

OSKRG Research/Restoration Bulletin #2A

52-56 Linkert Carburetors

VS.1

This research and restoration bulletin was created with input and assistance from members of the OSKRG. The report consolidates the best available information at the time of creation and may be updated or revised at a future date. If errors are identified, or there is additional information on the subject of this report that has not been included, please send corrections or additions to:

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Forward

As the opening statement on page 1 states “This research and restoration bulletin was created with input and assistance from members of the OSKRG. The report consolidates the best available information at the time of creation and may be updated or revised at a future date.” This work is by no means definitive. A realistic expectation of this work would be that there are going to be errors but at least it is a place to start the conversation from. Consider this bulletin to be a living thesis, as empirical evidence presents itself this document will be modified to more accurately reflect what was original equipment on the Ks from 1952 through 1956. It addresses the M53 Linkert series. There are a number of models and years that remain an outright mystery like what production bike was the M53A Linkert carb used on if any at all. If you have a bike that you are confident has its original carb on it we would love to hear from you. Within the document we have a “score card” of sorts to track what carb people have on their original bikes, this score card can serve as an important validation tool. Hopefully over time we can mold this document into a valuable tool to help enthusiast in their restoration efforts.

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Section 1

52-56 K Model Linkert Carburetors

Green Indicates Some Degree of Confidence Carb was Original Equipment Yellow Indicates Some Uncertainty

Linkert Carburetor Model	Part Number	Jet # & Dia.	1952	1953	1954	1955	1956
M53	27146-52	#8 () or #9 (.067)	K	K & KK			
Comments: The bombsight venturi on the M-53 is 1 ¼” so it won’t fit the later 53-A1 carb but it will fit on an earlier 1 ¼’ body. Both carbs still use the flathead style bowl though, which is different from the Panhead version as the float lever and needle and seat housing is offset and not “in line” as on the OHV carbs. In other words the bowl gasket on sidevalve carbs are an “O” and the bowl gasket on OHV carbs has two “O”s, one big, one small. (Scott.L.)							
M53-A					KH & KHK		
Comments: M53A exists, application unknown, perhaps a transitional model between the M53 and M53A1.							
M53-A1	27146-52A	#8 () or #9 (.067)			KH & KHK	KH & KHK	KH & KHK
Comments: The M-53A1 carb has a full size venturi just like the Linkert M-74B used on panheads, 1 ½” standard open venturi and no bombsight. Both carbs still use the flathead style bowl though, which is different from the Panhead version as the float lever and needle and seat housing is offset and not “in line” as on the OHV carbs. In other words the bowl gasket on sidevalve carbs are an “O” and the bowl gasket on OHV carbs has two “O”s, one big, one small. (Scott.L.)							

52-56 K Model Linkert Carburetors

Linkert Carburetor Significant Part Number Changes from Parts Book to Parts Book vs.1

Note: A column Part Number Color Change Indicates a Part Number Change.

Parts Book Year	Carburetor Complete Part Number	Linkert Carburetor Model	Air Intake Disc	Air Intake Lever	Metering Plug	Idle Bleed Plug	Carburetor Venturi Retainer (Screw)	Carburetor Venturi
1953 PB	27146-52	M-53	27225-52	27235-52	27327-52 #7 for 52-53K & KK	27328-52 for 52-53K & KK	27359-52 for 52-53K & KK	27364-52 for 52-53K & KK
1954 PB	27146-52A	M-53A1	27225-54	27235-52A for 52-53K & KK 27235-54 for 54KH	27326-54 #9 for 54KH	27328-54 for 54KH		27363-41 for 54KH
1956 PB	27146-52A	M-53A1	27225-54	27235-54 for 54-56	27326-54 #9 for 54-56	27328-54 for 54-56	27358-54 54-56	27363-41 54-56

Parts Book Year	Carburetor Complete Part Number	Carburetor Float Complete	Carburetor Support	Carburetor Support Nut	Carburetor Venturi Retainer Spring
1953 PB	27146-52	27380-52			
1954 PB	27146-52A	27380-33 52-54	27433-54 54 KH	7789 54KH	
1956 PB	27146-52A	27380-33A 52-56	27433-54A 54-56	7789 54-55 27434-56 56KH	27359-54 54-56

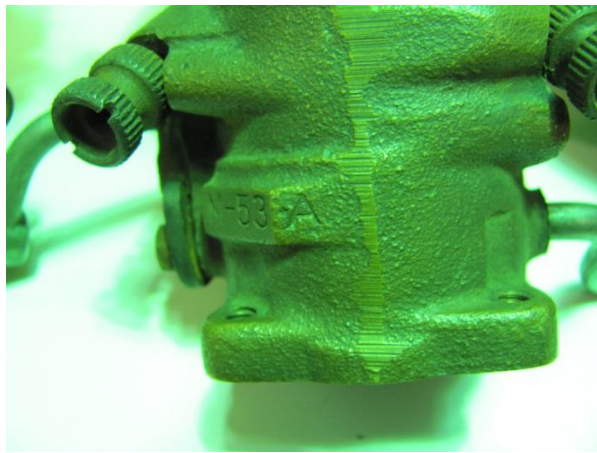
What Is Actually On Your Bike-Please Let Us Know									
	1952	1953		1954		1955		1956	
Linkert Model	K	K	KK	KH	KHK	KH	KHK	KH	KHK
M53									
M53-A									
M53-A1									
OTHER									

Linkert M53 Series Comments & Pictures

M53 Carburetor



M53A Carburetor



M53A1 Carburetor



Air intake, M-53A on left, M-53A1 on right. You can see the one piece choke lever assembly



Air intake, M-53. Note two piece choke lever. Lever part very hard to find.



Linkert M53 Series Comments & Pictures



Manifold end, M-53. Note offset fuel intake on all M-53 models.



Manifold end, M-53A.

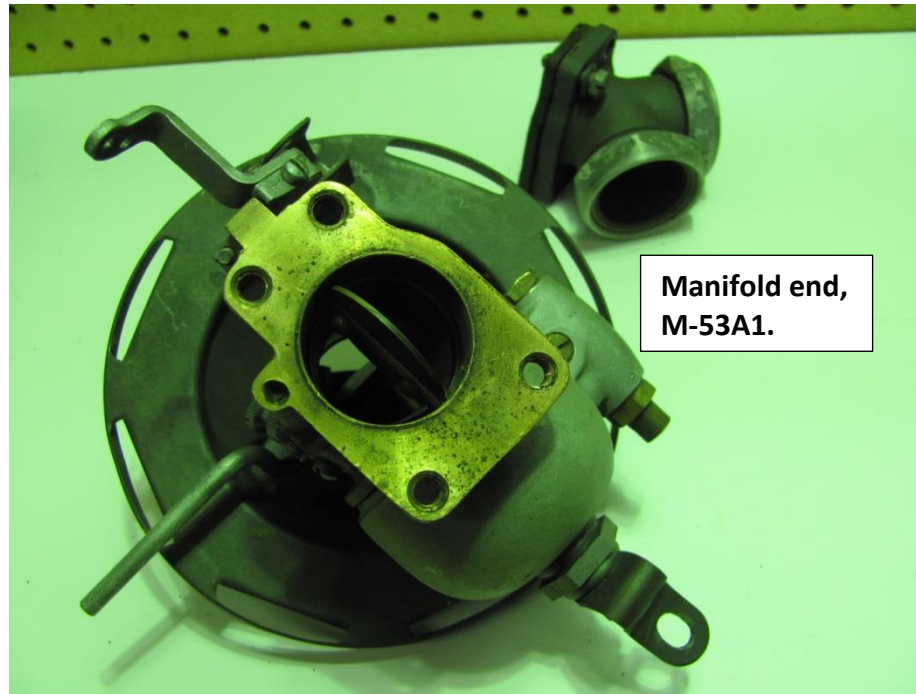


Manifold end, M-53A1.

These are obviously unrestored carburetors. The high and low speed adjustment needle controls should be cad plated, also the bowl nut, throttle control components.



M-53A1 with some of original black paint remaining.



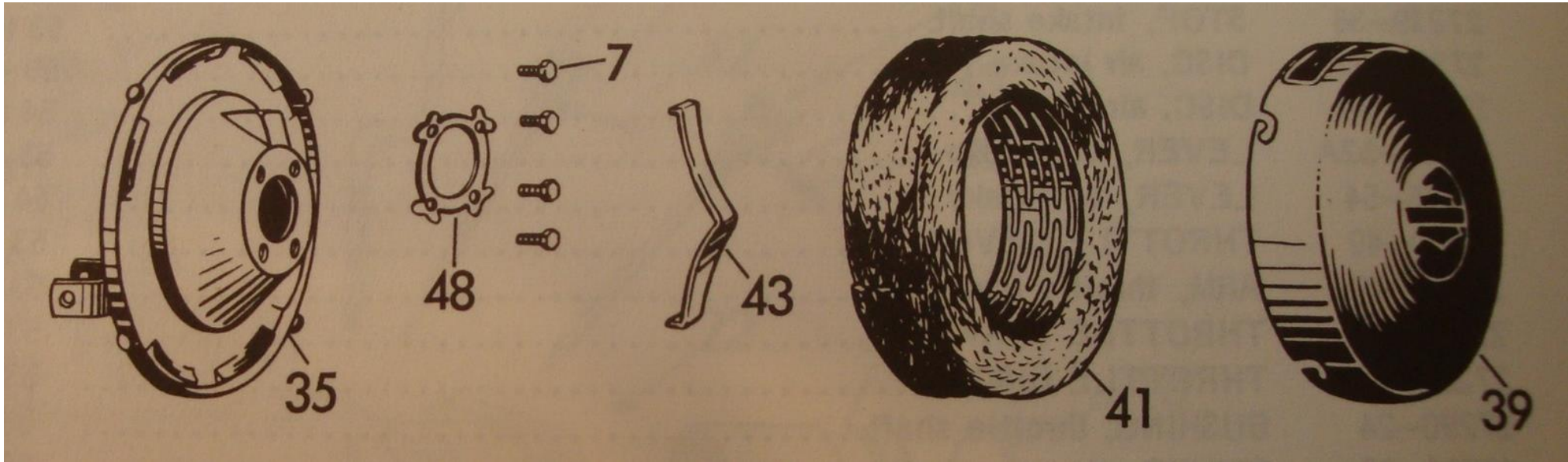
Manifold end, M-53A1.

Linkert M53 Series Comments & Pictures

Scott L. Additional comments about the Linkert finishes:

"I would confirm Roger's observation re: black paint. Bruce Palmer's book confirms this on the Panhead models, including the M-74B. They are not hard to paint. I put on a crappy bowl, then set the ends on the sticky side of contact paper, then use an exacto knife to trace around the outline of the end openings, and then spray away. Interesting thing I have been reading as I have been researching all finishes for the Linkerts. The finishes used (zinc dichromate, silver cad, and even the black paint) all seem to break down fairly quickly at temperatures above 120 degrees. Sitting between the cylinders of an air cooled motorcycle puts temps well above that threshold and would explain why the finishes are almost always evenly worn off on used Linkerts."

52-55 K Model Air Cleaner Back Plate, Cover & Filter



Air Cleaner Back Plate & Cover for 52K through 55K Models

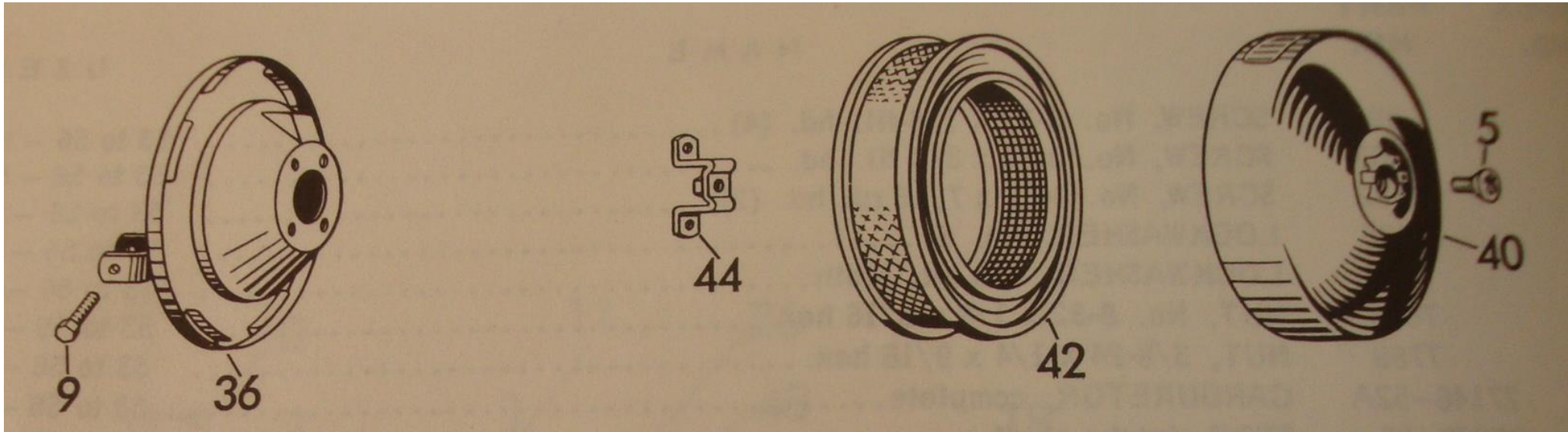


Image

Image of 52-55 K Model Filter

Needed

56 K Model Air Cleaner Back Plate, Cover & Filter



Top down view, M-53A1. This was complete take-off unit, including air cleaner and intake manifold in background. Note manifold is parkerized finish, manifold nuts are cad plated.



M-53A1, air cleaner assembly side. This is a one year only air cleaner for the 1956K. It does not use the "twist on cover" that the 52K through 55K air cleaners used.



PN 29036-56 Cartridge, Used 56-65 K & All XL Models



K Model Gas Tank Valve & Gas Lines

K Model Gas Tank Valve, 52-56



52-53 K Gas Line



52-56 K Gas Tank Connecting Gas Line



54-56 K Model Gas Line



Linkert M53 Series (Future)