

SERVICE MANUAL



Olja Automat-MC

I vår Automat-motor används en speciell växellådsolja, ESSO Univis J-58.

Detta är den enda olja som rekommenderas för Husqvarna Automat motorcykel.

Oljan kommer att lagerföras i 1-liters förpackning.

Beställningsnummer: 15 19 848-01

Oil Automatic-MC

In our Automatic-engine there is a special transmission-oil, ESSO Univis J-58.

This is the only brand of oil which is recommended for Husqvarna Automatic motorcycle.

In stock this oil will be at 1-litre bottle.

Order number: 15 19 848-01

SERVICE BULLETIN

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SPECIAL SERVICE BULLETIN FOR 390 AUTOMATIC

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

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

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

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

SERVICE BULLETIN

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

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

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

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

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

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

HUSQVARNA MOTORCYCLE COMPANY, INC.
SERVICE DEPARTMENT

July 18, 1979

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

SERVICE BULLETIN



420 AUTOMATIC, ENDURO AND CROSS COUNTRY FREE WHEEL FAILURES

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

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

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

Robert Popiel,
National Service Manager

SERVICE MANUAL



REPLACEMENT KIT 420 AUTOMATIC

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

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

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

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

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

Please note these part Nos.:

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

KOPPLINGSBACK AUTOMAT

Vi har på 420 AXC och 420 AE bytt till kraftigare fjädrande rörpinnar för fastsättningen av kopplingsbackarna, både på vevaxeln och i kopplingspaketet. I samband med detta har vi borrarat upp hålen i tapparna som håller backarna (alla växlar) och i backarna (växel 2, 3 och 4). Alla reservdelar som beställs har det stora hålet.

Var god notera dessa detaljnummer.

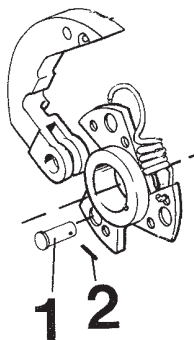
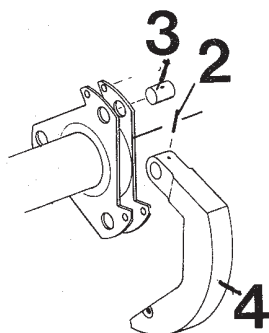
CLUTCH SHOE AUTOMATIC

We have on the 420 AXC and the 420 AE changed the spring action pins that attaches the clutch shoes to the clutch hubs to bigger ones, both on the crankshaft and in the "clutch package". Due to this, we have made the holes for the pins both in the clutch shoes (gear 2, 3 and 4) and in the pegs (all 4 gears) bigger. All spare parts have the bigger holes.

Please note these detail Numbers:

Fig.

1.	16 12 695-01	TAPP, PEG
2.	28 80 265-01	FJÄDRANDE RÖRPINNE 2,5 x 14, ACTION PIN
3.	16 12 555-01	TAPP, PEG
4.	16 12 552-01	KOPPLINGSBACK, CLUTCH SHOE
	16 12 617-01	KOPPLINGSBACK, CLUTCH SHOE





RIKTNING AV VEVAXEL 420 AXC OCH 420 AE

Vid riktning (balansering) av vevaxeln på 420 AXC och 420 AE måste aluminiumpluggen i änden på vevaxel, vänster, borraras ur för att få ett exakt centrum.

För att pressa i en ny plugg måste man:

1. Sätta på kopplingsnavet på vevaxeln och dra fast muttern som håller detta (det är inte nödvändigt att dra muttern hårt).
2. Anbringa kopplingsavdragaren på navet och pressa in pluggen med hjälp av denna.

OBS! Pluggen får inte sticka ut utanför axeln.

För att pressa in den, den sista biten, kan man lägga en bricka mellan avdragaren och pluggen.

Var god notera dessa detaljnummer.

TO BALANCE THE CRANKSHAFT ON THE 420 AXC AND THE 420 AE

When you balance the crankshaft on a 420 AXC or a 420 AE, you must drill the aluminium plug, in the end of crankshaft, left, out, to get an exact center.

To press in a new plug, you do as follows:

1. Mount the clutch hub on the crankshaft and tighten the nut that holds the hub (it is not necessary to tighten the nut hard).
2. Mount the clutch hub puller on the hub and use it to press the plug in.

NOTE! The plug must not stick out beyond the crankshaft. To get it all the way in, you can place a washer between the puller and the plug.

Please note these detail Numbers:

- | | |
|--------------|-------------------|
| 16 11 803-01 | PLUGG, PLUG |
| 15 19 561-01 | AVDRAGARE, PULLER |