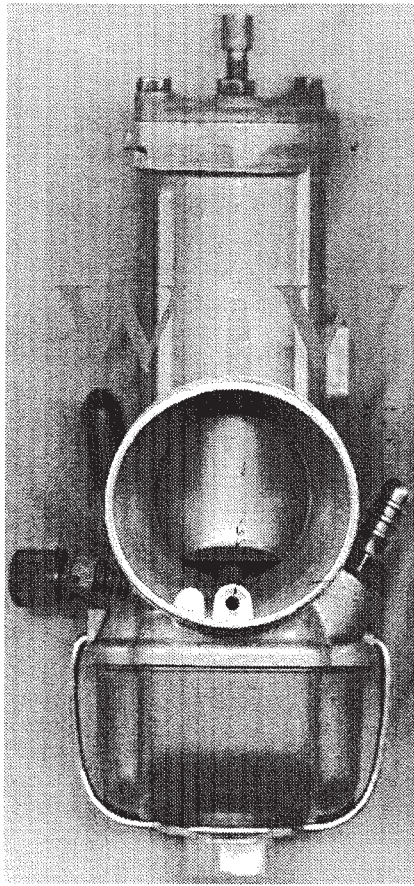


# 1972 250-450

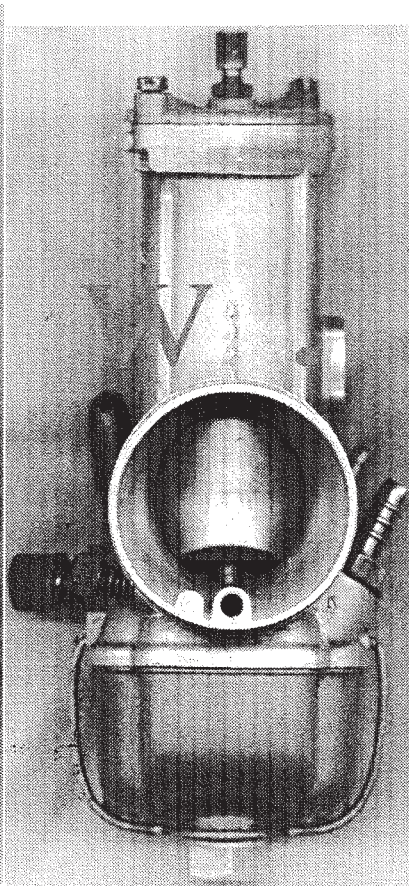
The intent of this photo article is to get you familiar with the exact Bing 54 carb and details that make them up.

A **Bing 1/36/103** was used on all 1972 models of 250 and larger. It was made up of an early body casting with no vent pipe, #1 slide, 281 needle, 2,85 jet, 180 main, 35 idle and so on. The inlet fitting screws in with a gasket, the bowl has a removable plug and it used an early atomizer. The float needle had a ball spring. The slide guide is in its earliest form with no attempt to pinch the steel guide into the slot.

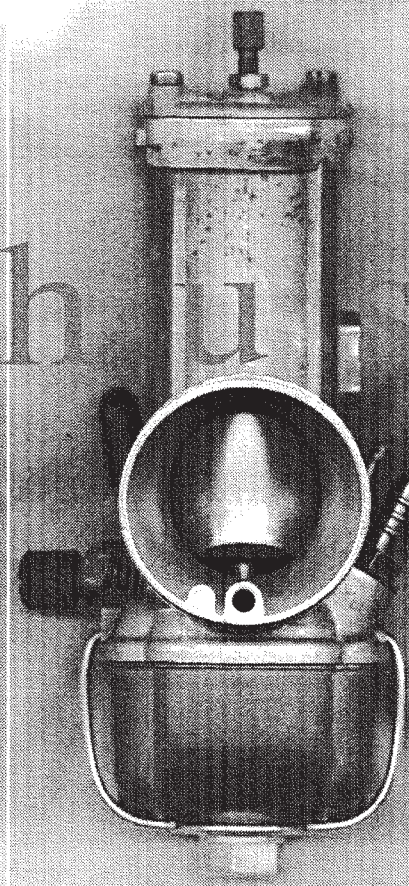
This model still retained the small air jet hole at the inlet to the carb, it was carried over from the 1/36/101. The big, brass jet stock with the "waist area" was used in early Bings. This narrowed area performs no function. The body casting does not have 54, only the letters **BING**. The main clamp screw is usually positioned on top at 12 o'clock. Idle screw set at 1.5 turns out from bottomed. As far as my records show, this 103 was only used for Husqvarna. Other Bing models (102, 104, and the like) not on my list will have machine work to the body casting making them not suitable for your Husky.



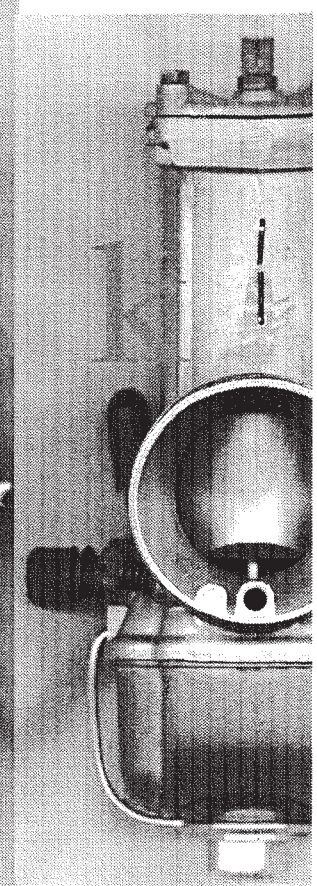
**1/36/103**



**1/36/106**

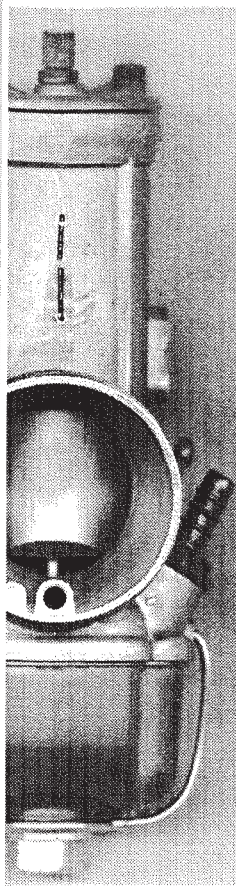


**1/36/108**

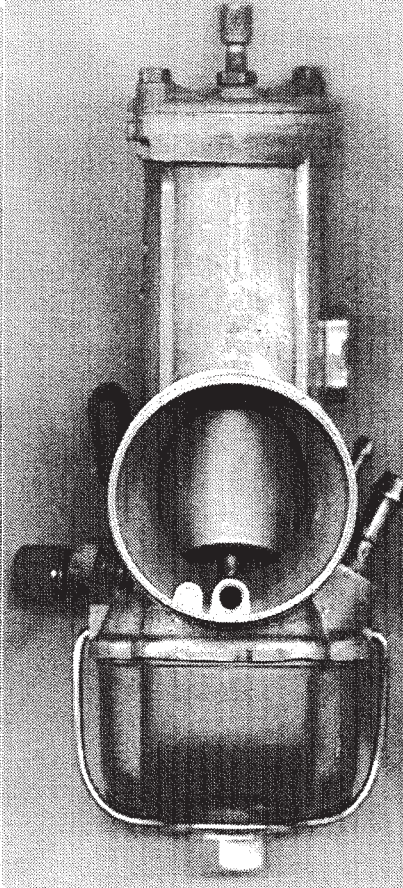


**1/36/112**

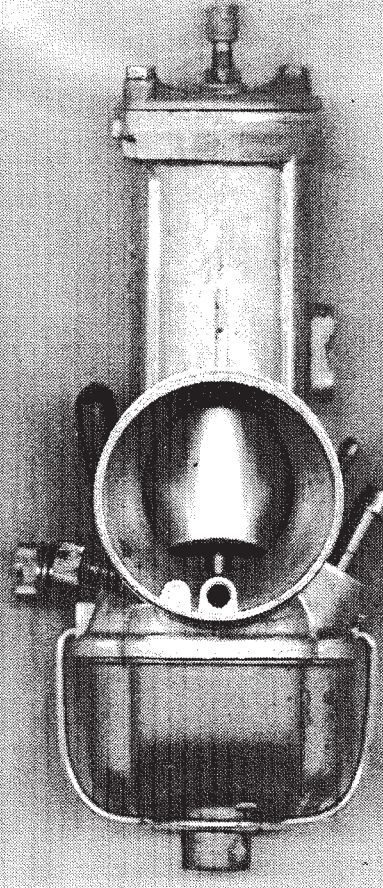
Husqvarna Part number	Application	Bing Number	Mount type	Choke style	Stock Main	Stock Idle	Stock Needle	Stock Jet	Stock slide	Stock atomizer
16 13 964-01	1970 250/360/400 - after March '70 1970 360C Sportsman - after March '70 1971 250/360/400 1971 360C enduro Sportsman	<b>1/36/101</b>	external clamp	tickle flood	180	35	281	2,85	0 unmarked	590
16 13 133-01	1972 250CR, 250WR, 400CR, 1972 450CR, 450WR	<b>1/36/103</b>	external clamp	tickle flood	180	35	281	2,85	1	590
16 13 212-01	1973 250CR, 250WR, 400CR 1974 250WR, 400WR, 400CR 1975 400WR	<b>1/36/106</b>	external clamp	tickle flood	170	45	281	2,85	1	595
16 13 218-01	1973 450CR/WR 1974 450CR/WR	<b>1/36/108</b>	external clamp	tickle flood	170	35	281	2,85	1	595
16 13 259-01	1974 250CR Mag 1975 250WR	<b>1/36/112</b>	external clamp	tickle flood	195	35	281	2,85	1	595
16 13 336-01	1975 250CR, 360CR 1976 250WR	<b>1/36/114</b>	external clamp	tickle flood	195	45	401	3,18	53	595
16 13 415-01 16 13 419-01	1976 250CR 1976 360CR	<b>1/36/116</b> <b>1/36/116A</b>	external clamp	tickle flood	195	45	401	3,16	53	595
16 13 445-01	1976 360Auto - with lever choke 1977 360Auto - with lever choke	<b>54/36/116</b>	rubber hose	tickle and lever	200	55	402	3,16	210	595



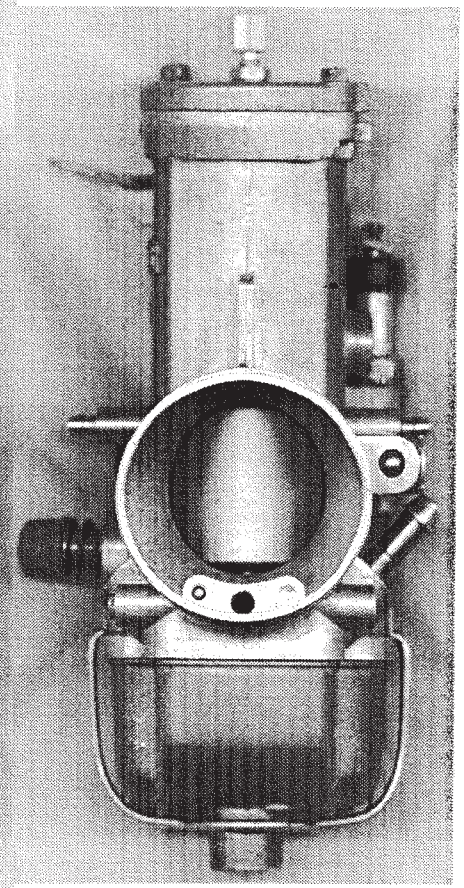
112



1/36/114



1/36/116 A



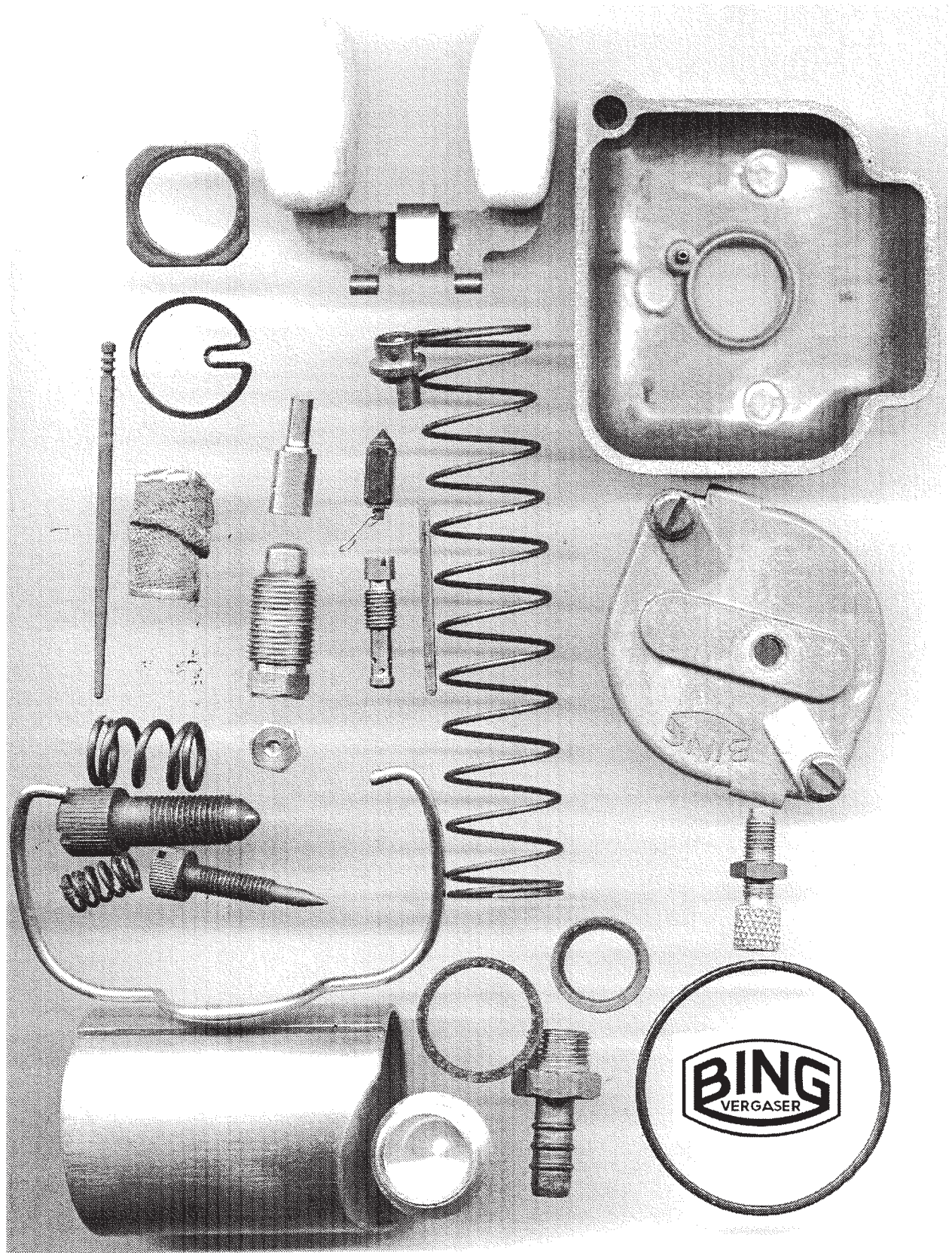
54/36/116

Stock atomizer	Stock float needle	Best float needle	Stock float	Best float	Notes
590	916	953	300	300c	Works pretty well in stock form, works better with correct jets and newer float needle and float.
590	916	953	300	300c	same as above
595	916	953	300	300c	single, up pointing vent tube was added, correct jets needed.
595	916	953	300	300c	
595	953	953	300	300c	
595	953	953	300	300c	
595	953 968	953 968	300	300c	
595	968	968	300c	300c	Series 54-2 Bing dual vent tubes

**Craig's  
Bing 54  
Vergaser  
Table  
Husqvarna**



# 1974 Mag 250



This Bing model 1/36/112 is the 74 Mag 250 CR version and was designed for the reed valve, new motor. The actual differences however between this carb and the 103 pictured earlier, are very slight, but the jet sizes are large. The atomizer is half cut away, the float needle has a pull off wire, the jet body is full threaded. The #1 slide, 281 needle, 2,85 jet are still standard fare. There are minimal internal revisions in the body casting (the air jet hole was increased in size with the 106 model and

remained the same the end of Husky use). This means that the Husky Bings 106, 108 and 112 are basically the same except for jet sizing. This 112 was the last 54 model with a screw-in inlet fitting. Later model Bings used a permanent pressed-in inlet fitting. The slide guide has been pinched in place, but it still will work loose. The pictured 112 has been restamped after having the original number machined off. Exploded carb pictured here is a oem Bing from an unrestored Mag 250.

# 1974 250 CR Mag 250 Bing 1/36/112

- #1 vent pipe fitted and drilled thru.
- #2 tickler revised with steel washer added.
- #3 vent hole added at tickler to prevent flooding.
- #4 cast material added for other applications.

