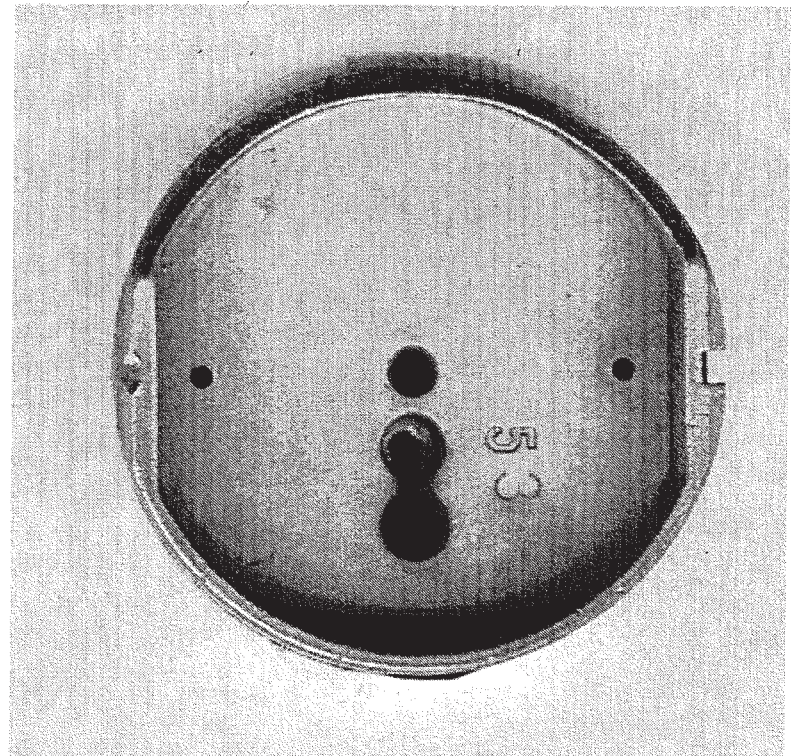
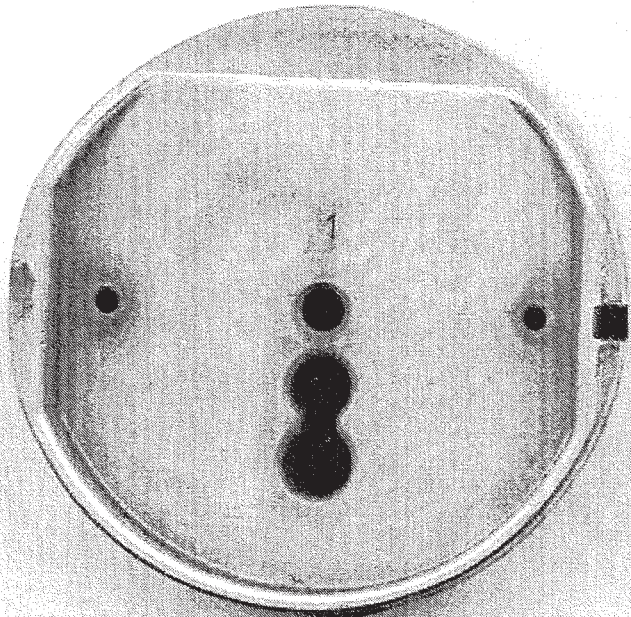


| Slide number | L, mm | A, mm | F, notch | chrome plated | Notes |
|--------------|-------|-------|----------|---------------|-----------|
| 22-745 | 4.5 | 8 | no | no | Husqvarna |
| 22-745-1 | 4.5 | 8 | no | yes | Husqvarna |
| 22-745-2 | 4.5 | 8 | yes | no | |
| 22-745-3 | 4.5 | 8 | yes | yes | |
| 22-745-5 | 7.0 | 4 | no | no | |
| 22-745-51 | 7.0 | 7 | no | no | |
| 22-745-52 | 7.0 | 4 | no | yes | |
| 22-745-53 | 7.0 | 7 | no | yes | Husqvarna |
| 22-745-54 | 7.0 | 4 | yes | no | |
| 22-745-55 | 7.0 | 7 | yes | no | |
| 22-745-56 | 7.0 | 4 | yes | yes | |
| 22-745-57 | 7.0 | 7 | yes | yes | |

Bing Table of slide numbers for model 54 carburetor. You will notice some are chrome plated, some not; some have "F" notch, some not. The very early slides about 1970-1971 have no stamped mark. As the height of "A" and "L" are increased the leaner the fuel mixture in the first half of throttle opening. Do not use this little snippet of info to tune your Bing with, use this info to determine if the pieces in your Bing carb are correct and have not been replaced with something else that fits but is not correct!



Bing 54 Carb Notes -

Throttle slides used in Bing carburetors were pretty standard for Husqvarna use, however a number of different slides were and still are available. They differ in air cushion (L) and the cutout (A). The higher cushion and bigger cut out causing the leaner air/gas mixture. Slides having an idle cutout (F) are usually to be preferred on small throat applications, not used from the factory on Husqvarna. However this idle cutout was found to be a lo speed performance enhancer when tried in the mid 70's on pre reed Huskys. The chrome plated slides were recommended for rough running conditions (what else are dirt bikes doing?) and were typically used after 1973 in all Husky Bing carburetors.

One of the things I find typically in working with these old Huskys is a variety of parts picked from Maico, KTM, other model Huskys and put into the Husky carb of an earlier year bike. Combine this with poor timing setting, old plug, bad electrical grounding, old gas and plugged passages/jets and you have a bike being kicked 100's of times to get a pop or burble. Usually the owner (who owns other Huskys) is stating "The're all the same, aren't they?" My point is that some time spent to understand the Bing and its parts will save you a lot of grief and kicking.

The (F) slot for Husqvarna use on a pre reed motor, on a #1 slide was 3mm wide, 2mm tall. Any larger than this will not be good. Personally, I tried this in 1973 and I forgot if it really helped me with motocross use, but I believe it was useful when Enduro and trail riding. I have forgotten.

Reed valve Huskys, starting with 1975 reed valve motors, began using #53 slide with # 401 needle and # 3.18 or larger needle jet. This configuration allows a reed motor to develop full horsepower and would be useful on any reed valve Husky, like say a 74 mag 250. This configuration however will give problems to a non reed valve motor and will be a source of constant rejcting and fiddling.

Vintage Husqvarna motors 1970-74 with model 54's should typically run #1slide (or unmarked slide) with a #281 needle and a #2.83 or #2.85 needle jet, the main would be a 180 and the idle a 35. Elevation, temperature, engine modifications like porting, shaved head, stuffed crank, different expansion chamber, muffler, etc. will all affect this, but this is a good start point.

Floats too heavy from age, worn pivot pin, plugged passages, bad float needle, worn needle, worn needle jet, leaky top oring, no cable boot, poor manifold seal/connection, should be attended too as well.

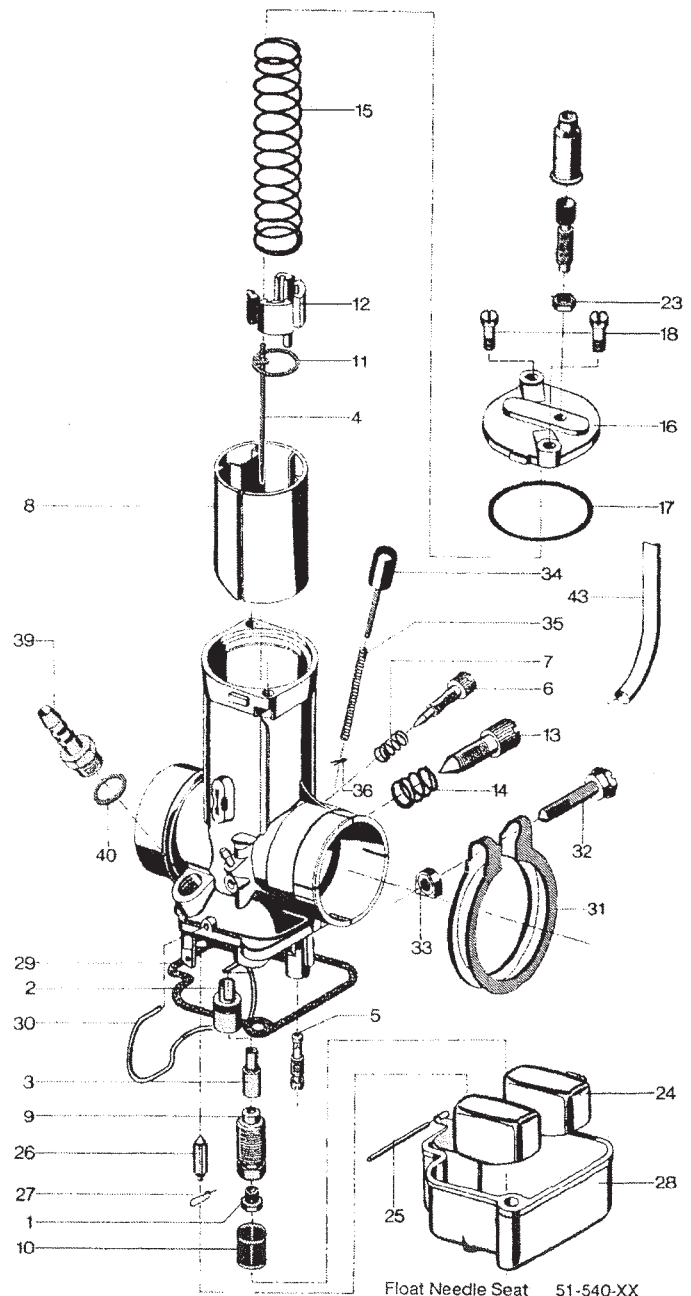
The previous page 4 shows a #1 slide with a 281 needle used on left, new on right (unable to show the wear, the photo is not good enough) anyway a 281 is 62.5mm long, 2.47mm shaft dia, identification groove is 1, position settings are 3 (usually set at #3 or bottom groove from factory), taper length is 28mm and bottom dia is 1.5mm.

To the right (and marked) is a #53 slide and below a pair of 401 needles. you notice the step design to allow a larger diameter needle. This needle requires some patience to get the clip on as you need to put it in the slide and then using needle nose pliers put on the clip in the right slot. This 401 ends at a

used with a 3.18 or larger needle jet. 401 unfortunately has a single groove for id purposes, just like a 281.

Other tips for all Bings -

- 1) make sure you are using a float needle with a wire clip, not the free falling, early ball end style.
- 2) use the new plastic needle retainer, not the metal square/round earlier style. #12
- 3) make sure to use the "half round" brass atomizer, installed correctly, in place of the earlier full round steel piece. #2
- 4) On Bing 54 - 1/36/106 and higher, run your vent tube up under the tank and install a filter that you will service
- 5) this "F" slot can be made too large and ruin the slide.



Float Needle Seat 51-540-XX

Additional Bing Comments -

Q. What kind of Bing would be found on most reed valve era Husqvarna (75-77) and how would it be set up?

A. The Bing would be a 54 as we are discussing, most likely a 116 or higher body number and usually with an "A" added to signify a larger float needle for higher flow. It would have a 53 slide, 401 needle, 3.16-3.20 needle jet, 195-200 main, 45-55 idlejet. This configuration would not work well on a pre reed stock motor.

Q. How would a 66-74 non-reed, stock Husky motor Bing 54 be set up?

A. It could have any body number 1/36/101 thru 118, but most likely 101-112, #1 slide, 281 needle, 2.83-2.85 jet, 180 main, 35 idle, the atomizer needs to be the half round, float needle should have pull off wire, float should be the "new style" to allow best flow at speed. This would not work well on a reed motor.

360

How the 360 came to be

By Tosh Konya

When the FIM formalized motocross, they first established the 500 cc class in 1952. Obviously there were a whole boatload of manufacturers (AJS, BSA, FN, Matchless, Norton, Triumph, etc.) who had suitable 500 cc 4-stroke singles and twins so it ensured a healthy starting grid. There were no 2-strokes in the 500 class at its onset.

The 250 cc class was created by FIM in 1958. The class was made up of a mix of 4-stroke and smaller 2-strokes. Two-strokes were a mere curiosity at that time and few gave them any chance of success. Limited by the technology and metallurgy of the day, the engine sizes were in the 120 cc-190 cc range, such as the Silverpilen, so they gave away a big displacement advantage to the 4-strokes. In spite of this shortcoming, smaller 2-strokes often dominated the non-FIM sanctioned races where all engine sizes were lumped into one moto.

Slowly the hop-up shops and factory efforts boosted displacement and soon they were in the 230 cc range and working towards a true 250 cc. Once the magical plateau of a true 250 cc was reached for 2-strokes, it was only natural for some crafty tuners to read the FIM rules, then

overbore to 252 cc to create a lightweight, nimble bike for the 500 class.

Two stroke riders played this game with great success much to the chagrin of the 4-stroke loyalists who screamed bloody murder to the FIM but it was legal per the rulebook. Four-stroke 'crossers of that era, with the exception of the Husqvarna 500, weighted nearly 400 pounds so they were not kind to the riders, tires, suspension, and drive chains.

By 1965 the FIM caved-in to pressure from 4-stroke nuts and outlawed the "252s." From that point onward, they dictated a minimum displacement of 351 cc for any machine run in the 500 class. There were a fair number of 350 4-strokes, some of them already racing in the 500 class, so this wouldn't exclude them. For 2-stroke lovers this was close to being outlawed from 500s because piston/cylinder technology at that time was already at the ragged edge at 250 and adding another 100 cc without incurring severe seizure problems was considered almost impossible.

Not to be put to pasture so quickly, hop-up tuners – such as Lindström – started to experiment with new big bore castings that provided a full 351 cc. There were also Husqvarna factory efforts at building 360s and even a 400 that used the primary drive and transmission from a 4-stroke. Obviously one of the major improvements was a purpose built casting with adequate fin area and strength to avoid excessive heat distortion.

Once the technology was perfected, Husky, CZ, Maico, Greeves, Bultaco, etc., all had "360s." It would take 3-4 more years for the 360s to grow to 400 which was then considered the ideal engine size for open class 2-strokes.

