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HUSKY HOP

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**PRO CIRCUIT**

**125 CR**

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Standard operating procedure

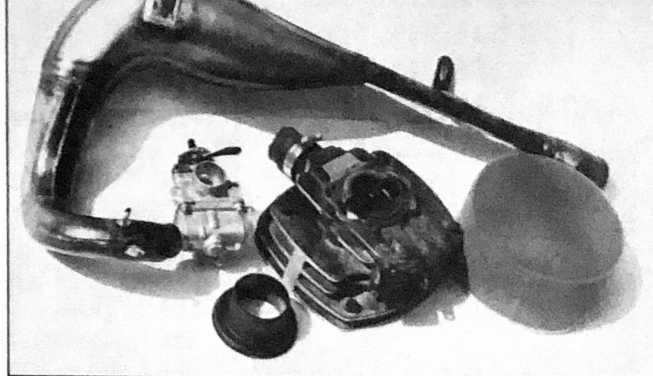
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by Lady Wiser

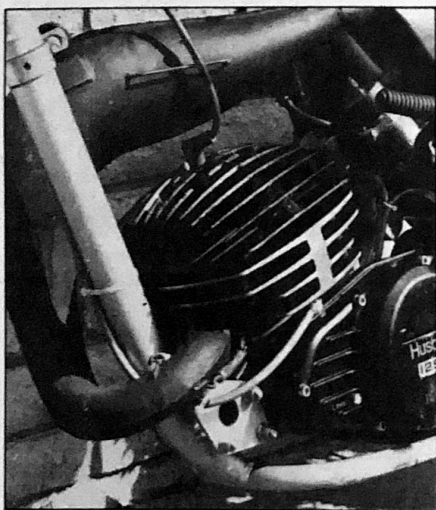
Pro Circuit Racing rider  
Craig Data races the 125 CR  
three times a week. Husky  
Saddylux has agreed to  
partly



The trick number plates clean up the Hooska lines.



The complete Pro Circuit Racing Husqvarna 125 CR kit is the only maximum motor available for the Swedish tiddlers.



The pipe replaces the stock Husky unit, which has been virtually unchanged for four years. Designed by Rick Asch, it brings the mill to life.



With the exception of the Kayaba Pro-Line front forks, the handling package is 100-percent stock.

□ In Southern California racing circles, doing the difficult is common, and almost standard operating procedure. The 125 class is the domain of the Japanese yellow plague, but the SoCal hot-rod motocross shops won't believe it. Throughout the years tuners have tried to break the stranglehold of the Oriental machines, and have had surprisingly good luck.

The latest effort is the Anaheim Husqvarna/Pro Circuit 125 CR Husqvarna. Ridden by young Craig Dale in three races every week, the bike has proved to be fast, dependable and powerful. The best part is that the majority of the modifications are available to the public through Pro Circuit Racing in Anaheim, California. The only handling modification to the Husky 125 CR was the addition of Kayaba Pro-Line forks and triple clamps. The 38mm KYBs replace the standard 35mm Husqvarna forks. A lot of machine work was necessary to get the steering stem and brake lug to match. The rest of the frame is OEM Husqvarna. Because Husky uses the big-bike frame and suspension on the 125, it handles with the best of them.

#### THE ENGINE

Pro Circuit Racing makes the 125 CR

engine package available in parts or as a complete unit. The cylinder is ported, the piston skirt is cut, the transfers are widened, the crank is modified, the cases are matched, a 34mm Mikuni is mounted and a special Pro Circuit pipe is included. The result is a motor that is more than a match for Japan's best.

The pipe provides the biggest improvement, and will add additional ponies to a stone-stock 125 CR. The stock Husqvarna pipe is the same pipe that has been in use for over four years. The Pro Circuit pipe retails for \$85 and is shorter, lighter, snappier, and has larger volume. It also is a cross-over design.

The pre-jetted 34mm Mikuni replaces the stock 32mm Bing, and provides easier starting, better throttle response and sharper tuning. The pre-jetted carb costs \$67, and you will need to order the Mikuni 125 CR air boot (\$2.95), and a special Husqvarna cable (\$7.50). Each piece of the kit can be ordered separately, or you can crate your motor up and UPS it to Pro Circuit Racing, and they will do the complete package for \$350, which includes porting, carb, pipe, air boot, throttle cable, crank mods and a JT Phase Two air filter.

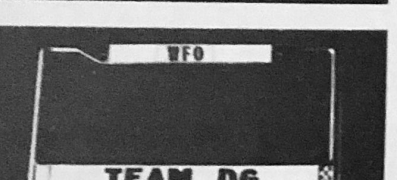
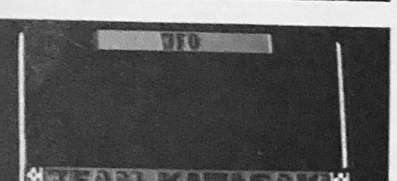
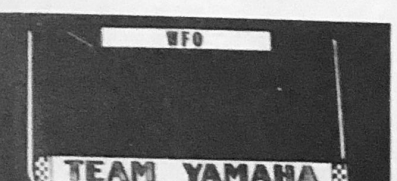
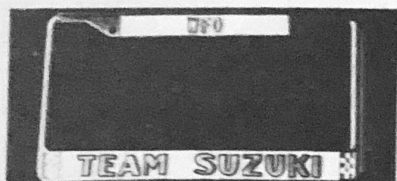
#### RACE PREP

Although the Husqvarna factory provides the 125 CR with the same quality parts as the 250 and 390 CR, the rough-and-tumble world of motocross needs a little insurance. The bike has a special eight-gauge spoke kit laced to both wheels, and Anaheim Husqvarna uses an 18-inch rear wheel shod with a 4.50 Pirelli Superlight. The 18-inch wheel was laced to allow for more latitude in tire selection. Rental aluminum handlebars in a 1980 Husqvarna bend are used because they are the strongest, lightest bars made. A special Kobby Shop International rear fender eliminates the need for the stock number plates, and Husky Products tank decals protect the aluminum gas tank.

For riders who like the action of the stock forks, Pro Circuit offers a complete line of mods to make them better. A set of special fork seals that will replace the stock units retail for \$4 a set, while a zoot-capri set of machined triple clamps eliminate much of the fork flex. The Pro Circuit triple clamps are twice as thick as stock Husqvarna clamps. They do the job for \$140.

The same mods are also available for 250 CR and 390 CR motocross and cross-

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# 125 CR

country models. Head man Mitch Payton keeps a watchful eye over every step in the development of the Pro Circuit Racing Husqvarna. □

## PRO CIRCUIT/ANAHEIM HUSQVARNA

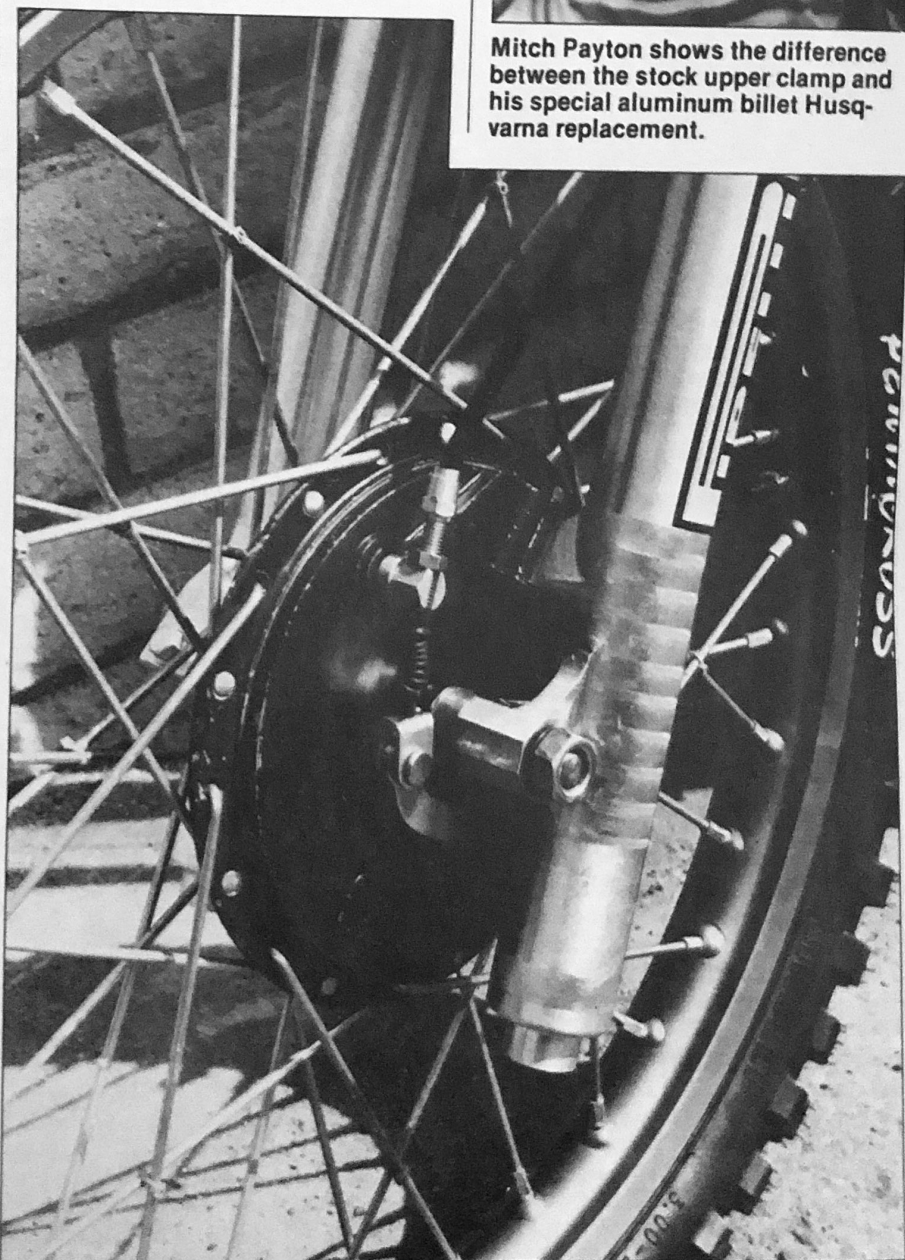
2860 E. Lincoln,  
Anaheim, California 92806  
(714)630-6522

### PRICE LIST

Porting .....	\$90.00
34mm Mikuni .....	\$67.00
Pro Circuit pipe .....	\$85.00
Mikuni air boot .....	\$2.95
Special throttle cable .....	\$7.50
Crank modification .....	\$25.00
Phase Two air filter .....	\$9.95
Eight-gauge spoke kit .....	\$26.95
Pro Circuit triple clamps .....	\$140.00



Mitch Payton shows the difference between the stock upper clamp and his special aluminum billet Husqvarna replacement.



Making the Kayaba forks fit required a little machining by Dallas Baker, but it works sano.