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# HUSKY 125 ENDURO?

*Functional for the frantic, but a motocrosser  
does not necessarily a trailbike make . . .*

by Woods

Some months ago we tested the 1977 Husqvarna 125 CR motocrosser. If you'll remember, the staff was pleased as punch with the little Husky. Blessed with abundant torque for a one-two-five, it scooted even our most club-footed staffers around the track with surprising speed and forgiveness.

At that time the resident cross-country freaks were moved to speculate that the CR might well make a sweet go-fast enduro mount. We promised to look into it.

Months passed. The 125 went back to the factory for another stretch on the mag test circuit. We waited until a reasonable time had passed and asked for it back.

What we have done is not to be construed as a project bike, not under any circumstances. Project bikes, in general, end up swilling mucho dollars to the ultimate end of making a bike do what it wasn't designed to do as well, or almost, as a bike that was meant to do whatever is being done in the first place. Clear? Anyway, the intent here

was to see how well the torquiest 125 MXer around could, with a few dollars and a few hours' worth of bolt-ons, adapt to the world of trees, rocks and water.

Because of this aim, we kept our modifications stone simple. A Skyway spark arrestor/silencer added trail-legality, and, in theory at least, dropped powerband down a notch or two. Old Preston's IT rear fender and headlight/number plate provided the lighting for those areas that required it. That's it. No more. A motocrosser quickie-prepped for the trail.

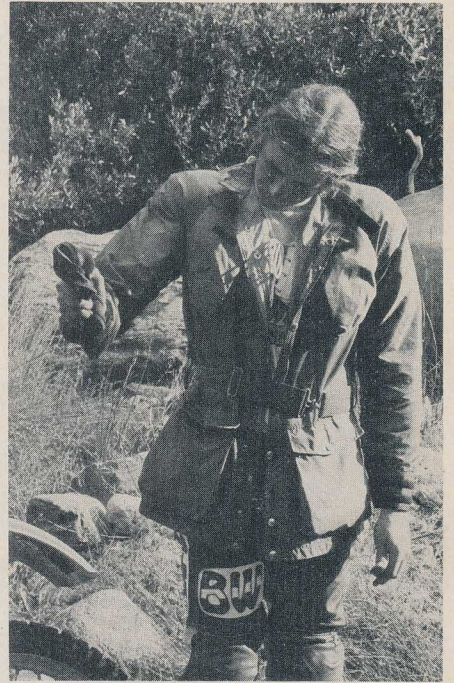
And, not too surprisingly, that's exactly what the bike performed like.

That power, that was so smooth and mellow on the track, became a bit hyperactive in the woods. Not unmanageable, in fact, similar to the more hectic 125 enduro bikes made by Penton/KTM and Can-Am, but nonetheless a powerband that demanded full attention.

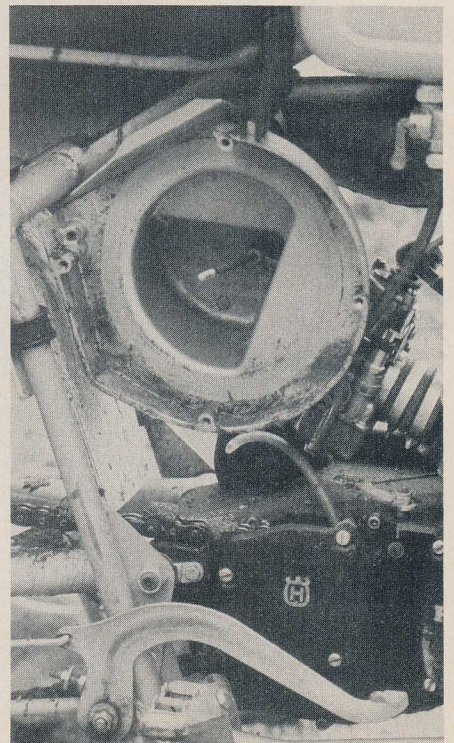
The gearing, which we didn't modify to the extent of changing sprockets,







Stock waterproofing proved inadequate for wet trailing.







**The stock silencer and the Skyway. Quiet and trail-legality have the major benefits.**

left something to be desired also. It worked well, *for MX gearing*, but the ratios were often "not quite right" for common trail situations.

And that glorious track-gobbling suspension? It performed beautifully on fast sections, where the bumps and ledges were, if large, infrequent. When forced to cope with high-speed rock washes and assorted tight gnarlinesses, it kicked, bucked and bounced the light machine, and the rider when he held on, more than was compatible with maintaining speed.

There were other limitations, too. Although the waterproofing was adequate for even our wettest (California wet, that is, in this the Year of the Drought) tracks, when forced to splash downstream for any length of time it hesitated, spluttered, and on one occasion needed to be pumped out.

Now ... IF we could re-gear it, and change the suspension, and do a thorough waterproofing job, and ...

But that's beside the point, and likely exactly what Husky themselves will do when they (if they) release a 125 WR Cross-Country.

Fact is, the Husky worked very well, within the limitations of its intended purpose. With our few modifications it could, given a rider capable of dealing with a demanding trailbike, get through the boonies in a respectable hurry. It comes nowhere near the aforementioned enduro/ET bikes, but if a motocrosser wanted a race bike that could adapt to an occasional fast trail ride, and that required little work or expense to switch from one purpose to the other, and if he was a 125 rider, the little Husky would probably be his best bet.