. Do not allow the motorcycle to stand idling for any length of time specially when new. Oil is not circulating when idling and damage to the trans can result.
3. All oil, supplies and labor for the above be covered by the set-up charge to the customer.
4. Be sure customer receives his Owner's manual and tool kit.
5. Be positive that the warranty card is completed and sent to Husqvarna. Without this card, there will be no warranty coverage extended. Besides, when the warranty card is sent in, the customers receive at no charge a Racing Preparation Manual. Please make sure all writing is legible for this reason.



SERVICE BULLETIN



TO : ALL HUSQVARNA DEALERS

Route: SERVICE MGR. _____

FROM : HUSQVARNA SERVICE DEPARTMENT

DATE :

RE : PROCEDURE FOR FILING WARRANTY CLAIMS (SERVICE REPORT)

=====

Effective immediately the following changes are being made in the procedure for filing a warranty claim. They are:

1. Defective parts no longer needed for claims covered by the 30 day bare frame and engine warranty.
2. You are being asked to save all hard parts for 90 days from date of report for claims being covered by the 30 day warranty. Hard parts do not include gaskets, oil, supplies used. If these parts are requested, we will issue shipping credits. If these parts cannot be produced, there will be No Warranty.
3. Defective parts are still required for every claim that falls outside the warranty time period. If the parts are not sent in, the claim will be rejected. There will be no shipping credits issued for claims outside the warranty time period.
4. All claims must be submitted within 30 days from date of report. The date of report is the day that you fill out the work order authorizing the job to be done. Not having the parts on hand should not be a deterrent in sending in the claims. If you send in a claim more than thirty days after the date of report claiming that you could not get parts, the claim will be rejected.
5. Do not issue any warranty to your customers for claims that are not specifically covered. Unless Husqvarna has issued a service bulletin on a particular problem, it is at your own risk to warranty an item that is not covered by Husqvarna.
6. Claims will be rejected if the warranty card is not on file. It is in your best interest to see that your customer properly fills out the warranty card and sends it in. Explain to your customers that, NO CARD, NO WARRANTY!

8-089



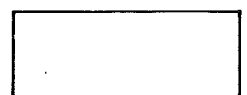
7. Keep the warranty form away from dirty parts. If sent together with parts, keep the warranty form separate and clean. A non-legible form will be rejected.

Making a claim for warranty - 30 day warranty

- A. Obtain a service report form. These forms are available upon request from the Parts Department.
- B. Fill in all portions of the white area. The blue area is for use by Husqvarna. Remember the date of report is the day you start the repair.
- C. Tag the old parts and hold them for 90 days.
- D. Remove the bottom orange copy. Send the top three copies to the Husqvarna Service Department in Columbus, Ohio or San Diego, California.
- E. Keep orange copies for your records.
- F. After processing of claims by our service department, you will receive a confirmation by our service department. The actual credit will be applied towards parts accounts.

Making a claim for warranty (Claims outside the 30 day time limit)

- A. Obtain a service report form.
- B. Fill in all portions of the white area. Blue areas are for Husqvarna use only. Date of report is the day you start the repair. Keep orange copy for your records.
- C. Send all hard parts with the service report form to the Husqvarna Service Department in Columbus, Ohio or San Diego, California.
- D. Do not warranty any items for your customer until you have heard from the Husqvarna Service Department unless you have been notified specifically in a service bulletin.
- E. You will be notified of the status of the claim shortly thereafter by the Husqvarna Service Department.



SERVICE BULLETIN



To: ALL HUSQVARNA DEALERS Route to: Service Mgr: _____
From: HUSQVARNA TECHNICAL SERVICES
Date: DECEMBER 4, 1981
Re: 1982 250/430 XC, CR, WR - ALL MOTORCYCLES WITH ENGINE NUMBER
UP TO 1339-MODIFICATION OF SHIFT LINK PIN (1611-685-01)

The factory has introduced an updated shift link pin. All motorcycles produced after engine number 1339 will have this updated pin installed. Husqvarna is supplying updated pins for you to install. If you have received any of the above 1982 models you will shortly receive enough pins to update these motorcycles. Husqvarna will also ship to you free of charge the new pins for any motorcycles you receive from us in the future that fall within the above engine number range. Any motorcycles received that have a later engine number have already been updated.

Please contact customers that have purchased one of these models from you so they can get their motorcycles updated.

Procedure for installing the new pin is as follows:

1. Remove primary cover. Shift lever and kickstart lever do not need to be removed to remove cover.
2. Remove clutch assembly to enable access to the shift link, pin and kicker.
3. Remove shift link pin. A small amount of heat may be required around the pin. A slide hammer with a hook attached works well in removing the pin.
4. Clean hole of all oil.
5. Apply a very small amount of stud and bearing mount to the new pin. Too much loctite can get on the shift link and cause the new pin to be worked out.
6. Install new pin.
7. Re-install clutch assembly.
8. Re-install primary cover.
9. Fill with oil.
10. Obtain service report form. Fill out and note what job was done. Remove bottom copy and send top three copies to Husqvarna. Your credit for labor will be applied from this form. A credit of \$17.50 will be given for each motorcycle.
11. Insert this bulletin in section 8 of your service manual.

8-090

SERVICE BULLETIN



To: ALL HUSQVARNA DEALERS

From: HUSQVARNA TECHNICAL SERVICES

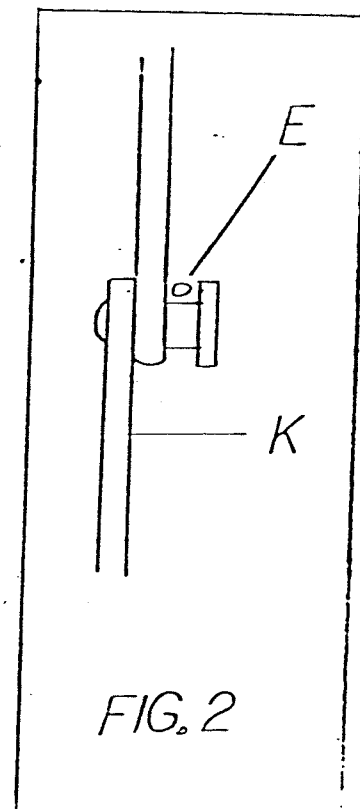
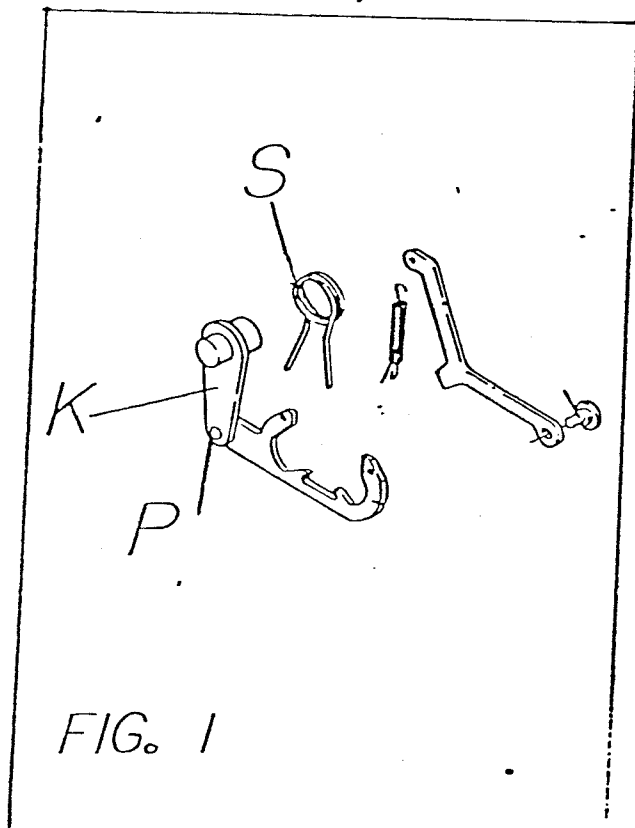
Route to: Service Mgr. _____

Date: DECEMBER 4, 1981

Re: SHIFT LEVER RETURN SPRING - ALL 1982 MODEL EXCEPT 125 CR, XC, WR

The possibility exists for the return spring (fig. 1, letter S) to work its way up the locating pin in the primary cover and become unhooked from the kicker (fig. 1 & 2, letter K). When this happens the shift lever will not change the gears correctly or return to its rest position. If you determine that this has happened, the following needs to be checked:

1. Lay motorcycle on right side or drain oil and leave motorcycle standing.
2. Remove primary cover, clutch assembly and kicker (fig. 1 & 2, letter K).
3. (Fig. 2, letter E) shows the correct position of the open arms of return spring (fig. 1, letter S) in its unsprung state. The open ends of this return spring should freely return into its groove (see fig. w, letter E). If the spring arms seem to not return to this position, then the spring will try to work its way out of (fig. 2, letter E) when the shifter is worked.
4. To repair, it may be a matter of simply turning the spring around and see how it fits or bend the open ends of the spring so the spring ends fit into (fig. 2, letter E) kicker.
5. Replace the kicker, clutch assembly, primary cover and re-fill with oil if necessary.



Insert this bulletin in section 8 of your service manual.

8-091

SERVICE BULLETIN



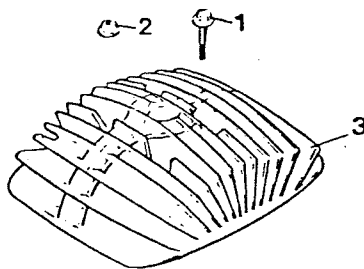
Route to: Service Mgr. _____

To: ALL HUSQVARNA DEALERS
From: HUSQVARNA TECHNICAL SERVICES
Date: DECEMBER 4, 1981

Re: 1982 250 CR, XC, WR - LEAKING AT CYLINDER HEAD TO CYLINDER SEAL.

It's been found that the above models can develop a leak at the cylinder head to cylinder seal. Not all bikes will do this. If this does occur, you will notice that there is an unusual amount of oil on top of the cylinder on the exhaust or intake side or both. Remember there will always be small amount of oil due to expansion of these parts as the engine heats up and cools down.

The reason this leaking can occur is the bolts, (fig. 1) in the drawing, will bottom out in the hole before they tighten on the head. To repair, remove cylinder head and cylinder. Lap the head to the cylinder and re-install using bolts that are approximately 2-3mm shorter.



Insert this bulletin in section 8 of your service manual.

8-092

SERVICE BULLETIN



ROUTE TO: SERVICE MGR. _____

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: MARCH 15, 1982
RE: FRONT FORK SEALS WORKING OUT OF FORK LEG
MODEL: 1982 - 125 CR, XC
250 CR, XC, WR
430 CR, XC, WR

We have experienced front fork seals working out of fork legs on a limited number of models. When this occurs the fork seal becomes cocked and may come completely out. The reason this occurs is as follows:

The area that the fork seals are pressed into is a machined surface. This surface has a minimum and a maximum tolerance. When this tolerance is at the maximum and the seal is at its minimum tolerance, the seal can work itself out. The factory has since changed the maximum tolerance of the fork leg.

Husqvarna is prepared to furnish you with fork seals that have a slightly larger outside diameter. This seal will replace the top seal only. Do not remove the bottom seal unless you've determined that it is worn out. If replacing the bottom seal, be sure and use the stock seal as a replacement. Be sure all oil and grease is removed from the machined inside surface.

To obtain seals, please contact the Husqvarna Service Department directly by phone or mail. You will be sent a pair of fork seals for each motorcycle with this problem at no charge. Be prepared to furnish the frame numbers.

The chances of this occurring is going to be very slight. We estimate the percentage of failure between 2 - 4%. Not all bikes are going to have this occur.

Please insert this bulletin in section 8 of your service manual.

8-093

SERVICE BULLETIN



ROUTE TO: SERVICE MGR. _____

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
RE: LABOR REIMBURSEMENT FOR WARRANTY WORK, EFFECTIVE APRIL 1, 1982
DATE: MARCH 30, 1982

FRAME:

Replace frame	\$73.00
Replace swing arm	\$ 9.12
Replace steering head bearings.	\$18.25
Disassemble front forks	\$ 9.12
Replace fork seals (add to disassemble front forks)	\$ 4.56
Replace exhaust pipe.	\$ 4.56
Replace handlebars.	\$ 4.56
Replace shock attaching stud.	\$ 9.12
Replace sealing ring on fork dampening rods (pair) (added to disassemble front forks).	\$ 2.28
Replace lower fork leg (added to disassemble front forks)	\$ 2.28
Replace both lower legs (added to disassemble front forks).	\$ 4.56
Replace upper fork tube (added to disassemble front forks).	\$ 2.28
Replace both upper fork tubes (added to disassemble front forks).	\$ 4.56
Replace upper triple clamp.	\$13.68
Replace lower triple clamp (not to be added to replace upper triple clamp).	\$13.68
Remove & Replace shock absorber (1)	\$ 2.28
Replace fuel petcock.	\$ 2.28
Replace seat (crate damage only).	\$ 2.28
Repair flat tire (crate damage only).	\$ 9.12
Replace front brake shoes	\$ 2.28
Replace rear brake shoes.	\$ 2.28
Replace front backing plate	\$ 4.56
Replace rear backing plate.	\$ 4.56

ENGINE:

Engine removal and replacement.	\$18.25
Split cases - includes removal and replacement of primary drive assembly, top end, ignition and drive sprocket and reassembly	\$54.75
Repairs to transmission (added to split cases).	\$ 9.12
Remove and replace crankshaft (added to split cases).	\$ 2.28
Replace crank seal drive side (added to R & R crankcases)	\$ 2.28
Rebuild crankshaft (added to split cases and R & R crankshaft).	\$13.68
Replace main bearings (added to split cases).	\$ 9.12
Replace (1) case half (added to split cases).	\$18.25
Replace case halves (pr) (added to split cases)	\$36.50

Please insert in section 8 of your service manual.
Disregard any previous labor schedules.

8-094

SERVICE BULLETIN



ENGINE (AUTOMATIC TRANSMISSION WITH ENGINE IN FRAME):

Remove and replace primary cover	\$ 2.28
Install new primary cover (added to R & R primary cover)	\$ 9.12
Replace kickstart shaft (added to R & R primary cover).	\$ 4.56
Remove and repair first gear clutch assembly (added to R & R primary cover)	\$ 4.56
Remove and repair first gear clutch drum (added to R & R primary cover)	\$ 4.56
Remove and repair transmission mainshaft assembly (added to R & R primary cover)	\$ 9.12
Remove and repair transmission output shaft assembly	\$ 9.12
Clean inside of transmission cases (includes removing trans from center cases and reassembly)	\$18.25

ENGINE IN FRAME:

R & R Cylinder	\$13.68
Change piston.	\$ 4.56
Hone Cylinder.	\$ 4.56
Bore Cylinder.	\$18.25
Clean Groove and install new piston ring	\$ 4.56
R & R ignition (lower unit).	\$13.68
R & R top ignition coil.	\$ 4.56
Replace mag seal (added to R & R ignition)	\$ 2.28
Replace cylinder liner	\$18.25
R & R primary cover.	\$ 2.28
Install new primary cover (added to R & R primary cover)	\$ 9.12
Replace shift link (added to R & R primary cover).	\$ 2.28
Replace kickstart shaft (added to R & R primary cover)	\$ 4.56
Replace clutch plates (added to R & R primary cover)	\$ 9.12
Replace primary gasket (added to R & R primary cover).	\$ 2.28
Rebuild clutch basket assembly (added to R & R primary cover).	\$18.25



ROUTE TO: Service Manager _____
General Manager _____

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: MARCH 15, 1982
RE: PERFORMANCE TUNING - 1982 125 CR, XC

TUNING THE 125 CR ENGINE 1982

Conditions: Use of stock cylinder 16 11 869-01, piston 16 11 200-01
and exhaust pipe 15 14 439-01.

HOW TO DO IT:

Exhaust port: Adjust the aluminum to the liner. Polish the aluminum.

Transfers: Make the four transfers with sharp 90° angled corners.
See figure 1.

NOTE! Do not change any angles in the liner. See
figure 2.

Remove material according to figure 3.

Boosters: No steps.

Intake ports: Remove big irregularities, this goes for the whole
cylinder.

Valve housing: Make sure that the reed valves close completely.

REMEMBER:

- Carburetor adjustments may be necessary
- The engine must not ping.
- To decarbonize the exhaust pipe regularly, be particularly careful at the weld between rear cone and last tube.

SERVICE BULLETIN



- REMEMBER:
- To round all liner edges with emery paper.
 - To adjust all passages between the liner and the aluminum.
 - Engine modifications void any right to warranty.
 - This bulletin is for informational purposes only.
 - You may wish to post this for viewing by your customers or insert into section 8 of your service manual.

8-095

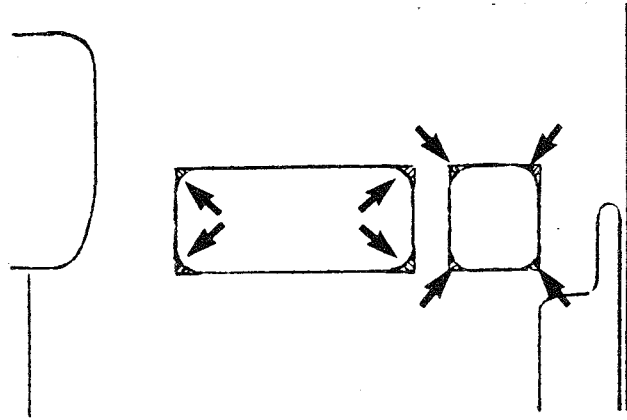


FIG 1

DO NOT CHANGE ANY ANGLES

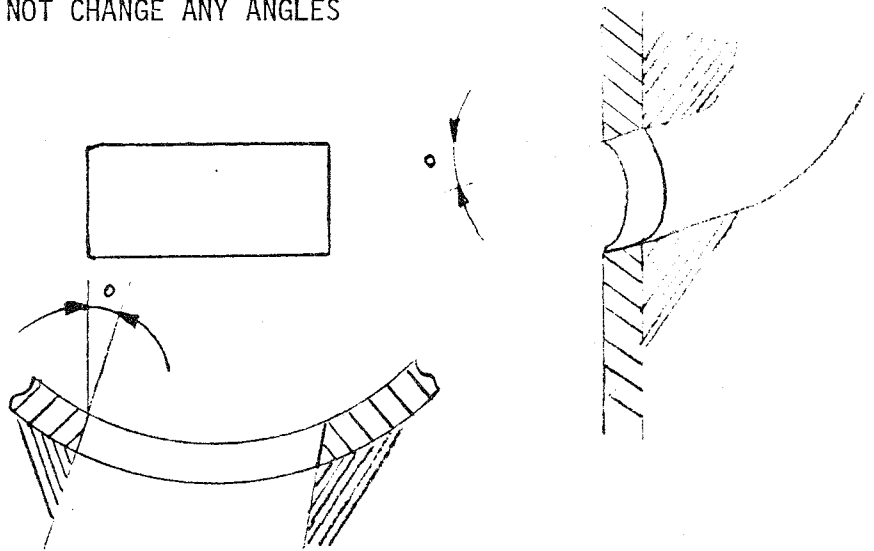


FIG 2

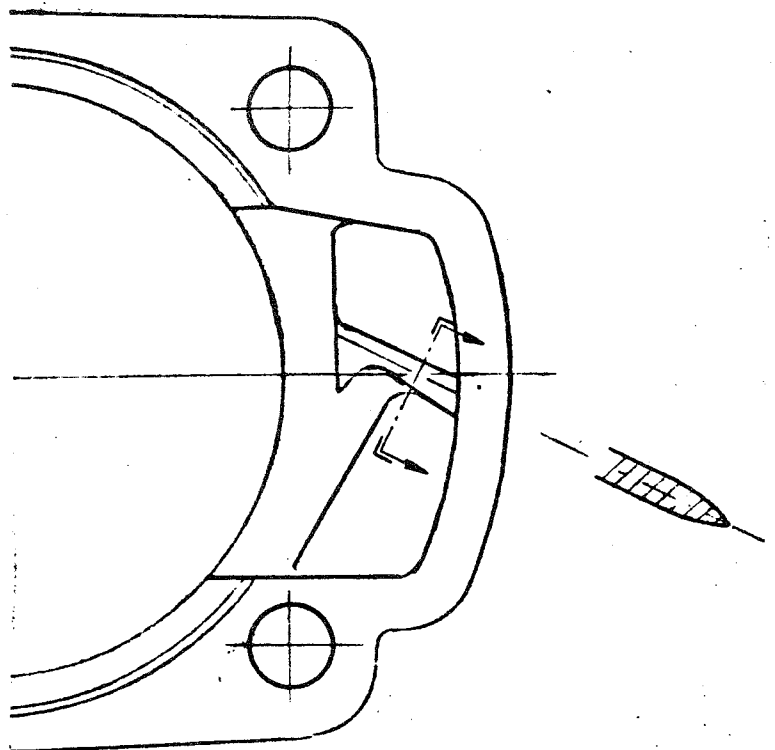
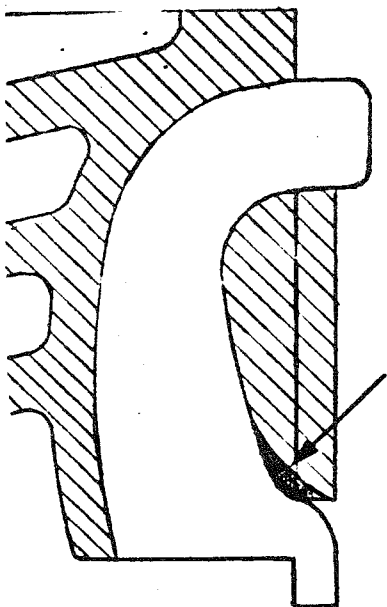


FIG 3

SERVICE BULLETIN



ROUTE TO: Service Manager _____
General Manager _____

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: MARCH 15, 1982
RE: PERFORMANCE TUNING - 1982 250 CR, WR, XC

TUNING THE 250 ENGINE 1982

Conditions: Use of stock cylinder 16 11 725, piston 16 11 376 and stock exhaust pipe

HOW TO DO IT:

Exhaust port: Adjust the aluminum to the liner. Polish the aluminum.

Transfers: Make the four transfers with sharp 90° angled corners. See figure 1.

NOTE! Do not change any angles in the liner. See figure 2.

Remove material according to figure 3.

Remove all big irregularities.

Piston: Raise the window according to figure 4.

Intake: Remove all big irregularities.

Valve housing: Make sure that the reed valves close completely.

Exhaust pipe: WR and XC bikes can try a CR pipe. This makes a slightly different powerband.

8-096



- REMEMBER:
- Carburetor adjustments may be necessary.
 - The engine must not ping.
 - To round all liner edges with emery paper after tooling.
 - To adjust all passages between liner and aluminum.
 - Engine modifications voids any right to warranty.
 - This bulletin is for informational purposes only.
 - You may wish to post this for viewing by your customers or insert in section 8 of your service manual.

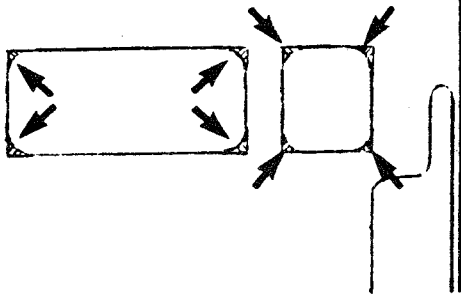


FIG 1

DO NOT CHANGE ANY ANGLES

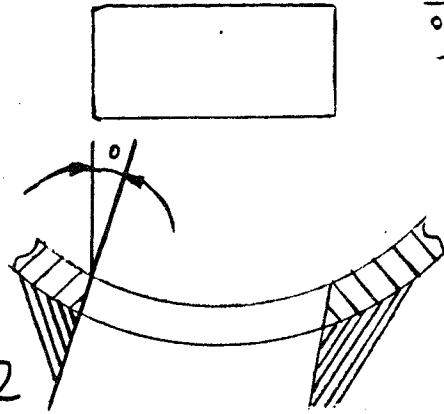


FIG 2

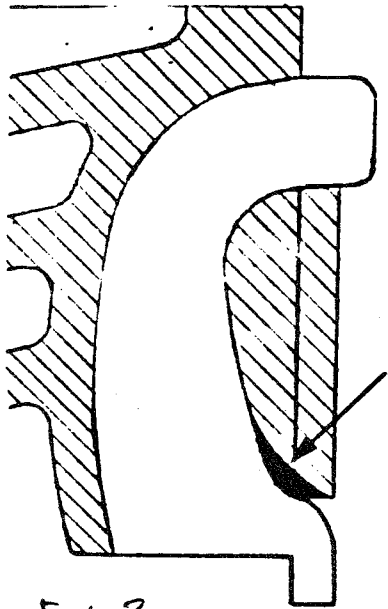
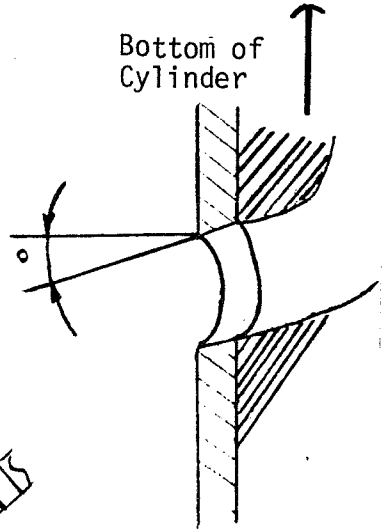
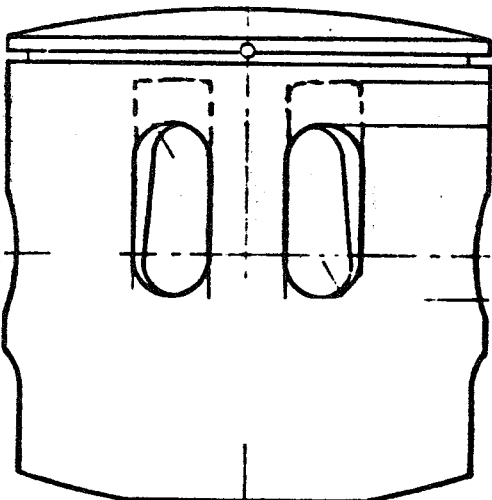
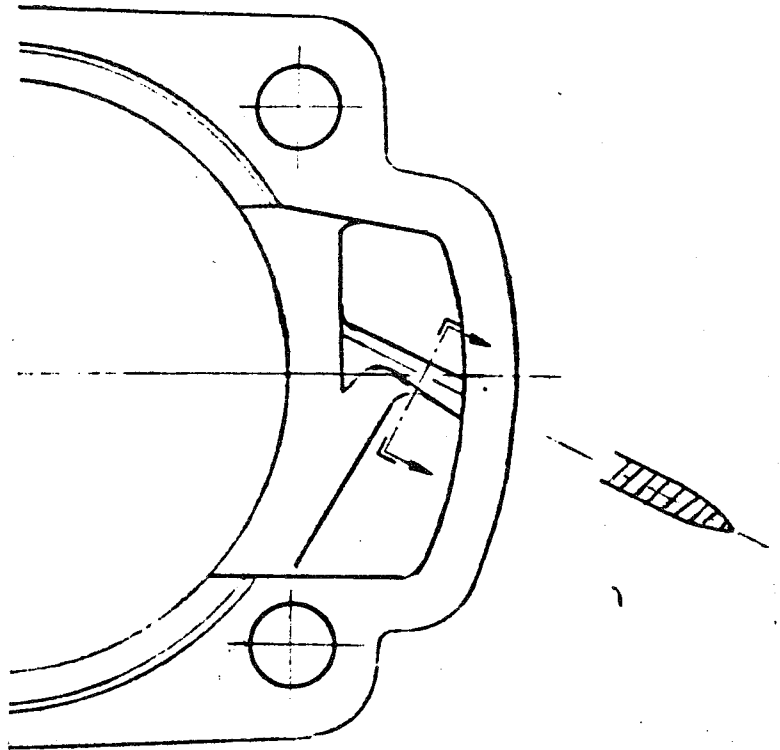


FIG 3



45

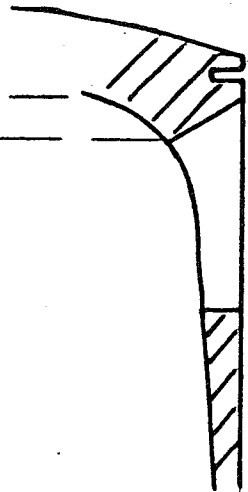


FIG 4



ROUTE TO: Service Manager _____

General Manager _____

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: MARCH 15, 1982
RE: PERFORMANCE TUNING - 1982 430 CR, WR, XC

TUNING THE 430 ENGINE 1982

Conditions: Use of stock cylinder 16 11 840-01, piston 16 11 781-01 and stock exhaust pipe.

HOW TO DO IT:

Exhaust port: See figure 1. Distance from exhaust port to top of cylinder should be 39,0mm on CR's. WR's should have 40,0mm (same as on 430, 1981 - some early 430 82's can have 40mm).

Transfers: Make the rear corners of the transfer ports in a 90° angle and sharp. See figure 2.

NOTE! Do not touch the front corners and do not change any angles in the liner.

Intake port: The upper part should be worked according to figure 3.

Piston: The two windows in the piston should be raised as shown in figure 4.

Valve housing: Install Mossbarger Reed assembly or modify stock unit as follows:

All big irregularities should be adjusted. The front part of the valve holders should be tapered. See figure 5., but not more than to the point where the reed valve has a safe contact surface. Mossbarger reed available from Husky Products.

SERVICE BULLETIN



Exhaust pipe: 430 WR's can benefit from lengthening the pipe 30mm according to figure 6. This gives a different power-band.

- REMEMBER:
- Carburetor adjustments may be necessary
 - To round all liner edges with emery paper after tooling.
 - To adjust all passages between liner and aluminum
 - Engine modifications voids any right to warranty
 - This bulletin is for informational purposes only
 - You may wish to post this for viewing by your customers or insert in Section 8 of your Service Manual.

8-097

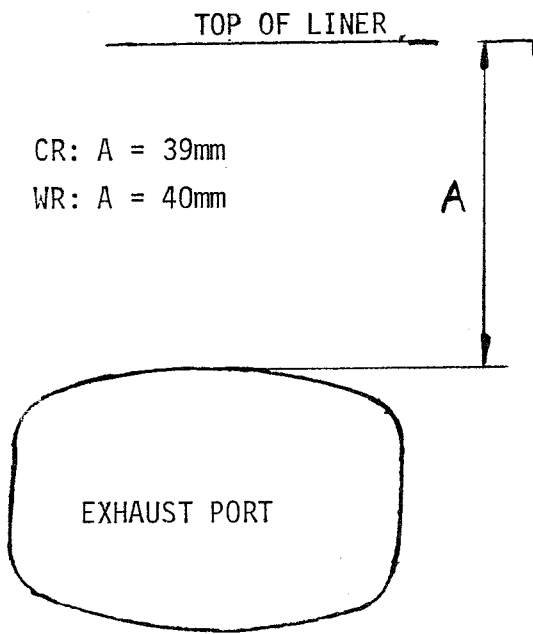


FIG 1

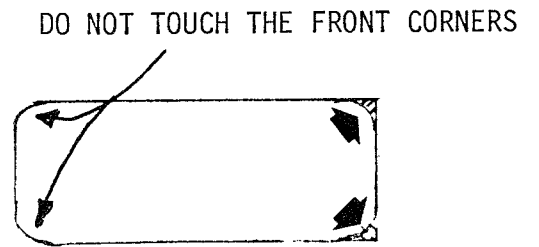


FIG 2

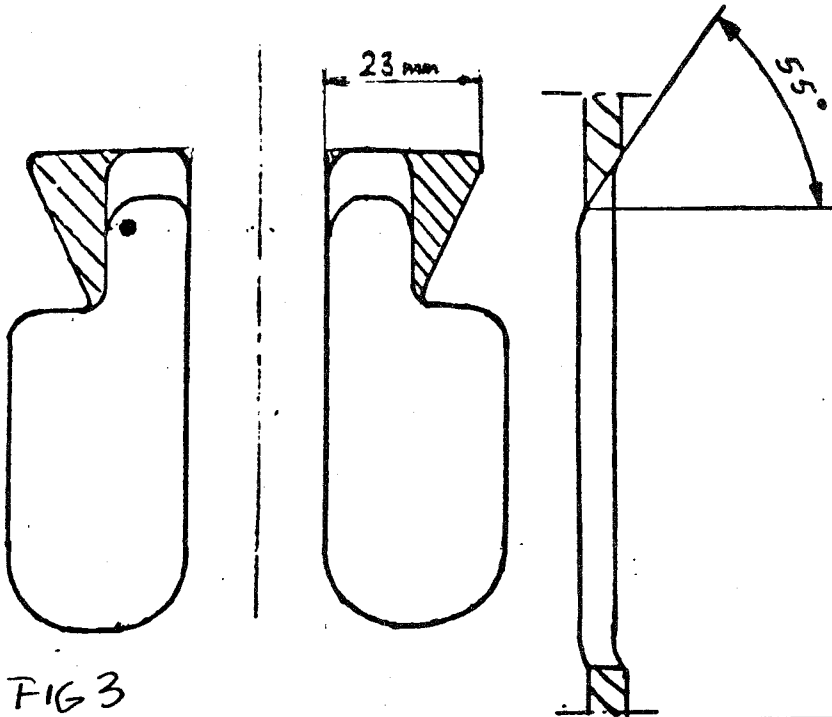


FIG 3

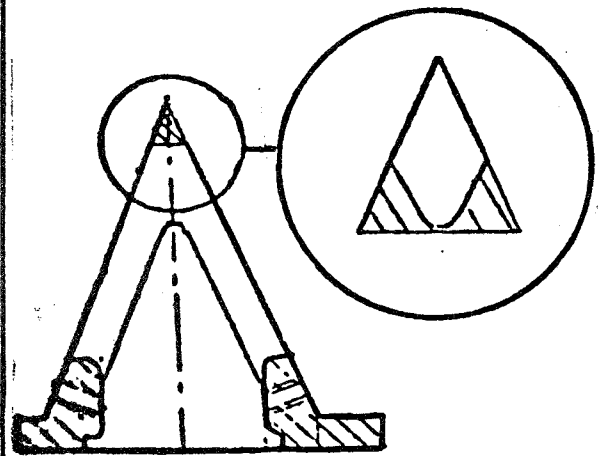


FIG 5

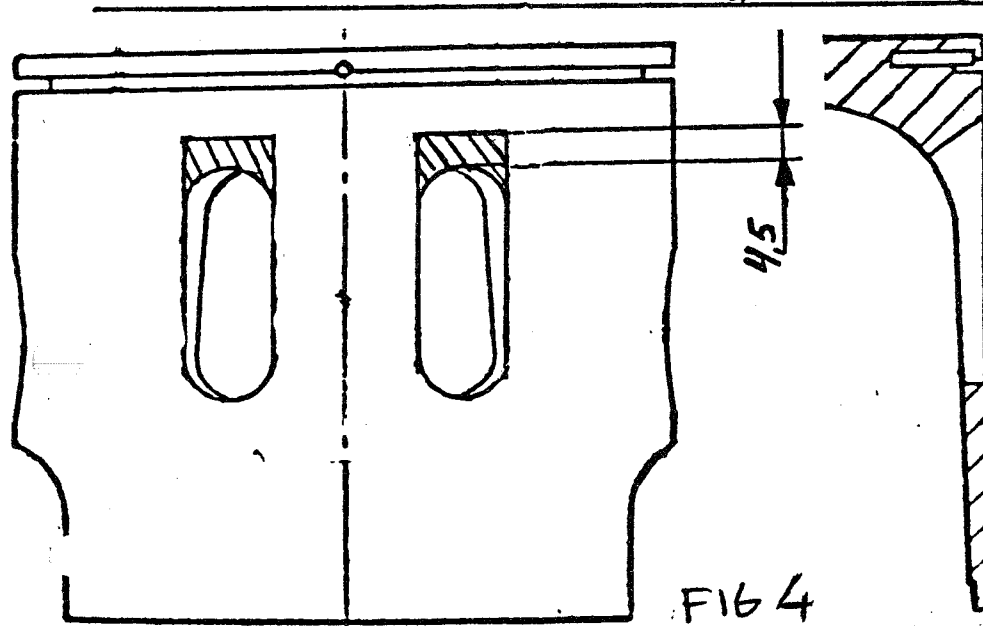


FIG 4

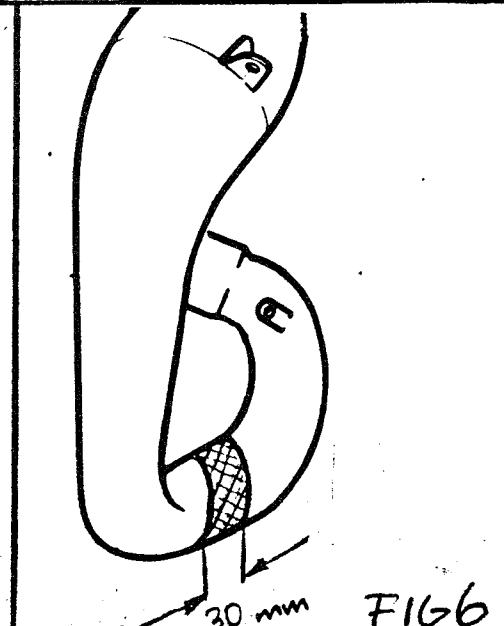


FIG 6

SERVICE BULLETIN



ROUTE TO: Service Manager _____

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: MARCH 15, 1982
RE: CARBURETOR SETTINGS - 1982 125 CR, XC

There may be some difficulty in getting the carburetor settings of your customers 125 CR, XC just right. The complaint may be that there is excessive four-stroking of the engine at small throttle openings. The stock settings are as follows for your reference:

STOCK-----
main jet - 470
needle jet - R-6
needle position - #4
slide - 2.5
air jet - 2.0
pilot jet - 45
needle - 6F16
air screw - 1.5 turns from bottom

If your customer experiences a jetting problem, we suggest the following:

1. Be sure that spark arrestor on XC is free from carbon build-up.
2. Check the tightness of intake manifold bolts.
3. Check ignition timing - XC - 17° - 1.52mm BTDC
- CR - 13° - .89mm BTDC
4. Use the following jetting recommendations as a guideline for jetting your customers machine. It should be quite close

CHANGE TO-----
main jet - 500
needle jet - R-6
needle position - #4

(Please turn to next page.)

8-098

SERVICE BULLETIN



slide - 2.5
air jet - 2.0
pilot jet - 45
needle - 6DH3
air screw - 1.5 turns from bottom.

You'll notice the major change being the needle and main jet.

Please insert this bulletin into section 8 of your service manual.

8-098

SERVICE BULLETIN



ROUTE TO: SERVICE MANAGER _____

SALES MANAGER _____

GENERAL MGR. _____

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
RE: HUSQVARNA WRITTEN WARRANTY POLICY
DATE: MAY 1, 1982

There has been a slight change to the 30 Day Bare Frame and Engine Warranty by the Husqvarna Motorcycle Co. This change centers around a more clear and explicit wording of the policy and the change from an Unlimited to a Limited Policy. This has been changed to provide your business with more protection.

Please have all personnel of your shop read one of the enclosed warranty booklets. This booklet explains to yourself and your customers what Husqvarna will and will not cover in the event of a claim for warranty. Remember, Husqvarna is not responsible for additional warranties you may imply while trying to sell a motorcycle to a new customer.

Watch for some new warranty posters in your mail. The law says you must make our warranty policy available for inspection by a prospective customer. Post these posters in a conspicuous place.

This policy goes into effect May 10, 1982. Discard any old warranty posters and warranty booklets. It is to your advantage to put this new policy into effect as soon as possible.

OTHER ITEMS TO REMEMBER:

1. Servicing mechanic must fill out our check list for customer and put his or her signature on it.
2. Selling a motorcycle unserviced or uncrated voids the warranty besides being in violation of your dealer agreement. Protect yourselves.
3. Warranty card not mailed in voids the warranty.
4. Additional information on warranty procedures can be had by referring to Service Bulletin #8-089. Additional copies are available from the service department.

PLEASE INSERT IN SECTION 8 OF YOUR SERVICE MANUAL

8-099



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
DATE: JUNE 2, 1982
RE: SET-UP CHECK LIST SUPPLEMENT - 1982 500 CR

The following is to be used as a supplement to your set-up check list that is included in the warranty booklet.

1. Remove metal bands, lift box from wooden frame.
2. Note the following items and detach them from their bindings. Fork springs, handlebar assembly, parts box, front fender (under rear fender).
3. Set motorcycle on a suitable stand.
4. Using a 37mm socket or wrench, remove the fork caps, do not use pliers. Install the following quantity of fork oil:

500 CR - 470cc - 10w

Install fork springs.

Re-install fork caps.

5. Install handlebar assembly. Loctite stem retaining nut and tighten to 35 feet lbs. After tightening stem nut, check that the forks move freely from full lock to full lock. Tighten all pinch bolts.
6. Install front fender. These are four bolts (60 x 6mm), four steel washers (22 x 6mm), four rubber washers (22 x 6mm), two rubber spacers and four 6mm nylocs.

IMPORTANT: Install bolts from the topside. The nyloc nut will otherwise not clear the frame at full lock.

7. Install 2 nylon cable guides to left fork leg. Position front number plate with the cable ties provided. Snug cable ties.
8. Install steel spacer (55 x 20 x 15) in left fork leg. Spacer must protrude to the inside of leg 6mm. Tighten four pinch bolts to 6 foot lbs.
9. Position front wheel and insert front axle from throttle or right side.



10. Install front brake stay arm to fork leg. Tighten all nuts.
11. Attach axle nut to axle and snug lightly. Tighten all axle pinch bolts to 7 foot lbs. Tighten axle nut for the final time. Attach stay arm to backing plate and tighten securely.
12. Position brake cable through the nylon cable guides and screw into stay arm upper bolt. Attach cable end to brake actuating arm. Install lever cover and attach to front brake lever. Adjust correctly. Tighten cable locking nuts. Tape brake cable to lower leg. This will keep cable from bowing out or in.

Install clutch lever cover and attach and adjust clutch cable.

Install throttle cable. This requires removing the knurled aluminum sleeve, inserting the cable and reinstalling the knurled sleeve. Tighten lightly with pliers. It is not necessary to disassemble throttle to install cable. Insure that cable has sufficient free-play. Tighten all lock nuts.

Oil all cables. A light engine oil works very well.

13. Tape vent hose to cross-bar. Install kill button wire to switch.
14. Position lower shock mounts onto swingarm. Put special deflecting washer, 16 x 6mm washer and 10 x 6mm bolt into position. These bolts have a special red locking agent on them. Tighten to 7 foot lbs.
15. Position footpegs and install bolts (55 x 8mm), return spring and nyloc 8mm nut. The 8mm nut has a wide shoulder. Tighten nut but make sure footpeg can still move freely.
16. Check ignition timing. 18° or 2.80mm btdc.
17. Husqvarna suggests installation of a full flow fuel filter.
18. Loctite the following points:
 - Kickstart arm retaining allen screw.
 - Fender to seat mounting bolts.
 - Silencer end cap screws.
19. Check alignment of brake pedal stop bolt. It may be necessary to bend its mount slightly so the bolt lines up with the swing arm bolt.



20. Trim right number plate at the point where it may contact the seat.
21. Check routing of spark plug lead. It must not touch pipe.
22. Check oil level.
23. Check seal of air boot to air box and check seal of air filter to air box.
24. Install number plate covers supplied with bike.
25. Finally! Check one more time: All handlebar bolts, all axle nuts, tire pressure, throttle cable freeplay and all oil level.

ADDITIONAL NOTES:

1. Allow at least one full tank of gas before using motorcycle under racing conditions.
2. Do not allow the motorcycle to stand idling for any length of time especially when new. Oil is not circulating when idling and damage to the transmission may result.
3. All oil, supplies and labor for the above be covered by the set-up charge to the customer.
4. Be sure customer receives his Owner's manual and tool kit.
5. Be positive that the warranty card is completed and sent to Husqvarna. Without this card, there will be no warranty coverage extended. Besides, when the warranty card is sent in, the customers receive at no charge a Racing Preparation Manual. Please make sure all writing is legible for this reason.

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA TECHNICAL SERVICE DEPARTMENT
DATE: OCTOBER 11, 1982
RE: SET-UP CHECK LIST SUPPLEMENT - ALL 1983 MODELS

The following is to be used as a supplement to your set-up check list that is part of the warranty booklet.

1. Remove metal bands, lift cardboard box from wooden frame of crate. Remove sides of wooden frame.
2. Note the following items and detach them from their bindings. Fork springs, handlebar assembly, parts box, front fender (under rear fender).
3. Set motorcycle on a suitable stand.
4. Using a 37mm socket or wrench, remove the fork caps, do not use pliers. Install the following quantities of fork oil and springs:

125 CR, XC - 500cc - 10w
250 CR, XC - 500cc - 10w
500 CR, XC - 500cc - 10w

250 WR - 430cc - 10w
430 WR - 430cc - 10w

Re-install fork caps, do not over torque.

5. Install handlebar assembly. Loctite stem retaining nut and tighten to 35 foot lbs. After tightening stem nut, check that the forks move freely from full lock to full lock. Tighten all pinch bolts.
6. Install front fender. There are four bolts (6 x 60mm), four steel washers (6 x 22mm), four rubber washers (6 x 22mm), two rubber spacers and four 6mm nyloc nuts.

IMPORTANT: Install bolts from the topside. The nyloc nut will otherwise not clear the frame at full lock.

7. WR ONLY: Install three nylon cable guides provided. Two go on the brake and the other guide is positioned on the right fork leg as a guide for the speedo cable. Install speedometer into rubber bushings. Position and tighten the two 6 x 22mm steel washers and 5mm locking nuts. Install speedo cable and route through the nylon guide. Position the headlight assembly. Attach with the three rubber bands provided.

8-101



These bands look like large "O" rings. Attach yellow wire lead to either the right or left prong of the headlight receptacle. Position wire speedo guide on right fork slider and tighten down using two (6 x 22mm) bolts, four (6 x 14mm) washers, and two (6mm) nyloc nuts.

8. CR, XC ONLY: Install two nylon cable guides on left fork leg between triple clamp and triple crown. Position front number plate with the cable ties provided. Snug cable ties.
9. Install steel spacer (15 x 20 x 55mm) in left fork leg. Spacer must protrude to the inside of leg 6mm. Tighten four pinch bolts to 6 ft. lbs.
10. Position front wheel and insert front axle from right side. (WR - attach speedo cable to speedo drive unit. Position speedo drive and foam washer into place before installing axle.)
11. Install front brake stay arm to fork leg. Attach stay arm to backing plate and tighten stay arm bolts securely. Attach axle nut to axle and snug lightly. Tighten all axle pinch bolts. Tighten axle nut for the final time.
12. Position brake cable through the nylon cable guides and screw into stay arm upper attachment bolt. Attach cable end to brake actuating arm. Install brake lever cover and install brake cable in brake lever assembly. Adjust cable free play correctly. Tighten brake adjuster jam nuts on the cable. Tape brake cable to lower leg, this will keep cable from bowing in or out.
13. Install clutch lever cover on clutch cable then attach the cable to the lever assembly. Adjust clutch cable free play.

NOTE: Be sure that clutch cable is routed behind cable deflector portion of the front number plate.
14. Install throttle cable ensure that cable has sufficient free play. Tighten all lock nuts. Oil all cables. A light engine oil works very well.
15. Tape gas cap vent hose to cross bar. Install kill button wire to switch.
16. Remove shock mounting bolt from bottom shock eyes and lightly grease. Place lightly greased "O" rings on each side of the heim joint in lower shock eye. Position lower shock eyes adjacent to the swing arm and insert shock mounting bolt through shock eye. Put spacer on bolt between shock eye and swing arm, be sure that large diameter of spacer is against swing arm. Insert bolt into swing arm and install 10mm nut on bolt. Torque nut to 25 ft. lbs.



Page 3 continued

17. Position footpegs and install bolts (8 x 55mm), return spring and (8mm) nyloc nuts. The 8mm nut has a wide shoulder. Tighten nut but make sure footpeg can still move freely.
18. Husqvarna suggests installation of a full flow fuel filter.
19. Loctite the following bolts and hardware:
 - Kickstart arm retaining allen screw.
 - Fender to seat mounting bolts.
 - Silencer end cap screws.
 - Chain rubbing pad screws.
 - Top shock mounting bolts.
20. Check seal of air boot to air box and check seal of air filter to air boot.

NOTE: Air boot is designed to be removed from air box to facilitate cleaning.
21. Check seal of rubber grommet where ignition wires enter the magneto cover. It may be necessary to re-position and seal if not properly in its place.
22. Install number plate covers supplied with bike.
23. Finally! Check one more time: All handlebar bolts, all axle nuts, tire pressure, throttle cable freeplay, brake adjustments and all oil levels.

ADDITIONAL NOTES

- AA. Change the routing of the spark plug lead so that there is no possible contact between the spark plug lead and the exhaust pipe at any time.
- A. Allow at least one full tank of gas before using motorcycle under racing conditions.
- B. Do not allow the motorcycle to stand idling for any length of time particularly when new. The gearbox oil is not circulating when idling and damage to the transmission can result.
- C. All oil, supplies and labor for the above operations to be covered by the set up charge to the customer.
- D. Be sure customer receives his owners manual and tool kit.
- E. Be positive that the warranty card is completed and sent to Husqvarna. Without this card, there will be no warranty coverage extended. Besides, upon the receipt of the warranty card by Husqvarna the customer receives at no charge a racing preparation manual. Write legibly for this reason.

PLEASE INSERT INTO SECTION 8 OF SERVICE MANUAL

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SERVICE BULLETIN



ROUTE TO: SERVICE MGR _____

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA TECHNICAL SERVICE DEPARTMENT
DATE: OCTOBER 11, 1982
RE: CLUTCH BASKET CRACKING - ALL MODELS 1982-83

After replacing a cracked clutch basket the following needs to be checked:

1. An excessively worn center hub will shorten the life of clutch baskets. The wear occurs at the splines and cause a wobble in the hub instead of a nice tight fit. This is the most likely cause of repeated clutch basket failure. The cure is to replace the center hub when play becomes excessive.
2. Check for excessive in and out movement in the center hub. There should not be more than .5mm of movement. A washer the correct thickness can be easily put under the circlip.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL.
SERVICE MANUAL PART NUMBER 1017-131-26

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SERVICE BULLETIN



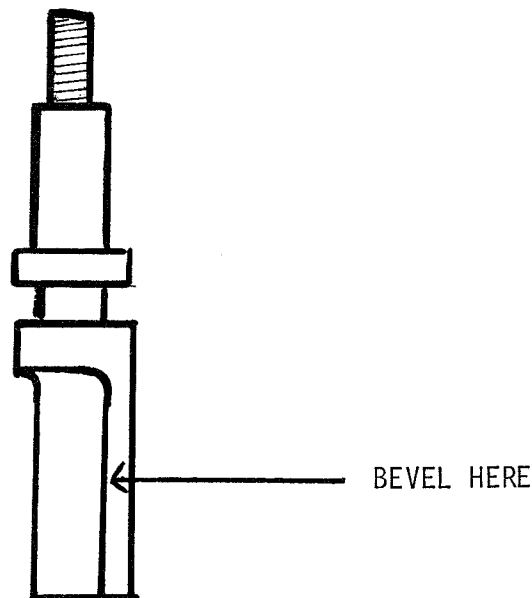
ROUTE TO: SERVICE MGR. _____

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: OCTOBER 11, 1982
RE: NOISE IN CLUTCH RELEASE MECHANISM - ALL 1983 MODELS

In the event that a "click" is heard from the engine area when the clutch lever is pulled in, the following needs to be done.

1. Unhook the clutch cable from the lever that sits atop the engine cases.
2. Remove the set screw that locates the pictured (fig. A) clutch release shaft and the shaft itself. A prying instrument will probably be needed.
3. Increase the radius slightly at the edge indicated by an arrow. This may be done with emery paper and remember only a little increase in the radius is enough.
4. Clean thoroughly and replace. Install set screw and cable. Clicking noise should now be gone.

FIGURE A



PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL
SERVICE MANUAL PART NUMBER 1017-131-26

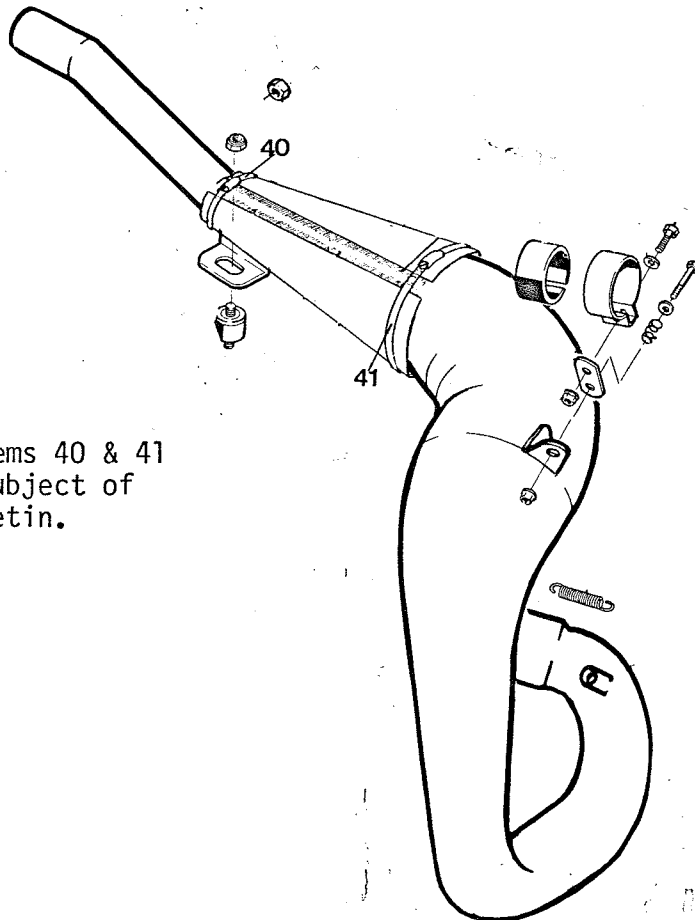
8-103

SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: DECEMBER 20, 1982
RE: EXHAUST PIPE DOUBLE WALL CLAMPS ON 1983 MODEL
CR & XC MODELS

It is possible that the clamps that hold the doubled walls on the exhaust pipes of the 1983 models that are equipped with this feature, have been installed with the tightening screws on the top of the exhaust pipe. We have found that the clamps should be installed with the tightening screws at the bottom of the exhaust pipe to avoid damaging the gas tank. Please be sure that the clamps are correctly installed during the initial set up of the motorcycle prior to delivery of the motorcycle to the customer.



NOTE: Items 40 & 41
are the subject of
this bulletin.

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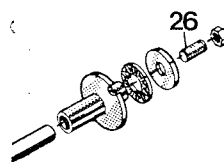
SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: DECEMBER 20, 1982
RE: CLUTCH THROW OUT ADJUSTER LOCK NUT (ALL 1983 MODELS)

It has come to our attention that the lock nut on the clutch throw out adjuster screw (part number 72 85 370-00) must be checked to be sure that it is loctited and tightened to 6 ft. lbs. of torque. This lock nut should be checked during the initial set up of the motorcycle prior to delivery to the customer. Please be sure that the clutch throw out is correctly set. Correct setting should be approximately 8 to 10mm free play at end of clutch throw out lever on top of the crankcases.

NOTE: Item 26 is the subject of this bulletin.



SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: JANUARY 4, 1983
RE: ADDITIONAL AIR BOX TO FRAME CLAMP - 1983 MODELS

We have found that an additional rubber fender mount should be mounted from the frame to the lower side of the air box on the 1983 model motorcycles. The initial shipments to the United States do not have this third mounting point on the air box. The clamp is part number 15 18 139-01. This clamp should be mounted on the exhaust pipe side of the air box approximately 6 (six) inches below the open ended transverse tube.

Parts required to complete this modification are as follows:

<u>QUANTITY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1	15 13 709-01	6 x 22 washer
1	15 18 121-01	6 x 22 rubber washer
1	72 52 372-51	Bolt
1	73 22 116-01	6mm nut
1	73 41 153-01	Washer
1	15 18 139-01	Clamp

Installation of this third mounting point will stabilize the air box mounting.

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SERVICE BULLETIN



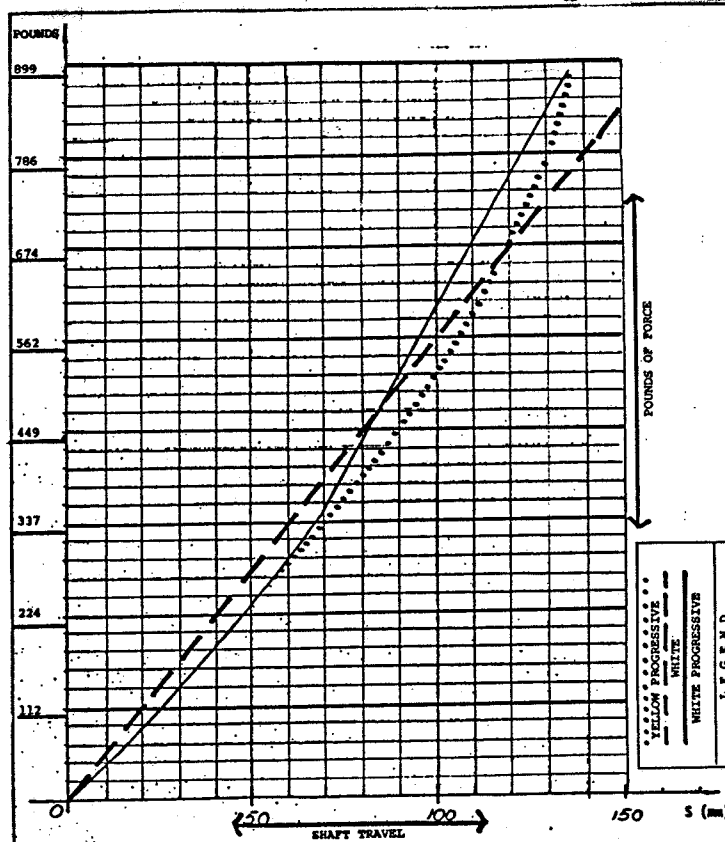
TO: ALL HUSQVARNA DEALERS ROUTE TO: SERVICE MGR. _____
 FROM: HUSQVARNA TECHNICAL SERVICES
 DATE: MARCH 15, 1983
 RE: REAR SPRING RATES - 1983 MODELS

Pictured below is a spring rate chart for your information and use. It describes the rates of the three springs available for all 1983 Husqvarna motorcycles equipped with ITC.

The graph is used to compare the different rates at various positions of the shock shaft. With this graph you may best determine what spring rate your customer should use.

White springs with a straight rate were fitted to the early production runs. Later shipments have motorcycles that are equipped with a white progressive spring. The yellow progressive spring is available through spare parts.

- White progressive - Part #15 11 117-01
- White straight wound - Part #15 11 054-03
- Yellow progressive - Part #180-38



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SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS ROUTE TO: SERVICE MANAGER _____
FROM: HUSQVARNA TECHNICAL SERVICE
DATE: MARCH 15, 1983
RE: CORRECT METHOD OF SETTING SPRING PRE-LOAD FOR 1983 ITC SHOCKS

Husqvarna has determined correct pre-load measurements that can be applied to all 1983 models regardless of riders weight. The following measurements are arrived at by measuring the amount the rear end settles when the rider is seated. Compare this measurement against the measurement when the motorcycle is fully returned. This is settling height. The best place to measure this is at the rear axle and the bolt for the seat. Adjust the spring pre-load circlips to obtain correct height.

Various springs are being fitted in production so please check which ones you have.

- CR, XC - 115mm with white progressive spring or yellow progressive Husky Products spring.
 110mm with white straight wound spring.
- WR - 105mm with white progressive or yellow progressive Husky Products spring.
 100mm with white straight wound spring.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL

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SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS ROUTE TO: SERVICE MANAGER _____
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: MARCH 15, 1983
RE: TUNING INSTRUCTIONS - 125 CR, XC 1983

CONDITIONS: Begin with cylinder, piston and exhaust pipe in a stock and unmodified condition.

ADDITIONAL PIECES NEEDED: Tube for 250 Manifold - 16 10 911-01
Flange for 125 Manifold - 16 11 510-01
Tabs for spring - 12 10 511-01
(2 tabs needed)

PROCEDURE:

Transfer ports - Make the four transfers with 90° angled corners (fig. 1). The best way to do this is to remove the liner from cylinder, hand file the corners, refit to cylinder and rebore. Do not forget to adjust the aluminum to the new shape of the ports. Don't change the angles in the liner (fig. 2). Remove material according to figure 3.

Exhaust port - Adjust the aluminum to the liner.

Boost ports - No modifications.

Intake ports - Remove big irregularities.

Reed valves - Make sure reed valves close completely.

Exhaust manifold - Remove stock exhaust manifold. Cut tube for 250 manifold (16 10 911-01) to 20mm in length. Weld the shortened tube to flange for 125 manifold (16 11 510-01). Weld in 2 tabs for spring to manifold (12 10 511-01). The stock 125 exhaust pipe will now fit into this new manifold.

Exhaust pipe - Lengthening the exhaust pipe by 20mm at its widest point will increase the torque slightly.

IMPORTANT - This bulletin is for informational purposes only.

- Engine modifications void any right to warranty.
- Round all liner edges with emery paper after tooling.
- Carburetor adjustments may be necessary. Start with a 500 main jet.

(over)

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Fig. 1

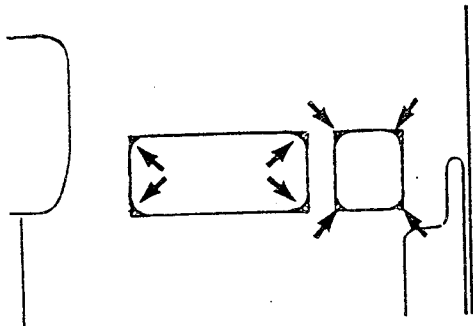


Fig. 2

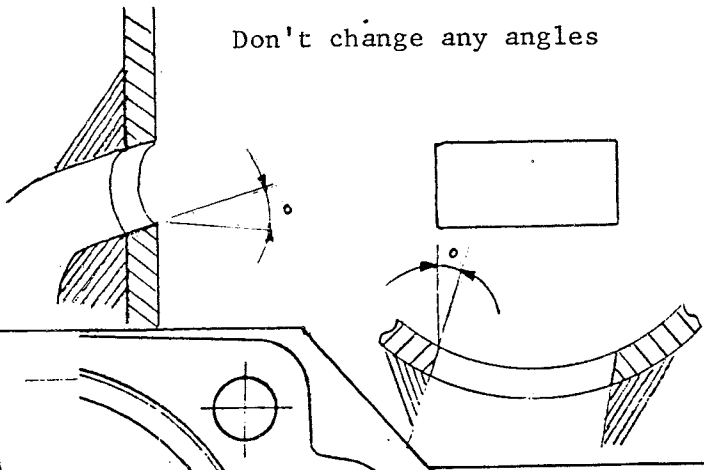


Fig. 3

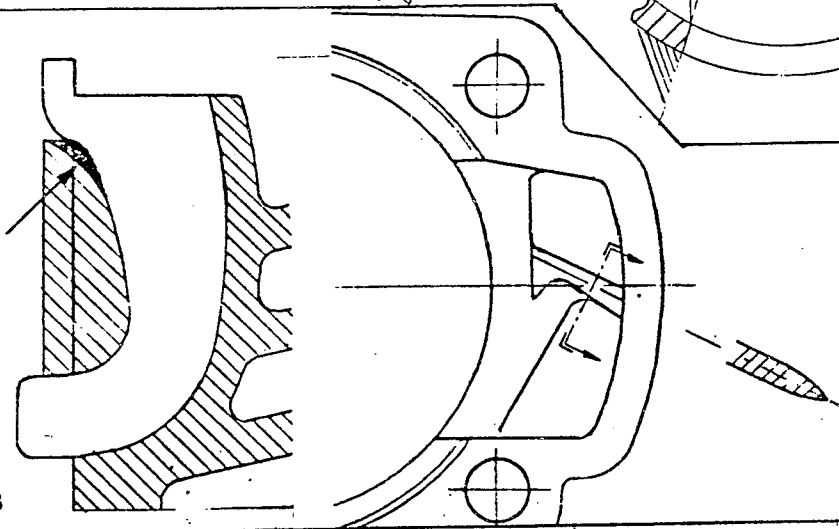
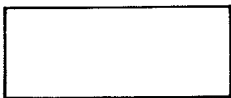
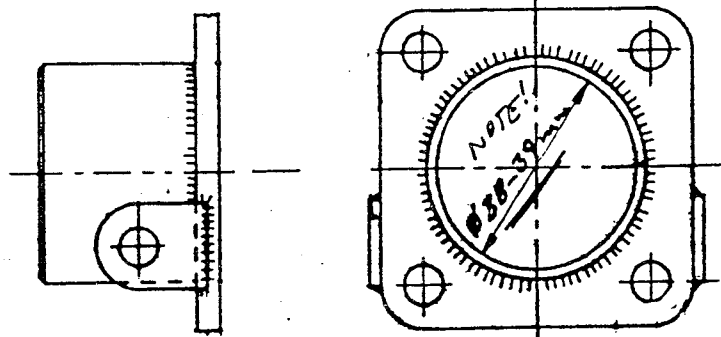


Fig. 4



SERVICE BULLETIN



TO: ALL HUSQVARNA DEALERS ROUTE TO: SERVICE MANAGER _____
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: MARCH 15, 1983
RE: TUNING INSTRUCTIONS - 250 CR 1983

CONDITIONS: Begin with cylinder, piston and exhaust pipe in a stock and unmodified condition.

ADDITIONAL PIECE NEEDED: Cylinder liner 16 11 831-04 from 250 WR.

PROCEDURE:

Remove the liner from cylinder. This liner will not be used.

Transfer ports - Using liner from 250 WR make the four transfers with sharp 90° angled corners (fig. 1). The 250 WR liner has the ideal height and width of exhaust port. Do not change any angles in the liner (fig. 2).

Remove material according to figure 3.

Piston - Raise the windows according to figure 4.

Exhaust port - Make two new ports in liner on each side of exhaust port. See figure 5A.

Remove material in the cylinder to fit the new ports in liner (fig. 5B). Do not catch the cylinder stud holes when doing this.

Measure the outside of the liner to get the slots in the cylinder to match liner. Make the slots so that they grow bigger towards the exhaust pipe.

Insert the new liner, match up the aluminum with the liner and rebores the cylinder.

Exhaust pipe - Lengthen exhaust pipe 20mm according to figure 6.

The WR pipe can also be used. An increase in bottom end and a slight decrease in top end power.

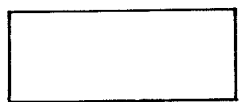
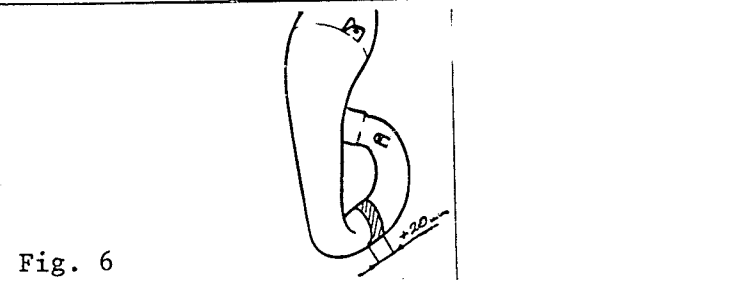
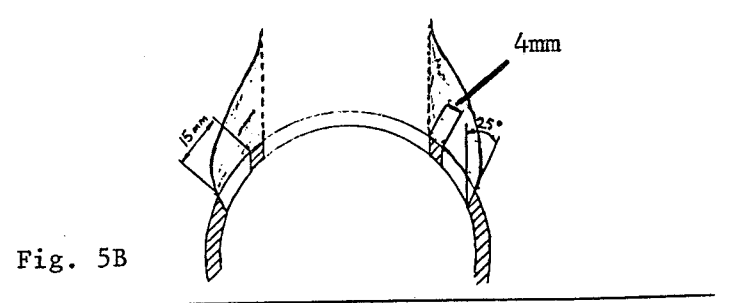
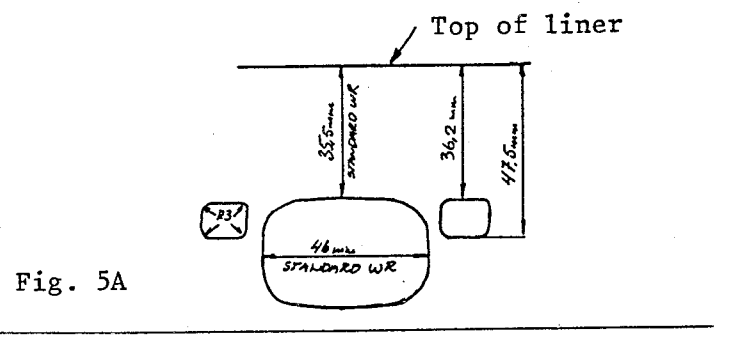
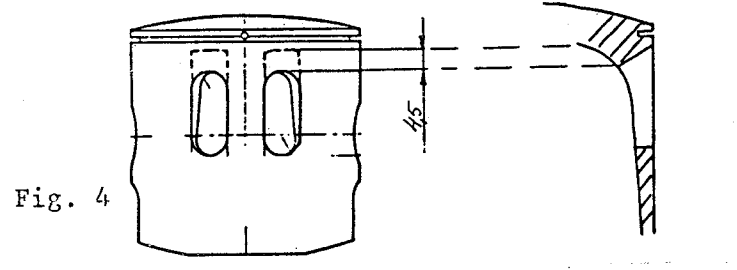
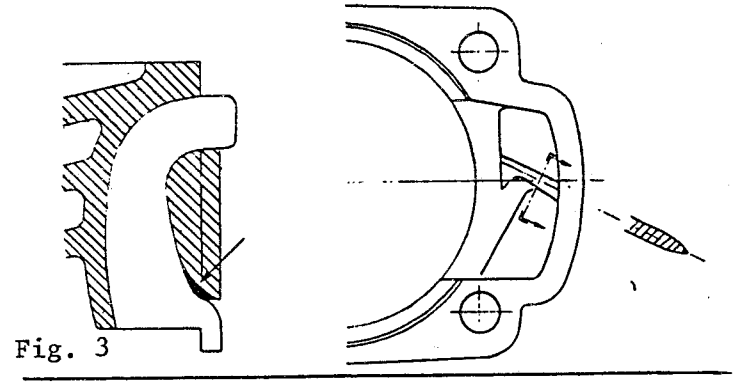
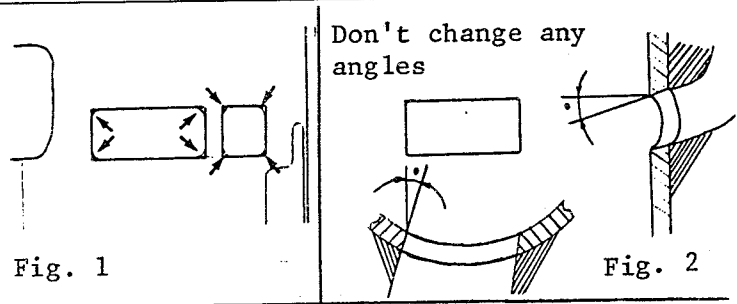
IMPORTANT - This bulletin is for informational purposes only.

- Modifications void any right to warranty.
- Begin with a 440 main jet. Other adjustments may be necessary.
- Round off all liner edges with emery paper.

(over)

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SERVICE BULLETIN



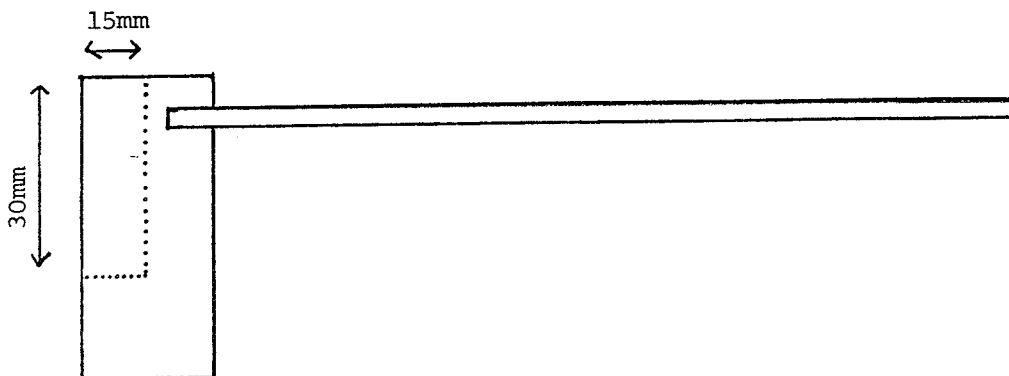
TO: ALL HUSQVARNA DEALERS ROUTE TO: SERVICE MGR. _____
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: MARCH 15, 1983
RE: MODIFICATION OF SPARK PLUG WRENCH IN TOOL KIT - 1983 MODELS

The spark plug wrench supplied in the tool kit may not clear the exhaust pipe. Pictured below is a simple modification to enable the stock wrench to reach the spark plug without coming in contact with the exhaust pipe.

Cut the wrench at the dotted line to the dimension indicated. This can most easily be done with a cutting wheel or by putting the wrench to a grinding wheel. NOTE: Always wear eye and hand protection when cutting or grinding with tools.

This job can be quite difficult with a hacksaw. The material used to make the wrench is very hard.

This bulletin is for informational purposes only.



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SERVICE BULLETIN



ROUTE TO: SERVICE MGR. _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: JULY 21, 1983
RE: 4-STROKE AIR FILTER OIL

We must advise you that because of the solvents used in air filter oils, the foam air filter in our 4-Stroke models should only be serviced with ordinary petroleum based engine oils.

The use of filter oils on our foam air filters can cause the air filter to catch fire if the engine backfires.

Please instruct your service department personnel not to service the air filter of our 4-Stroke models with any oil but a petroleum based engine oil.

All sales personnel both in your sales and parts departments should be advised of this procedure and all owners of our 4-Stroke must be instructed on the proper service procedures.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL

8-113

SERVICE BULLETIN



ROUTE TO: SERVICE MGR. _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: JULY 21, 1983
RE: 4-STROKE MODEL OIL FILLER CAPS

It is necessary that our 4-Stroke model motorcycles be operated with a blue oil filler cap only.

The use of the black plastic oil filler caps will result, due to the normal operating temperatures of the 4-Stroke engine, in the black oil filler cap melting and the melted plastic will block the oil filter.

Please advise the owners of our 4-Stroke models to use only the blue oil filler caps at all times. The blue oil filler cap is made of a material that is less sensitive to heat and will eliminate the potential problem. When ordering blue oil filler caps from our parts department please use part number 16-10-786-03.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL.

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SERVICE BULLETIN



ROUTE TO: SERVICE MGR. _____

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: July 21, 1983
RE: FIRE DANGER ON 4-STROKE MODELS

We have been notified by the Factory that a danger of fire caused by an engine backfire exists in the 4-Stroke models. It is possible that an engine backfire could set fire to the foam air filter, if the wire screen which is mounted between the air filter and the carburetor is not in place.

Please instruct all service department personnel that the wire screen is a flame protection device and must be correctly installed to eliminate the danger of fire when the engine is being started or operated.

Do not service the foam air filter with any oil except engine oil. Reference Service Bulletin # 8-113.

The performance of the engine is not affected by the wire screen. The part number of the wire screen flame protection device is 15-14-167-01 if replacement of the wire screen is necessary.

All retail customers using the Husqvarna 4-Stroke models must be warned of the risks if they remove the wire screen.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL.

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SERVICE BULLETIN



ROUTE TO: SERVICE MGR. _____

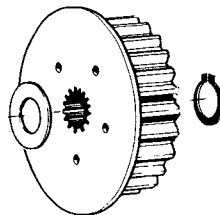
TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: JULY 21, 1983
RE: CLUTCH HUB REPLACEMENT 1983-1984 MODELS

On some engines of the model years 1983 and 1984 the Factory has machined the 16-11-156-01 clutch hub so that two 16-11-155-01 washers are put between the clutch hub and the clutch basket.

If it is necessary to replace the clutch hub the following guidelines should be used to determine the exact number of 16-11-155-01 washers to be used.

The early style clutch hub center measures 22mm high in the center from the circlip mounting surface to the surface the 16-11-155-01 washer is placed against. This clutch hub requires one 16-11-155-01 washer.

The newer style clutch hub center measures 21.3mm high in the center from the circlip mounting surface to the surface the 16-11-155-01 washer is placed against. This hub requires two 16-11-155-01 washers.



The dimensions given are the height of the clutch shaft splines in the center of the hub.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL.

8-116

SERVICE BULLETIN



ROUTE TO: Service Manager _____

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA SERVICE DEPARTMENT
RE: LABOR REIMBURSEMENT FOR WARRANTY WORK ON ALL FOUR STROKE MODELS
DATE: SEPTEMBER 15, 1983

REMOVAL OF CYLINDER - ENGINE IN FRAME:

Remove and replace rocker box	\$ 5.49
Remove and replace cylinder head, includes setting cam timing	\$ 9.15
Remove and replace cylinder	\$ 5.49
Fit new piston.	\$ 5.49
Fit new piston rings.	\$ 5.49
Remove and replace one valve.	\$ 1.83
Grind new seat (one)	\$ 5.49
Replace valve guide (one) includes ream to fit	\$ 3.66
Remove and replace chain tensioner (one).	\$ 1.83
Bore cylinder	\$18.25
Replace cam or cam sprocket	\$ 5.49
Remove and replace wrist pin bushing, includes ream to fit.	\$ 9.15
Remove and replace rocker arm assembly (one).	\$ 5.49
R & R rocker arm shaft bush, includes ream to fit	\$ 9.15
Replace cam follower roller (one)	\$ 5.49

PRIMARY DRIVE REPAIRS:

Remove primary cover.	\$ 3.66
Replace kick starter decompression lever.	\$ 3.66
Replace kick starter shaft.	\$ 9.15
Replace kick start lever.	\$ 3.66
Remove and replace clutch	\$ 5.49
Clutch center.	\$ 1.83
Remove and replace kick start idle gear	\$ 3.66
Remove and replace primary drive gear and cam drive sprocket.	\$ 7.32
Remove and replace cam chain.	\$ 5.49

CRANKCASE REPAIRS:

Remove and replace engine in frame.	\$12.81
Split crankcases/cylinder removed	\$ 9.15
Replace rod assembly.	\$18.25
Replace crankcase bearings.	\$12.81
Repair transmission	\$12.81
Remove and replace magneto crankshaft seal.	\$10.98
Reassemble crankcases	\$12.81

R & R IGNITION. \$12.81

SERVICE BULLETIN

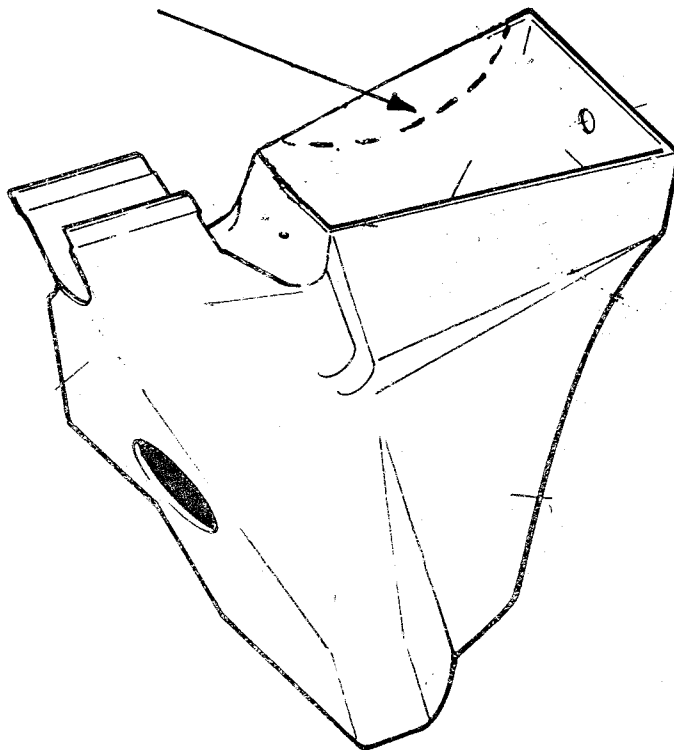


ROUTE TO: Service Manager _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: SEPTEMBER 23, 1983
RE: MODIFICATION OF AIR FILTER BOX OF 1984 250 CR.

The Factory has discovered that the 1984 250 CR will increase engine performance if the right side of the air filter box is cut down according to the illustration.

We do not recommend that the motorcycle be operated without the right side panel in place if this modification is performed. The right side panel will shield the air filter from direct splash.



PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL

8-118

SERVICE BULLETIN



ROUTE TO: Service Manager _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: SEPTEMBER 23, 1983
RE: 1984 250 CR CARBURETOR SETTINGS

The Factory has notified us that the carburetor jet sizes have been changed during production of the 1984 250 CR's. The changes are as follows:

Main jet - from a "400" to a "390" (16 13 556-01)
Needle jet - from a "Q6" to a "Q4" (16 13 730-01)

The tests at the Factory of the 389 series Mikuni carburetors have indicated that the 400 main jet and Q6 needle jet are jetted a little rich. The Factory recommends that customers who have 1984 250 CR's with 400 main jets and Q6 needle jets change to Q4 needle jets and 390 main jets if the carburetor feels to rich.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL

8-119

SERVICE BULLETIN



ROUTE TO: Service Manager _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: SEPTEMBER 26, 1983
RE: 1984 500cc MODEL INTAKE MANIFOLDS

Please check the intake manifold on any 1984 model 500cc two stroke motorcycles of your customers or "in stock" units. We have discovered some of the earlier production units are fitted with the old style unreliable intake manifolds. Visually check if the manifold flange has the Husqvarna logo and the number 16 11 898 embossed on the left side and "Made in Sweden" embossed on the right side flange.

If the intake manifold does not have the embossed logo, number and country of manufacture upon it please replace that intake manifold with a new style intake manifold. To order replacement manifolds please fill out a separate parts order form requesting the number of manifolds required and list the frame and engine number of the units to be exchanged. Upon replacing the intake manifold send a separate service report with the old intake manifold to the San Diego Service Department. Please list freight charges on the service report.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL.

8-120

SERVICE BULLETIN



ROUTE TO: Service Manager _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: SEPTEMBER 29, 1983
RE: CORRECT TORQUE OF MOUNTING SCREWS FOR WATER PUMP BODIES
1984 MODELS

We are concerned that the water pump housing, part number 16 17 957-01, can be damaged by the mounting screws being over tightened.

If the mounting screws are over tightened the housing can be cracked which will cause fluid leakage and over heating. The correct torque of the mounting screws is 12Nm or 9 foot pounds of torque. Additionally, the use of support washers under the screw head will help prevent damage.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL.

8-121

SERVICE BULLETIN



ROUTE TO: Service Mgr. _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: OCTOBER 15, 1983
RE: LIQUID COOLED MODEL RADIATOR SHROUDS

We recommend the use of additional 6 x 16 washers to be used when mounting the radiator shrouds on the 1984 liquid cooled Husqvarna Motorcycles.

Place the 6 x 16 washer on the outside of the radiator shroud and loctite (blue) the mounting screws. Do not over torque the mounting screws. This will alleviate distortion and loss of the plastic radiator shroud.

ADDITION PARTS REQUIRED

<u>QUANTITY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
4	73 44 926-01	Washer 6 x 16

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL.

8-122

SERVICE BULLETIN



ROUTE TO: Service Mgr. _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: OCTOBER 15, 1983
RE: COOLANT FOR LIQUID COOLED ENGINES

Per the Factory recommendations, please advise the owners of all 1984 model Husqvarna liquid cooled models to only use the following recommendations for coolant.

Use 500cc of a good grade of anti-freeze coolant mixed with 500cc of distilled water. The use of non-distilled water may cause corrosion and premature replacement of expensive components.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL.

8-123

SERVICE BULLETIN



ROUTE TO: Service Mgr. _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: OCTOBER 15, 1983
RE: 4-STROKE IGNITIONS

Some 1983 model Four Stroke Motorcycles have experienced hard starting problems when the engines are quite warm. This problem is the top priority item of the Husqvarna Factorys Research and Development Department.

When the Factory R & D Department has found a solution for this problem, we will advise the dealerships of the procedure we will use to resolve it.

We have not received a firm date as to when a solution will be available in the United States. In the interim we must try to alleviate the heat build up around the ignition. We recommend venting of the magneto compartment cover with two large diameter vent tubes (3/4") positioned at approximately 9 o'clock and 11 o'clock. These should be routed with one up under the gas tank and to the air cleaner box with the other.

Please advise your Husqvarna 4-stroke model customers of these venting recommendations and inform them that we will be keeping the Husqvarna Dealers informed of the progress of other solutions.

We sincerely hope to resolve this problem very quickly in order to continue Husqvarna Motorcycles reputation of excellence.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL.

8-124

SERVICE BULLETIN



ROUTE TO: Service Manager _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: OCTOBER 27, 1983
RE: 389 SERIES CARBURETORS

Extreme care should be exercised when any repair work is done involving the 389 series carburetor fitted to the 1984 model 250 CR Husqvarna. It is necessary that all internal components of this carburetor be kept very clean and dirt free. Dirt and foreign objects may impair the operation of this carburetor more severely than other types of carburetors.

Additionally, great care should be used when removing or replacing the air filter element to keep all dirt and foreign matter from entering the intake passageway or the carburetor.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL.

8-125

SERVICE BULLETIN



ROUTE TO: Service Manager _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: OCTOBER 27, 1983
RE: 1984 LIQUID COOLED MODELS RECOMMENDED WATER PUMP INSPECTION

The impeller shaft in the water pump of the 1984 liquid cooled models turns at a high R.P.M. rate and is subjected to load force. Therefore, we recommend disassembly and inspection of the water pump after every 12 hours of operation. Please inspect the impeller shaft and seal for wear. Wear can be determined if there are grooves worn in the impeller shaft where the seal lip is positioned. If wear on the shaft and seal requires replacement of these parts, the water pump housing should be replaced also due to wear of the shaft bushing in the pump body.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL.

8-126

SERVICE BULLETIN



ROUTE TO: Service Manager _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: OCTOBER 27, 1983
RE: FAILURE TO PROPERLY SHIFT PAST SECOND GEAR

In some rare occurrences we have noticed that it can be difficult to shift the motorcycle into or past second gear. This may be the result of the right side output shaft bearing being misplaced in the crank case during assembly. It is necessary that the output shaft bearing be located flush with the outside of the right side crankcase half in order for the transmission to correctly function.

If you are experiencing this symptom with transmission shifting, please remove the retainer cover behind the countershaft sprocket and check that the right side output bearing is correctly positioned.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL.

8-127

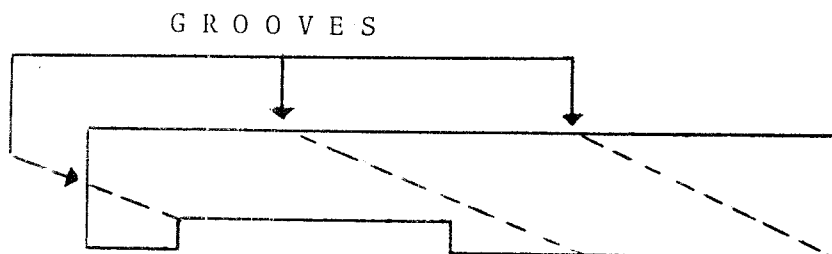
SERVICE BULLETIN



ROUTE TO: Service Mgr. _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: OCTOBER 27, 1983
RE: FIRST GEAR ENGAGEMENT OF 1984 500AE MODELS

We have found that the grooving of the first gear clutch engagement shoes makes the engagement of first gear much smoother and also lowers the RPM's engagement point. Using a hacksaw, carefully cut 3 grooves at an approximate angle of 60° across the engagement surface of the first gear clutch shoes. The depth of the groove should be approximately 1/16th inch. The grooves should be spaced approximately the same distance apart. Carefully clean all parts before reassembly.



View of engagement face of 1st gear engagement shoe showing approximate location of grooves.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL

8-128

SERVICE BULLETIN



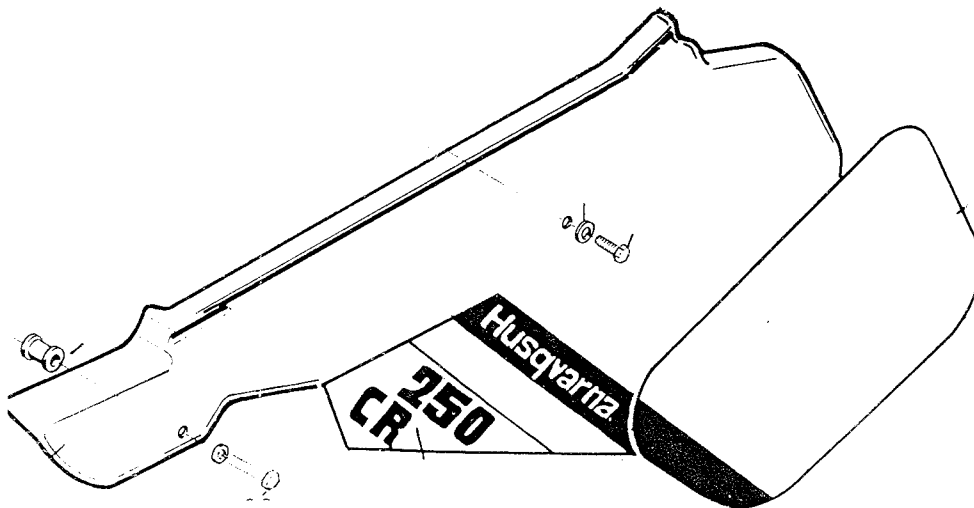
ROUTE TO: Service Mgr. _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: OCTOBER 27, 1983
RE: MOUNTING OF LEFT SIDE PANELS FOR 1984 MODELS

We recommend the installation of two 6 x 22 flat washers to support the plastic of the left side panel (Part number 15 17 745-01 and 15 17 746-01). Please install the 6 x 22 flat washers against the plastic panel where the forward mounting screw location is. This will prevent possible damage occurring at this mounting point, which can be caused by tightening of the mounting screw.

PART NUMBER
15 13 709-01

QTY REQUIRED
2



PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL

8-129

SERVICE BULLETIN



ROUTE TO: Service Mgr. _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: OCTOBER 27, 1983
RE: BEARING SEAL LEAKAGE OF SPROCKET SHAFT

If gear box oil leakage is noticed from the sprocket shaft bearing seal, it is probable that the oil seal is simply displaced from its sealing seat on the inner race of the bearing. To remedy this oil leakage, simply remove the counter-shaft and sprocket spacer. Using a small screwdriver or similar tool, gently insert the tool under the lip of the seal and rotate the tool around the shaft to reseat the sealing lip into the correct position on the inner bearing race.

It might be necessary to replace the seal if the lip is damaged. The seal is only available as part of a new bearing (part number 73-82-205-28).

To replace the seal, remove the sprocket spacer flange (part number 16-11-788-01) by removing the four screws that hold it in place. Pry the damaged seal from the bearing, and then carefully remove the new seal from the new bearing. Re-insert the new seal into the bearing in the crankcase. Be careful to insure that the new seal is correctly positioned on the inner bearing race. Clean all parts before reassembly. We suggest that the four screws for the retaining flange be loctited with "nut lock 'grade' loctite" when reassembling. Reassemble in reverse order of disassembly.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL

8-130

SERVICE BULLETIN



ROUTE TO: Service Mgr. _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: OCTOBER 27, 1983
RE: 1983 4-STROKE VALVE STEM STICKING

It is possible in some cases to find that carbon build up on the stem of the exhaust valve and in the valve guide can cause the exhaust valve to stick. To remedy this, first remove the cylinder head. Once the cylinder head is removed, disassemble the valve springs and valves and remove them from the cylinder head. Use care in disassembling to prevent unnecessary damage to guides and valves. Please follow the correct disassembly and reassembly procedures outlined in the workshop manual for the 4-Stroke engine.

After disassembling the cylinder head use a 6.01mm ream, to clean and ream the valve guides. Carefully remove all carbon from the valve stem. Prior to reassembly, check the valves for possible damage from contact with the piston.

To prevent the reoccurrence of this problem, we recommend that the exhaust valve guides be modified in the following manner. Viewing the valve guide from the combustion or exhaust valve seat side, it is necessary to relieve the I.D. of the exhaust valve guide. The dimensions for the relief are 6.5mm diameter, 4mm in depth from the end of the exhaust guide. This relief will create a pocket that will protect the end of the guide and valve stem from direct flame in the exhaust port area.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL

8-131

SERVICE BULLETIN



ROUTE TO: Service Mgr. _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: OCTOBER 27, 1983
RE: 1983 4-STROKE VALVE STEM STICKING

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PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL

8-131

SERVICE BULLETIN



ROUTE TO: Service Mgr. _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: OCTOBER 27, 1983
RE: 1983 4-STROKE VALVE STEM STICKING

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PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL

8-131

SERVICE BULLETIN



ROUTE TO: Service Mgr. _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: OCTOBER 27, 1983
RE: 1983 4-STROKE VALVE STEM STICKING

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SERVICE BULLETIN



ROUTE TO: Service Manager _____

TO: ALL HUSQVARNA DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: NOVEMBER 08, 1983
RE: 1984 MODEL HUSQVARNA MOTORCYCLES EQUIPPED WITH BLACK LEAD
MOTOPLAT COILS.

The Factory has advised us that some black lead motoplatt coils have been installed on 1984 Model Motorcycles. The black lead motoplatt coils installed on our 1984 model motorcycles are acceptable for usage with our current motoplatt ignition systems. It is not necessary to replace these coils on sight. Replacement should only take place in case of failure of the part to function.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL.

8-132

SERVICE BULLETIN



ROUTE TO: Service Manager _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: NOVEMBER 08, 1983
RE: INSPECTION OF CLUTCH CENTER HUBS

We recommend the regular inspection of clutch center hub (part number 1611-156-01), for wear of the splines that mount this hub to the mainshaft. This part is a wear item, and the Factory recommends that the fit of the clutch center hub to the mainshaft splines be tight. Excessively worn clutch center hubs will be loose fitting on the mainshaft. Worn loose fitting clutch center hubs will oscillate on the mainshaft and cause the clutch basket ears to break. The inspection should be done whenever the primary cover is removed or at least every 15 hours of operation. Worn clutch center hubs must be replaced.

PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL.

8-133

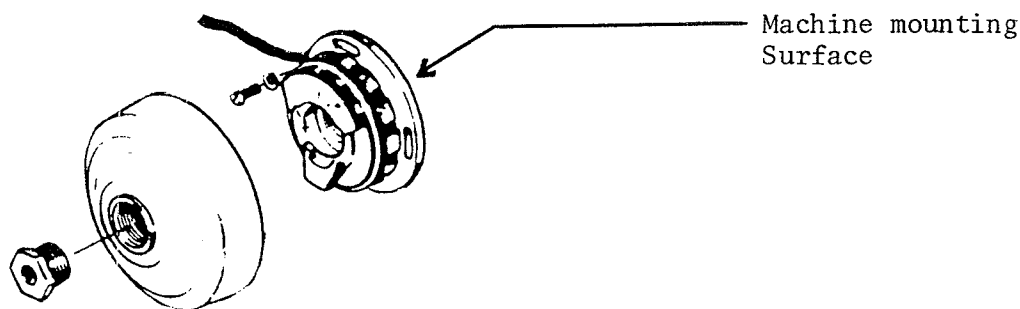
SERVICE BULLETIN



ROUTE TO: Service Mgr. _____

TO: ALL HUSQVARNA MOTORCYCLE DEALERS
FROM: HUSQVARNA TECHNICAL SERVICES
DATE: NOVEMBER 27, 1983
RE: HARD STARTING OF 1983, 4 STROKE MODELS

We have been advised by the factory that many of the hard starting, when hot, 4 stroke problems can be relieved; if sufficient air gap is maintained between the components of the 16-15-108-01 flywheel ignition. It is necessary that a 1mm wide air gap exist between the flywheel and stator to allow for heat expansion. To check for this air gap remove the flywheel and apply some plasti-gage or measuring clay around the stator. Reinstall the flywheel and then carefully remove the flywheel again and measure the plasti-gage or measuring clay. If there is less than 1mm of thickness of plasti-gage or measuring clay on any portion of the stator, it will be necessary to remove the stator portion of the ignition from the crankcase, and machine the mounting side of the stator mounting plate to obtain the necessary 1mm of air gap. When machining be careful not to damage the stator or wiring loom. Reinstall the stator and flywheel correctly. Please loctite all mounting screws and reset the timing to the correct specifications.



PLEASE INSERT INTO SECTION 8 OF YOUR SERVICE MANUAL

8-134

SERVICE BULLETIN



November 11, 1983

Dear Husqvarna Dealer:

As explained in previous service bulletin 8-113 and 8-115, Dated July 21, 1983, it is essential that the 1983 4-Stroke model motorcycles only be operated with the proper air filter oil and with the flame protection screen in place.

Since issuing these bulletins, we have learned that some of the owners of those models have experienced difficulty in starting the motorcycles when hot.

Because of this we are notifying all registered owners of the affected models (through our warranty card file) of this potential, and requesting that they bring the motorcycle to your dealership for examination, if the motorcycle is difficult to start.

We are requesting that you give the customer a starting procedure demonstration per the factory notice that was enclosed with the original crate package, and if necessary, make the following modifications to reduce starting difficulty when hot. These modifications will be covered under warranty.

- Venting of Magneto Cover - Service Bulletin 8-124
- Machine Stator Mounting Plate for proper air gap - Service Bulletin 8-134

To insure that we notify all owners of 1983 4-Stroke models, we request that you submit the names and addresses of all your customers who have purchased these models to our Service Department.

Husqvarna Motorcycle Co., Inc.

8-135

SERVICE BULLETIN



Route to: Service yes Parts yes Customer yes

Date: January 16, 1984

Yr. 84 Model: 500AE

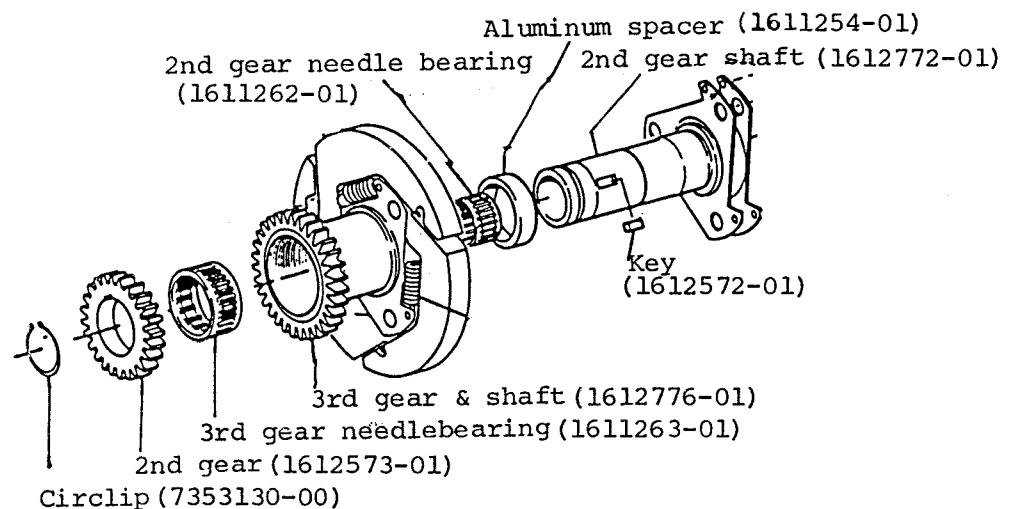
RE: PROPER DISASSEMBLY OF THE SECOND AND THIRD GEARS, ON THE MAINSHAFT OF THE 1984 500AE AUTOMATIC.

We have discovered, that it is possible to damage the third gear needle bearing and third gear shaft, if improper disassembly procedures are used on the 500AE Husqvarna.

The 500AE 3-speed mainshaft cluster **DOES NOT** disassemble in the same manner as previous Husqvarna automatic transmissions.

Once the second and third gear clutches are removed from the mainshaft and drum, you need to exercise extreme care in the disassembly of second and third gears. Please read and follow the directions for disassembly.

1. Remove the circlip that retains the aluminium spacer from the second gear shaft.
2. Remove the aluminium spacer from the second gear shaft.
3. Now when removing the pressed on second gear from the second gear shaft use extreme caution not to move third gear on the second gear shaft more than 1mm. If third gear moves more than 1mm. damage to the third gear shaft and supporting needle bearing will result. We recommend a pair of sharp tire irons to pry second gear off the second gear shaft.
4. Once second gear is removed from the second gear shaft use a pair of pliers to remove the key from the shaft.
5. After removing the key you may then lift third gear cluster from the second gear shaft.



SERVICE BULLETIN



Route to: Service yes Parts yes Customer yes

Date: January 17, 1984

Yr. 84 Model: WR

Re: NEW REAR WHEEL AND BRAKE PLATE WR.

We have been notified by the factory that a new style rear wheel on the WR models has been introduced during the production year.

The purpose of this new brake plate and rear hub is to provide a better moisture seal between the rear hub and the brake plate. Please note the following part numbers:

<u>PART NUMBER</u>	<u>DESCRIPTION</u>
N 15-16-842-01	Rear wheel complete
N 15-16-855-01	Rear hub complete
N 15-16-854-01	Hub sleeve
N 15-16-857-01	Break plate
N 15-16-860-01	Brake cam
N 15-16-859-01	Bushing, brake cam
15-16-543-01	Brake shoe

8-137

SERVICE BULLETIN



Route to: Service yes Parts yes Customer yes

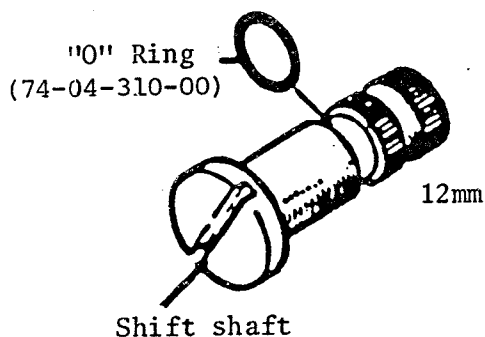
Date: January 17, 1984

Yr. 84 Model: all 250/500

Re: Improved "O" ring seal on shift shaft.

The factory has changed the size of the "O" ring that acts as an oil seal on the shift shaft. They have increased the diameter of the "O" ring in order to better cope with the radial play in the shift shaft at the "O" ring location is 12mm. The following part number is the new style "O" ring.

Part Numbers	Description
74-04-310-00	"O" Ring



SERVICE BULLETIN



Route to: Service yes Parts yes Customer yes

Date: January 17, 1984

Yr. 84 Model: 250CR

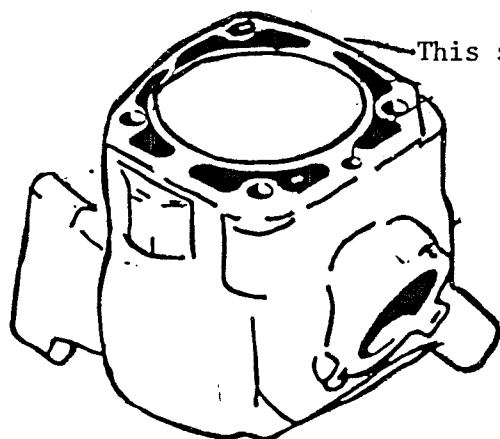
Re: 1984 250CR CYLINDERS.

We have been advised by the factory that due to production difficulties that have been experienced with the 1984 250CR cylinder, the cylinder liner will no longer be available as a spare part.

This change is made necessary by the fact that due to production tolerances it was possible for the top of the liner to protrude above the head gasket sealing surface. With the top of the liner protruding it caused the steel collar in the center of the head gasket to exert too much pressure on the cylinder liner.

To avoid this problem the factory has added a machining process after the cylinder liner has been installed to surface the top of the cylinder.

This production change is in effect from engine nos. 0971 - 0355
0972



This surface machined after assembly

SERVICE BULLETIN



Route to: Service yes Parts yes Customer yes

Date: January 17, 1984

Year: 84 Model: 125 ALL

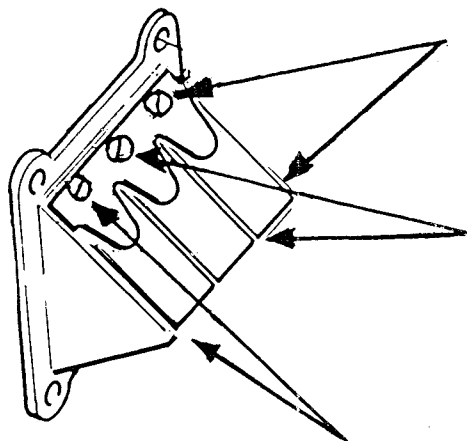
RE: POSSIBLE AIR LEAKAGE AROUND INTAKE MANIFOLDS.

The factory has discovered that on some of the early 1984 125 models it may be possible for the screw heads that fasten the reeds to the valve holder to make contact with the inlet tract casting of the cylinder.

The valve holder is then held away from contact with the sealing gasket and an air leak develops.

To check for this possible problem, please follow the procedure below:

- A. Remove the carburetor.
- B. Remove the intake manifold and gasket.
- C. Press the valve holder against the cylinder and check for the screw heads preventing the valve holder to seat flush against the cylinder casting.
- D. If the screw heads prevent the valve holder from seating flush against the cylinder casting; grind reliefs in the cylinder casting until the valve holder fits flush against the cylinder casting.



Check that these screw heads on top and bottom of valve holder do not rest on cylinder casting and prevent valve holder to seat itself on the cylinder casting.

NOTE: This bulletin applies to 125LC models with engine numbers before the following:

125CR	0961-0202
125XC	0963-0151
125WR	0962-0151

SERVICE BULLETIN



Route to: Service yes Parts yes Customer yes

Date: January 24, 1984

Year 84 Model: ALL

RE: NEW RIGHT SIDE PANEL AND FRAME MOUNT.

The factory has informed us that they have introduced into production a new right side panel for 1984 models. The new panel will be attached with a screw instead of the previous rubber connection.

<u>Qty</u>	<u>Part Number</u>	<u>Description</u>
1	15 19 669-01	Right side panel

8-141

SERVICE BULLETIN



Route to: Parts yes

Date: January 24, 1984

Year: 84 Model: ALL LC'S

RE: LONGER SCREW FOR NEW FRONT FENDER 1984 LC'S.

The front fenders on the liquid cooled 1984 models, are thicker than previous model fenders. Thus a 5mm longer screw has to be used for the LC front fender.

<u>Qty</u>	<u>Part Number</u>	<u>Description</u>
4	72 52 383-51	Screw M6 x 65

8-142

SERVICE BULLETIN



Route to: Service yes Parts yes Customer yes

Date: January 24, 1984

Year: 84 Model: 125 ALL

RE: DIFFERENT LEFT HAND MAIN BEARINGS AND CRANKCASE

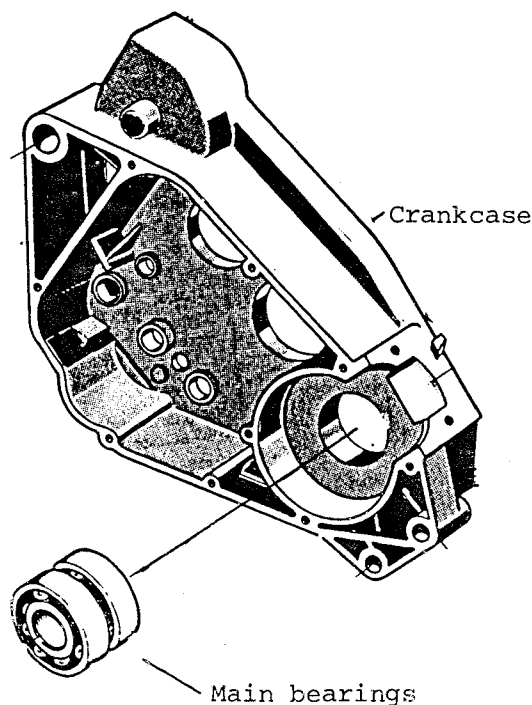
The factory has informed us that they have introduced into production a new style left hand crankcase in the 125 1984 model line.

The new left hand crankcase halve has been machined to accept two single row main bearings instead of a double row main bearing.

The new left hand crankcase halve can be used on the older 1984 models as long as two bearings are mounted in the left hand crankcase halve.

The new bearings are installed on engines with engine numbers from 0961 0504 (CR), 0962 0335 (WR) and 0963 0228 (XC).

<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
2	73-82-204-25	Main bearings
1	16-19-847-03	Left case halve
1(set)	16-19-848-03	Crankcase set



8-143

SERVICE BULLETIN



Route to: Service yes Parts yes Customer yes

Date: February 1, 1984

Yr: 84 Model: ALL

RE: NEW STYLE FUEL TANK TOUCHING FRAME.

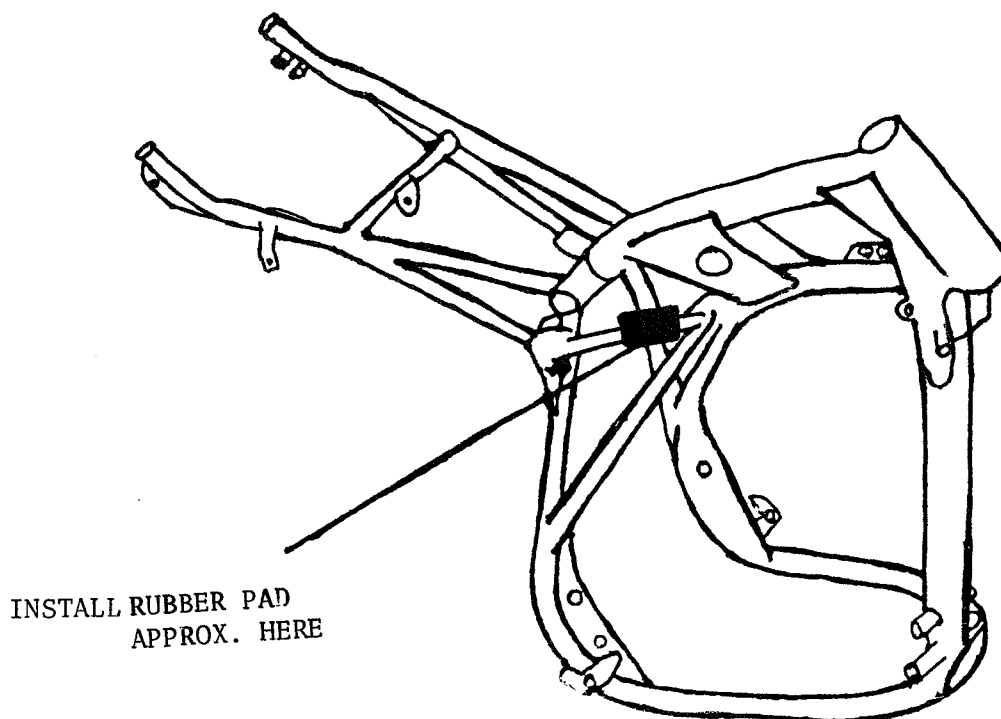
We have found that the possibility for the gas tank to touch the frame exists.

The gas tank resting on the frame can cause the tank to seep around the molded in "J" hook.

The gas tank touching the frame may cause vibration.

We recommend that you put a rubber pad on the frame where indicated, where the gas tank and frame make contact. This should eliminate any problems with the gas tank.

The picture below gives an approximate idea as to where the rubber pad should be placed.



INSTALL RUBBER PAD
APPROX. HERE

Part numbers affected: 15 14 115-01, 2.8 gallon
15 14 113-01, 3.3 gallon

8-144

SERVICE BULLETIN



Route to: Service yes Parts Customer

Date: February 7, 1984

Yr.: 84 Model: 400 WR

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 yes Parts yes Customer yes

Date: February 10, 1984

Yr: 83/84 Model: ALL 4-STROKES

RE: 4-STROKE MAINTENANCE INTERVALS.

The factory is recommending the following revisions to the maintenance intervals for the Husqvarna 4-stroke model motorcycles:

valve clearance adjusting	every 30th hour
adjust cam chain tension	every 10th hour
clean oil filter	every 10th hour
change engine oil	every 30th hour
gearbox, clutch case and engine oil capacity	1.6 lit. (1600cc)

The new maintenance intervals are valid for all 4-stroke Husqvarna motorcycles built in 1983 and that will be built in 1984.

It is very important that you remember that these are maximum intervals and more frequent oil changes and filter cleaning will extend life on engine components.

8-146

SERVICE BULLETIN



Route to: Service yes Parts yes Customer yes

Date: February 29, 1984

Yr: 84 Model: ALL LIQUID COOLED

RE: LIQUID COOLENT OPERATING TEMPERATURE.

We are informed by the factory that the ideal operating temperature for our liquid coolant in the Husqvarna liquid cooled motorcycles is approximately 70°C.

A simple method of determining if the liquid coolant is operating at approximately 70°C; is after running the bike for some time under normal load, place your hand gently on the side of the cylinder. If it is possible to place the hand gently on the cylinder, but necessary to remove it immediatly, the temperature is approximately 70°C.

It may be necessary in cold weather (0°C and colder) to cover half of the radiator or radiators in order to restrict the air flow and increase the operating temperature.

8-147

SERVICE BULLETIN



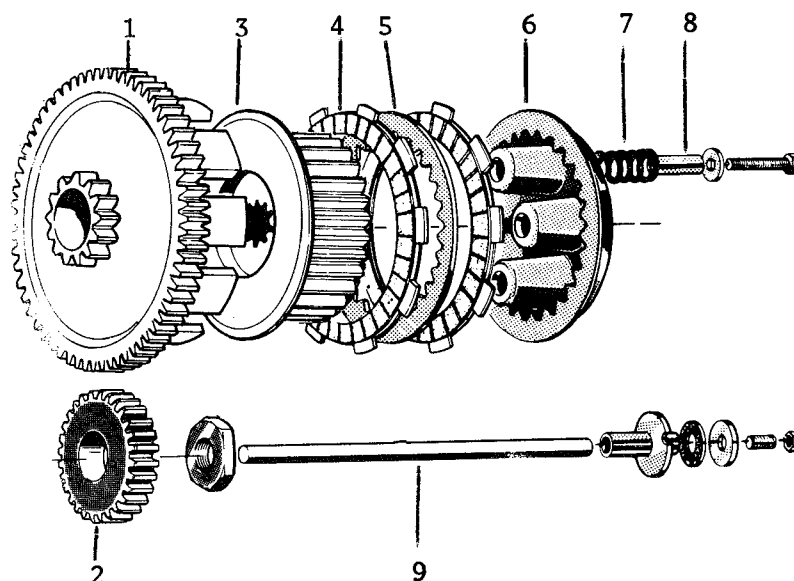
Route to: Service yes Parts yes Customer no

Date: February 29, 1984

Yr: 84 Model: 250CR

RE: 1984 250CR PRODUCTION CHANGE.

We have been advised by the factory that the 250CR 1984 model is now being produced with an improved clutch. The new clutch gear, drive gear, and clutch hub are the same as the current 4 stroke models. This means that the clutch now has 8 lined plates, 7 unlined plates, new clutch springs, and the pushrod is the same as current 4 stroke models.



<u>ITEM</u>	<u>QTY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>
1.	1	16 11 669-01	clutch gear
2.	1	16 11 178-01	drive gear
3.	1	16 15 088-01	clutch hub
4.	8	16 15 106-01	clutch plate with lining
5.	7	16 15 107-01	clutch plate without lining
6.	1	16 11 168-01	pressure plate
7.	5	16 15 265-01	clutch spring
8.	5	16 11 169-01	spacer
9.	1	16 11 673-01	pushrod

SERVICE BULLETIN



Route to: Service yes Parts yes Customer yes

Date: February 29, 1984

Yr: 84 Model: ALL LIQUID COOLED

RE: CYLINDER HEAD GASKETS.

We recommend that if a cylinder head gasket is changed on any liquid cooled model Husqvarna motorcycle, the new cylinder head gasket should be glued with a liquid gasket coating similar to "Gasgacinch."

8-149

SERVICE BULLETIN



Route to: Service yes Parts yes Customer yes

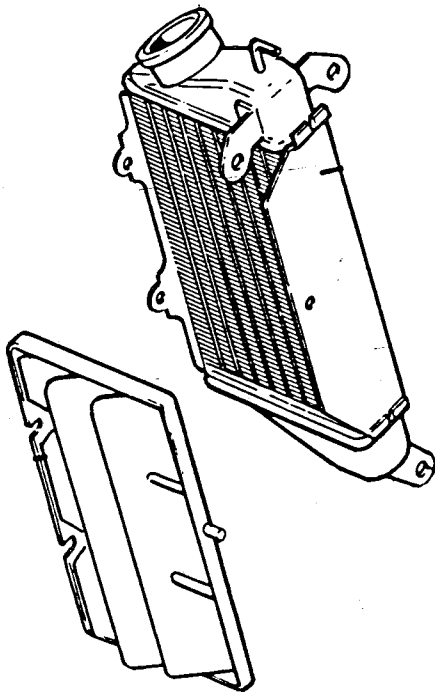
Date: March 26, 1984

Year: 1984 Model: ALL LIQUID COOLED

RE: RADIATOR LEAKAGE.

We have discovered that the plastic protection screens and or louvers mounted upon the current liquid cooled Husqvarna motorcycles may cause radiator leaks due to abrasion. If the motorcycle is operated in wet conditions that would cause the accumulation of abrasive materials between the plastic protection screens or louvers and the radiator, it is possible for a hole to be worn into the radiator.

We recommend that all liquid cooled Husqvarna motorcycles be inspected, and if the plastic protection screens or louvers make contact with the radiator, a bead of silicone rubber approximately 1/8 of an inch high should be applied wherever necessary to keep the plastic protection screen or louvers from making contact with the radiator/s.



Apply silicone rubber as needed to prevent plastic louvers or plastic screen rubbing on radiator.

SERVICE BULLETIN



Route to: Service yes Parts yes Customer no

Date: March 26, 1984

Year: '82/'84

Model: All standard 6spd transmission.

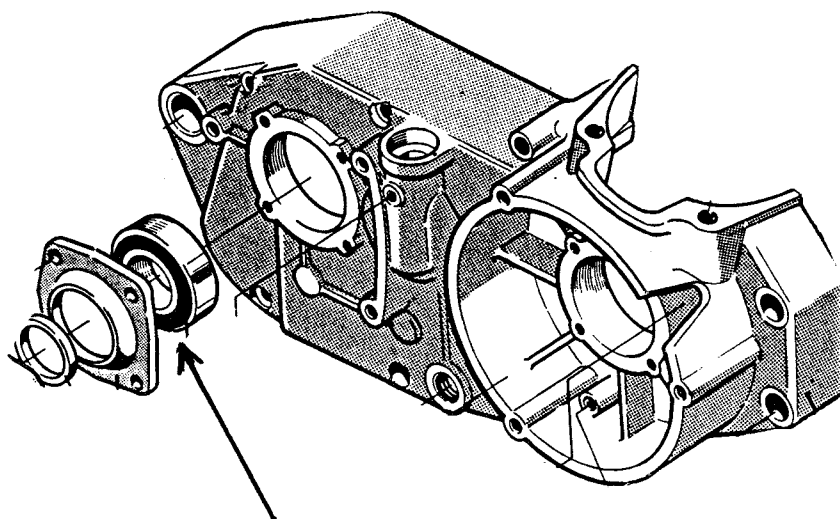
RE: DIFFICULT SHIFTING INTO AND OUT OF 2ND GEAR.

We have found in some isolated cases where a motorcycle is difficult to shift into or out of second gear in a standard six speed transmission, that we can alleviate the problem in the following manner.

First elevate the rear wheel so that it spins freely and then shift the motorcycle into second gear to determine if excessive gear drag exists. If excessive gearbox drag is encountered a simple solution to the problem, is to add a magneto seal plate gasket between the bearing retainer plate for the output shaft and the output shaft bearing. Once the gasket is installed, remove the primary cover and clutch assembly.

Use a drift and hammer and tap on the primary side of the output or sprocket shaft. This will move the output shaft bearing in order to free the gearbox drag in second gear. When the gearbox has been relieved of the drag in second gear, cease to tap on the output shaft and reassemble the clutch and primary cover. Remember to check the gearbox oil level prior to riding the motorcycle.

Parts required: 1) 12-25-358-01 Magneto seal retainer plate gasket



Install gasket here

SERVICE BULLETIN



Route to: Service yes Parts no Customer no

Date: April 17, 1984

Year: 1983 Model: All four strokes

RE: IGNITION TEST VALVES.

Please use the following information in testing of the lower stator of the S.E.M. ignitions fitted to all the 1983 four stroke models.

Using a digital read out ohmmeter, check the lower stator in the following manner:

Measure between the red lead wire to the black lead wire. The reading should be 1.4 (kilo ohm) if less, the stator is faulty. This is the charge circuit.

Measure between the green lead wire to the black lead wire. The reading should be 20 (kilo ohm.). If this trigger circuit is faulty, the reading will vary considerably from this reading.

SERVICE BULLETIN

(REVISED)



Route to: Service yes Parts yes Customer no

Date: June 12, 1984 Year: 1983 Model: All four strokes

RE: IGNITION TEST VALUES. (REVISED)

We are revising the test values of the lower ignition stators of the S.E.M. ignitions fitted to all the 1983 four stroke models.

- A. Using a digital read out ohmmeter, check the lower stator in the following manner:
1. Measure between the red lead wire to the black lead wire. The reading should be 1.7 (kilo ohm) \pm 10%. This is the charge circuit.
 2. Measure between the green lead wire to the black lead wire. The reading should be 23 (ohm) \pm 10%. If this trigger circuit is faulty, the reading will vary considerably from this reading.
- B. It is also possible that an ignition will read correctly when cool, but have improper values when warm. If this condition is suspected, warm the ignition, and then test it for the values. Use caution to avoid damaging the ignition or wire loom when warming the ignition. We suggest a hot plate, but do not place the ignition directly on the heating coils.

SERVICE BULLETIN



Route to: Service yes Parts no Customer no

Date: April 16, 1984

Year: 1984 Model: All liquid cooled

RE: LIQUID COOLED MODELS AIR SHIPPED FOR SALE IN UNITED STATES.

This is a reminder that all motorcycles that are air shipped to the United States by Husqvarna Motorcycle Company must have all liquid drained from them.

Please check all motorcycles for correct liquid levels. Please check all liquid cooled Husqvarna Motorcycles for correct amount of liquid coolant in the radiator prior to operation. The proper levels are listed in the technical data sheets under the "O" section of the service manuals.

8-155

SERVICE BULLETIN



Route to: Service yes Parts yes Customer yes

Date: April 16, 1984

Year: 1984 Model: 500CR, 500XC, 500WR, 400WR

RE: REVISED IGNITION SETTINGS TO DECREASE POSSIBLE KICKSTARTER SHAFT
BREAKAGE.

We have been advised by our factory that the kickstarter shafts in the above listed models are being subjected to undue strain at the current ignition settings.

We are now recommending that the ignition settings on all 500^{cc} CR, XC, WR models be set at 2.2mm B.T.D.C. on the piston stroke which is 16 degrees.

We are recommending that the ignition setting on all 400WR's be set at 2.0mm B.T.D.C. on the piston stroke which is approximately 17 degrees.

These new settings will not significantly change the engine performance, however they will dramatically reduce the chance of kickstarter shaft breakage. Therefore we kindly ask that these new settings be used by your dealership and recommended to all your affected customers.

SERVICE BULLETIN



Route to: Service yes Parts yes Customer yes

Date: April 16, 1984

Year: 1984 Model: 500CR, 500XC, 500WR, 400WR

RE: REVISED IGNITION SETTINGS TO DECREASE POSSIBLE KICKSTARTER SHAFT
BREAKAGE.

We have been advised by our factory that the kickstarter shafts in the above listed models are being subjected to undue strain at the current ignition settings.

We are now recommending that the ignition settings on all 500^{cc} CR, XC, WR models be set at 2.2mm B.T.D.C. on the piston stroke which is 16 degrees.

We are recommending that the ignition setting on all 400WR's be set at 2.0mm B.T.D.C. on the piston stroke which is approximately 17 degrees.

These new settings will not significantly change the engine performance, however they will dramatically reduce the chance of kickstarter shaft breakage. Therefore we kindly ask that these new settings be used by your dealership and recommended to all your affected customers.

SERVICE BULLETIN



Route to: Service yes Parts yes Customer yes

Date: June 12, 1984 Year: 1984 Model: All 1984 250, 400, 500
(models with long kick-
starter arms)

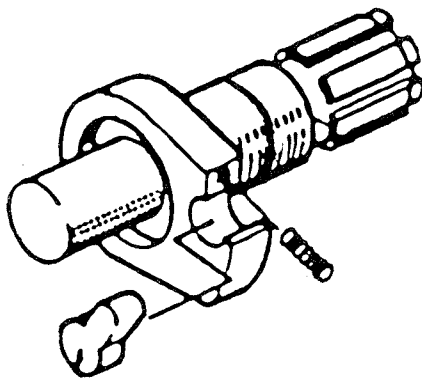
RE: KICKSTARTER SHAFT BREAKAGE.

Husqvarna Motorcycle Company recommends the replacement of the kickstarter shafts on all 1984 250, 400 and 500 models that have the new style straight kickstarter arm.

If the kickstarter shaft is replaced in a 1984 250, 400 and 500 model Husqvarna, please submit a completely filled out service report and Husqvarna Motorcycle Company will credit your dealership's parts account for the cost of the kickstarter shaft.

Effective September 30, 1984 Husqvarna Motorcycle Company will not warranty any damage caused by any kickstarter shaft breakage of the old style kickstarter shafts. Please reference service bulletin 8-156 for correct ignition settings.

Part number of the new shafts remains unchanged and is still:
16-11-677-01.



SERVICE BULLETIN



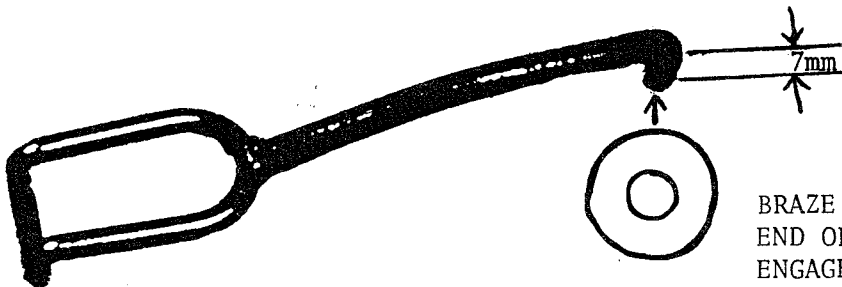
Route to: Service yes Parts yes Customer yes

Date: June 12, 1984

RE: ALL EXTERNAL FLYWHEEL MOTOPLAT IGNITIONS.

It has come to our attention that it is possible to damage BEYOND USE the stator of an external flywheel ignition, made by Motoplat, by the improper use of the flywheel holding tool. The flywheel holding tool can come into contact with the trigger pole protruding from the stator during the tightening of the flywheel nut. EXTREME CARE should be used to not engage the flywheel holding tool more than 7mm into the flywheel during the tightening of the flywheel nut. In addition, care should be taken to prevent the flywheel holding tool from slipping during the tightening of the flywheel nut.

We recommend the brazing of a flat washer on the holding tool engagement end to prevent the holding tool from engaging more than 7mm into the flywheel.



BRAZE FLAT WASHER IN PLACE ON
END OF ENGAGEMENT ARM TO LIMIT
ENGAGEMENT TO 7mm.

The damage can occur at any time, but is most common with 13T countershaft sprockets.

PLEASE NOTE! Effective June 30, 1984, Husqvarna Motorcycle Co., Inc., will NO longer accept for warranty any motoplat ignitions that show evidence of damage by a flywheel holding tool.

SERVICE BULLETIN



Route to: Service yes Parts yes Customer yes

Date: June 12, 1984

RE: VDO WARRANTY.

NOTICE: This is to advise all Husqvarna motorcycle dealerships that effective July 1, 1984 Husqvarna Motorcycle Company will accept for warranty consideration, ONLY "crate damaged" VDO speedometers. All other claims for incorrect calibration, loose screws, or other malfunctions must be submitted to the following locations with proof of purchase.

VDO INSTRUMENTS INC.
980 Brooke Road
Winchester, VA. 22601
ATTN: REPAIR DEPT.

VDO INSTRUMENTS INC.
945A S. Greenwood Ave.
Montebello, CA. 90640
ATTN: REPAIR DEPT.

Please enclose a short note explaining the problem with the instrument and enclose proof of purchase.

Your cooperation is appreciated.

Thank you,

HUSQVARNA MOTORCYCLE CO., INC.

SERVICE BULLETIN



Route to: Service yes Parts yes Customer no

Date: June 18, 1984 Year: 1984 Model: 500AE

RE: AUTOMATIC SPRINGS 16-15-155-01.

We are recommending that all Husqvarna Motorcycle Dealerships cease using or selling the automatic first gear spring with the part number of; 16-15-155-01.

This spring is not functioning correctly and requires replacement too frequently.

Please reference service bulletin #8-161 for recommended replacement springs and clutch shoe modifications.

Thank you,

HUSQVARNA TECHNICAL SERVICES

8-160

SERVICE BULLETIN



ROUTE TO:

Service yes Parts yes Customer no

DATE: July 13, 1984 YEAR: 1983 MODEL: 500 TC, TX, TE

This bulletin is to announce that effective August 10, 1984, Husqvarna Motorcycle Company will conclude the recall program involving the installation of the update kit on all 1983 four stroke models.

All claims for labor reimbursement and parts must be received by Husqvarna Motorcycle Company before August 10, 1984. After that date Husqvarna Motorcycle Company will not accept any claims for the installation of the update kit used for the recall program for all 1983 model four stroke motorcycles.

Your cooperation in submitting all claims for labor and parts for the installation of the update kits prior to August 10, 1984 is appreciated.

Thank you,

HUSQVARNA TECHNICAL SERVICES

8-162

SERVICE BULLETIN



ROUTE TO:

Service yes Parts yes Customer no
DATE: July 13, 1984 YEAR: 1983 MODEL: 500 AE

Husqvarna Motorcycle Company will soon have a new kit available for the crankshaft first gear clutch on the 500AE model motorcycle. This new kit will fit on all 500AE motorcycles that have the crankshaft first gear clutch bolted to the gear wheel that fits on the crankaxle.

The new kit will replace the kit that now includes the gear wheel and the bolt on crankshaft first gear clutch drum.

For the convenience of our dealers we have listed below the part numbers of all crankshaft first gear repair kits and a brief description of the differences between the kits.

1. 16-19-858-01 - Welded clutch drum to gear wheel, this kit is no longer available from Husqvarna.
2. 16-19-858-02 - Bolt on clutch drum, this kit includes the gear wheel, this kit currently available from Husqvarna.
3. 16-19-858-03 - Bolt on clutch drum does not include the gear wheel. Will soon supercede the -02 repair kit.

The 16-19-858-03 kit consist of the following quantities and part numbers.

1 pc	- clutch drum	- 16-17-015-01
3 pcs	- clutch shoe	- 16-11-241-01
8 pcs	- screw	- 72-56-367-55
8 pcs	- nut	- 73-22-116-01
3 pcs	- clutch springs	- 16-12-793-01

Remember that the "-03" kit will replace the "-02" kit. If a 500AE is updated from the "-01" kit it will be necessary to order the gear wheel if the -03 kit is to be installed. The part number of the gear wheel that the clutch drum bolts to is 16-12-761-01.

Thank you,

HUSQVARNA TECHNICAL SERVICES

8-163

SERVICE BULLETIN



ROUTE TO:

SERVICE: Yes

PARTS: Yes

CUSTOMER: Yes

DATE: August 14, 1984

YEAR: 1984

MODEL: 250 WR

NOTICE

This is to advise the owner's of all 1984 250 WR model Husqvarna motorcycles that, effective September 1, 1984, Husqvarna Motorcycle Company will no longer exchange defective Betor I.T.C. shock absorbers for Ohlins I.T.C. shock absorbers at the reduced price of \$80.00 per pair. Please reference Sales Bulletin Number 84-01.

Adequate time has occurred for all owner's of 1984 model 250 WR's to have taken advantage of this exchange program.

Thank you,

HUSQVARNA TECHNICAL SERVICES

PARTS BOOK CORRECTIONS

The following is a list of corrections to your 1981 Parts Book (P/N 1012-084-96).

<u>PAGE</u>	<u>FIG.</u>	<u>CHANGE TO</u>
9	40	1519-537-01
17	7	1512-389-01
17	25	2581-146-01 (quantity 8)
21	35	7252-381-51
25	13	1510-709-01
25	19	1510-794-03
27	1	1515-319-01
27	2	1515-321-01
27	3	1515-322-01
27	11	1515-316-01
29	13	1518-158-02
30 + 32	1	2-23
30 + 32	6	7-23
30 + 32	5	Nipple
31	3	Description L=244
31	4	Description L=227
31	6	1516-250-02 (all models)
33	Accessories	1519-902-01 (nipple set)
33	Accessories	1519-917-01 (spoke set)
34	1	2-6
35	29	1516-725-01
35	31	1216-549-01
35	32	1516-611-01
35	35	1516-605-01
36	1	2-6
37	36	2582-118-14
39	19	1516-723-01
42	add 71	includes 59-61
43	57	1610-653-01
43	61	1610-926-01 (250 & 430)
43	61	1611-533-01 (125)

<u>PAGE</u>	<u>FIG.</u>	<u>CHANGE TO</u>
43	71	1610-383-01 (125) rod kit
43	71	1610-642-01 (250) rod kit
43	71	1619-825-01 (430) rod kit
45	2	not for 430 XC
45	21	1514-244-01 should be fig. (22)
45	35	1514-408-01 (250-430 CR)
45	35	1514-409-01 (125) core w/cover
51	9	change to fig. 8
51	30	1612-359-01
51	32	1519-373-10 (all 250)
53	36	1611-422-01 (qty. 3)
53	36	1611-883-01 (qty. 1) rear left
53	37	1619-818-01 gasket set
55	1	1619-108-01 compl.
55	30	1611-710-01
55	33	1619-668-01 gasket set
55	34	1612-359-01 nylon bush.
55	35	1611-844-01 cover decal
67	62	1619-824-01 trans. cover
69	8	2509-316-02
73	9	2509-316-02
77	4	1611-149-01
77	7	7256-367-56
77	16	1611-177-01
77	1	1611-885-01
77	32	1611-702-01
77	2	1611-886-01
76 + 78	55	pin in 1611-702-01
79	55	2840-252-01 (6) pin
81	5	1611-191-01
81	5	not for 430 XC
81	6	2024-291-45
81	7	2816-165-01
81	17	2024-295-45 (3) (250 CR-XC)
81	18	2024-331-55

<u>PAGE</u>	<u>FIG.</u>	<u>CHANGE TO</u>
81	23	1614-785-01 (430 XC also)
81	25	1614-785-02 flywheel
81	26	1614-774-01 (430 XC also)
81	29	(430 XC also)
81	30	2062-335-42 (430 XC also)
81	34	1614-778-01 (125)
81	34	1614-777-01 (430 XC)
81	35	2062-329-42 (430 XC)
81	36	1614-167-01 (125 + 430 CR)
81	37	1614-165-01 (430 CR, WR, XC)
81	38	2024-331-55
81	39	2816-181-01
81	40	2016-192-01
87	38	1613-538-01
91	1	1519-567-01 (250)
91	1	1519-568-01 (125, 430)
91	13	1519-565-01 (all models)
91	36	1514-981-01 (complete)
93	46	1519-661-01 430 (sticker)
93	45	1619-662-01 420 (sticker)
93	-	1515-412-01 splash guard
93	-	1515-413-01 holder
95	32	1519-049-01 (cut)
97	acc.	1519-912-01 glass & reflection
97	acc.	1519-915-01 grill
97	acc.	1519-916-01 spring
97	acc.	1519-936-01 T-L lense
97	acc	#956 T-L bulb

SEM IGNITION FLYWHEELS --- NOW AVAILABLE

This is the flywheel only. Repair faulty ignitions without replacing the whole assembly! Available for immediate shipment!

<u>PART NUMBER</u>	<u>PRICE</u>
1614-785-02	239-5 \$47.90