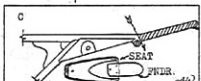
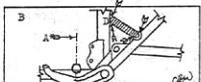
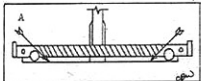


HUSKY TRICK TECH TIPS

By C.B. Wood, Jr.
FRAME MODIFICATIONS

The frame mods shown here are only for the purpose of lightening the stock frame without reducing its design strength. All these mods are factory approved, for they represent the removal of only non-critical members. The removal of the foot peg brace is done with a hacksaw after removing the engine. Cut approx. 1/2" away from the frame. The position of this cross-section is shown in drawing B. (A*)



The brace running from above the two outside swingarm mounts to the main backbone is not needed. If you are skeptical bear in mind that it has been left out on the new five speed Huskys. Be sure not to cut into the main frame members, best to cut a little away from them and then file it down flush.

On the rear frame hoop, be sure to cut just behind, not in front of the rear seat mount! Get a plastic fence and sheetmetal screw it into the aluminum seat base. It should be only 2/3 the length of the original measured from the back of the seat.

Be sure to seal up all holes with silicon seal or something similar, then paint. Take pride in your Husky, work carefully, and the results will please you.

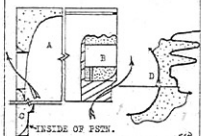
Look at your air filter housing. See all the paint rubbed off on top? Remove the housing and the three mounting brackets. Now push and twist the casting in until it touches the frame backbone (D, drawing B).

By dog logging the two bottom mounting brackets (top not needed) and cutting an inch deep U-shaped piece out of the housing, you can move the filter in away from your leg.

This is not critical, but it makes the bike feel better in between your legs with the down pipe. One can even fill up the space in between the tank and the seat with foam and duct tape so that as you move back and forth, your knees get constant support. Splitting hairs perhaps, but what feels right is good.

PISTON MODIFICATIONS

The mods shown here are best not done by a novice. For, unless you are very rich, a lunched piston can lead to unhappiness, financial distress, hypertension, insanity, and occasional death for both machine and rider.



A is a cross-section of the REAR transfer port. Rounding the edge from the inside and a little at the top outside will allow for a more efficient flow into the port.

D is a cross-section of the piston boss at the transfer outway. A lot can be removed here without danger, but what is essential is all that is necessary. C is a cross-section of the piston skirt (front and back). Again, a lot can be removed, but this is all that is necessary. B is a cross-section of the outside of the transfer port where the engine case

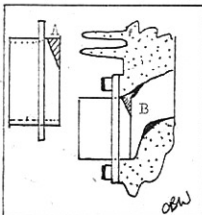


After you've made all these swell mods to your Husqvarna, you'll be ready to ride just like Mark Blackwell, right? Wrong. You still need to get a trick downpipe for the Swedes.

half meets the barrel. This is the old trick of matching your ports.

This is best done when the engine is split (taken completely apart) by sliding the barrel down the through bolts on first one cast, then the other, and removing any ridges while in position from inside the transfer ports.

With the piston held inside the barrel and the top level with the bottom of the transfer ports, mark where the rear transfer (booster) port in the piston drops below the port in the barrel. It is not necessary to remove all this, but rounding off the bottom lip of the port



in the BARREL will help.

Be sure everything is CLEAN when reassembling. Be sure you have a good ring, or all this won't help at all.

Inside the exhaust port on top one can usually find a substantial ridge. By cutting the manifold as shown (A) and removing metal as shown (B) one can improve the exhaust flow.

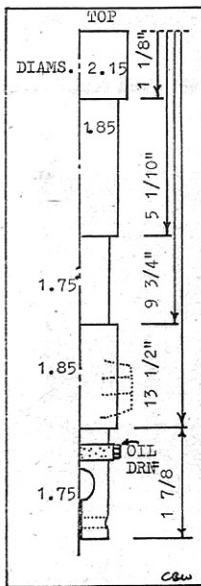
It has not been noted that any of the above mentioned modifications will result in a change in carb requirements. It would be wise however, to take a plug reading soon after you are running again.

HUSQVARNA FRONT FORK MODIFICATIONS

Any good machine shop can perform the described lathe work. This will lighten your front end unsprung weight by over two pounds. You will feel it.

It is recommended that you leave the oil drain holes intact. Cutting it down will leave too little thread to safely hold the drain screw in place. By pointing the two oil drains to the rear (easier oil draining) and reversing your front wheel (brake stop in left fork) you can cut the brake stop holder off of the right leg. Don't go here!

Also make sure that your cable brake isn't going to hang up on something as the forks go up and down.



While you're at it, get the fork seal housing opened up to fit a good fork seal.

Please don't go below these measurements, unless you want to eat rocks.

SPECIAL ADDED GOODIE

Want to make sure that front brake stops like a boat anchor?

Put the brake plate with shoes on a lathe (the axle with grease to prevent slop and a few spacers works fine.)

Set the shoes slightly more open than where they are when fully applied inside the drum, and turn the shoes down to match the interior drum measurement.

Put it together, stop it a few times and then sand off the high spots.

Don't let any grease or oil touch the shoes. Don't clean your shoes with fluid mix, thinner is best. Shoes once oiled will never really work well again.

Keep those shoes right and you can dive under most anyone in a hairpin...

EUROPEANS RETURN FOR YANKEE GOLD

June 25, the American Motorcycle Association's \$50,000, six-event summer Inter-AMA Motocross Series is scheduled to begin in Boise, Idaho. The exciting series will feature a large field of international motocross stars.

Heading the list of European riders is 32-year-old Torsten Hallman of Sweden. Hallman, four-time winner of the 250cc World Championship, will compete aboard a factory Yamaha during the summer series. Teaming with Hallman will be Swedes Hakan Anderson and Arne Lindorf.

Europeans riding for Husqvarna include Arne Kring, Torleif Hansen and Uno Palm, all of Sweden. Hansen finished third overall in last year's fall Trans-AMA series.

Englishmen Dave Bickers and Stuart Nunn will also be competing for a share of the large purse series. Bickers rode a CZ to a second overall in last season's summer series.

Likeable Jeff Smith, formerly of England but now a Canadian resident, has also requested entry applications for the series in the 1970 Trans-AMA series. Smith finished third overall aboard a BSA.

Four Swedes - Lars Erick Nord, Hans Ake Karlsson, Bengt Endbom and Andrews Flobberg - will contest the series aboard Maicos.

LEARN TO RIDE RIGHT

Escape Country is offering a free motorcycle beginner riding and safety course beginning Saturday, June 17th at 10 a.m. The course may be completed in one day and a certificate of completion will be given to those that qualify at the end of the class. The classes will be held every Saturday through the summer at 10 a.m.

The course will include road safety and courtesy along with demonstration and practice in emergency stopping, control and handling of a motorcycle in an off road environment. Classes will be of limited size and on a first come first serve basis.

The normal motorcycle day use fee of \$2 for 100cc and less and \$3 for over 100cc will be charged. Contact Earl Gross, (714) 586-7904.

Spark arresters, silencers and helmets are required.