

Husqvarna Report

Premier Issue for HMC

Husqvarna Motorcycle Club is in second gear, engine revved, clutch released and the rubber band start has snapped!

Holeshot!

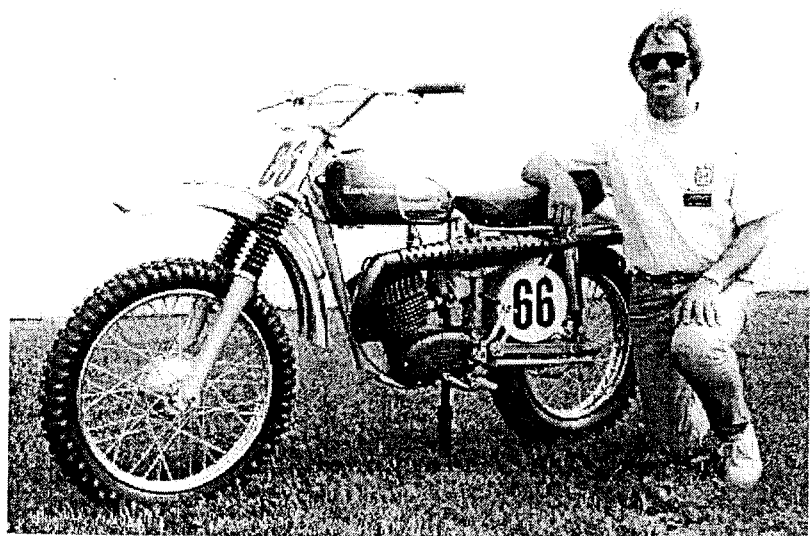


Thank you is in order for the first wave of club members who have so graciously sent in their member fees. When the club was discussed, there was a debate over whether to charge \$5 or \$20 for membership and what happened was \$15. The fee will cover more than a year, it will most likely run until the club funds are used (paper, postage, copies, etc.) and this may be 2 years or so. We have at this time a small number of paid members! Many people have said they will join soon, but I think the membership will dramatically increase when the announcement comes out in Vintage Views and Walneck's. All good things start small. Maybe this is where we say "Please help recruit new members". Maybe help is needed in advertising the club. Thanks for being a Husqvarna hobbyist!!

Husqvarna Hobbyist Meeting

Friday, July 11 1997, 7pm at Mid Ohio Race track during Vintage Motorcycle Days at the Flea market area, outside my small camp trailer, on flea space number 1-12 or close. Informal attire. Rain date is Sat, 7 pm.

As you may be aware, I have dedicated a lot of time to a website at: <http://www.intrepid.net/~husky/hustest.html> and am trying to make sure the newsletter is just as informative. I will try and not repeat much info off the website, but some of it is needed, so bear with me on this. Your articles and pictures are desperately needed to make this the best communication tool for the benefit of all. I am planning on publishing the color codes or actually formulas for all Husqvarna, but I don't have them all myself yet. If anybody has some of these colors (Desert Master yellow, 125 Lion yellow, 175ML blue, or others) please call or write. I am also requesting your maintenance tips, parts suppliers, restoration tips, also experience with later model shocks, Motoplat replacements, lighting installations and the like. Thanks



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Paint formulas

I know I get a request for paint color on regular basis and my experience has been the same as most. I was paniced for a hitech exact formula that I thought would be extractable from some knowledgeable Husky guy. What I found was not much agreement or exacting experience at all. I went thru hundreds of paint chips and compared to many original, new Husky pieces and found several formulas I liked. However with new technology, the computer match at a paint retailer is the best! Here is my latest formula for silver pieces:

Dupont ChromaBase B/C
 Car: Chrysler Import
 Code: H84 Yr:88 Alt:1
 Color: Grace Silver Met B/C
 Tinting Guide Mix Size: Quart

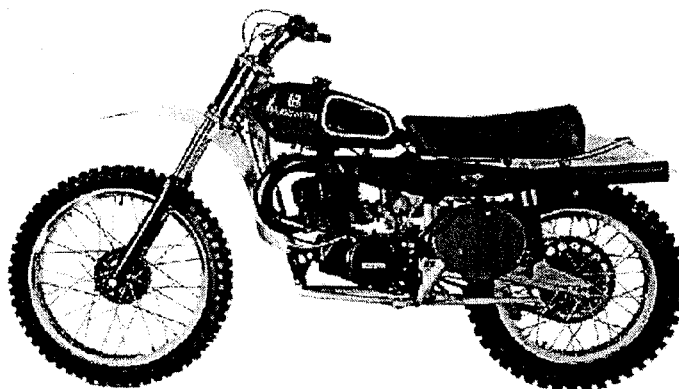
8133 Med Coarse Al	128.5
818J Bright Adjust	235.8
811J Med Aluminum	280.4
802J LS White	284.7
150K B/C balancer	772.0
175K Binder	904.6

If you are a painter yourself and are set up for B/C paint, this will be a snap. If this is new to you, then the cost may deter you. My guess is metal prep, primer, solvents, activators, base paint, clearcoat + will cost \$100 or more. Great when 2 or more bikes are to be done within 12 months.

I hear powdercoat can be good and a "no brainer" process for the customer. Just send your straight, crappy, silver pieces to a powder man and for \$175 they will do all! Colors choices involved! Do not take someone's word for color match. Trial a piece.

Write me when you are happy with powdercoat and we will share with club members.

Thanks!



Dear Husky Club

Dear Craig,

Please run the following ad in your web site, thanks again for the brochures and keep me in mind if you get any interesting(cheap) leads for Huskys in Arizona that you aren't interested in.

1974 Husky 400 WR (MK) in excellent condition. Fresh restoration. Six speed, silver fork legs, new Metzlers, original and perfect gas tank, new cables and fenders and air filter. NJB shocks. This bike needs nothing \$1600. Located in Arizona. Please call (602)368-9823 or E-mail me at kev900sp@aol.com

Dear Husky Club,

I recently purchased a husqvarna. The guy I bought it from said it was either a 72 or 74. The number on the frame is MMO7185 should I assume its a 71. Also I broke the kicker shaft, not the kick start arm itself but the shaft going into the housing. Would you happen to have one? The bike is a WR 250. Again I'm not sure what year. I'll take both the kicker arm and the shaft if you have both. If you can help please E-mail. Thanks. Dan Kaiser, Alliance Nebraska panhead@btigate.com

dear Husky,

Finding your site has put at ease my search for a Husky Homeland. I am the original owner of a 1972 450 WR. I rode it regularly until 1980. I got married.

In early 1982 I decided to rebuild, restore the bike with original factory parts. The needed components that I managed to get were imported, expensive, and extremely hard to come by. Not many dealers of the time in the Northeast were stocking, or willing to get what was needed. The typical response was "get a new one". Well that was not, and still, is not my plans. My son is now 15 and worthy of restoring and appreciating this bike.

I have crawled throughout your site and know that I can probably now find it somewhat easier to restart this project now.

Am I way of course? suggestions? comments?

At its prime, and my riding prime, we could not be touched.

Best Regards,

Eric Banda
Wilmington, Massachusetts

pivot@tiac.net
EJBANDA@aol.com

Dear Craig,
Look what you have done !.

I spoke to you last november when I came across you website. As I said earlier, I raced huskys in the mid eighties and still have my original four bikes from that time, however, after seeing the action going on with your website, I became interested in the vintage scene.

After much searching, I have finally found my new pride and joy. A 1973 400CR (frame MK01410 eng 20300318). The bloke I bought it from traced the history of the machine to a motorcross ace of the early seventies called Hans Appelgren who now lives on the east coast.

The bike was stripped down for a rebuild but has sat in a crate for about 15 years. An inspection revealed that everthing is there and inquite good condition except the rear brake backing plate which has been lost and the cylinder/piston which is worn.

Husky mechanical spares such as clutch plates etc are available locally but the old frame related stuff is real expensive and hard to get. Needless to say the backing plate is unavailable. Can you please place a listing on your web site so that I may try my luck and see If I can source a second hand one.

Also, what is the best option in regards with the cylinder. Chase an original liner/piston or do wiseco

have an equivalent?. What would you recommend.

Any information would be appreciated.

As part of the purchase, I recieved the workshop and parts manual along with a couple of brochures for the 72, 73 CR's and the 74 mag huskies.

If you don't already have these then let me know and I will send you a scanned bitmap of them for you web page if you want it.

As an aside, since I have landed my new toy, the house extensions have been put on hold for now. My wife is going crazy and keeps asking "Who is the Craig Comontofski guy anyway?"

Cheers
Paul Berdal
Perth, Western Australia

Craig ,

The club sounds like an excellent idea! It will be a good place to share stories and restoration tips etc.

I will send my money , any chance of e-mail newsletter?

I have just finished a MAG 250 which I will race for the first time this weekend. Should be interesting.

Regards , Brian
Australia

Dear Husky,
I have a 71 husky frame # MI 5422. I think it's a 360 8 speed I

have had it 10 years . I bought it in a basket and it's still there. I was looking for parts or someone to buy it when I found your site. I would like to know are parts available and what its worth I have most parts motor is in shed covered with bag haven't looked at it in years frame is sitting out side I think it had bad clutch when I got it. whatever help you can give me I would appreciate very much.
thank you
TONY
frank@misslink.net

Dear Husky,
I am interested in joining the husky club. I have a 93 610 that I love and would like to get as much information as possible. Let me know how to join and if I can help in any way.

Kelly Anson
19120 SW Blaine Terrace
Aloha Oregon 97006
(503)591-8973
kellya@spiretech.com
kelly_anson@foti.com



Tech Tip?

I am currently having a tough time disassembling a '67 250 that was purchased a month ago out of Ohio. It looked a little rusty to me at the time, but my experience told me that all of that rust could be dealt with. The engine came apart with a little worry around getting all the case screws out. Altho I found the screws tough to get out, they all backed out. The mag side seal plate screws were stripped out and I had not seen this before, but earlier work had not seated the crank in the left side, doublerow ballbearing and this right side mag seal was used to try to push the crank over. It didn't work, so multiple gaskets were used to space the cover off seat. A real poor job! I will report on how these 5mm threads are renewed.

Anyway, the next tough spot was just taking off the top fine thread bearing race (#10) that follows the top triple crown. The threaded main steeringhead shaft gets it's threads bugged up by the top crown if not attended to regularly (or even if you do watch it) and this race can be tough to turn off. I tried using high quality, large, adjustable jaw channellock type pliers (and I like to think my experience daily with tools leads me to assess the best tool use for a particular problem area) and it would not come off! It had turned a couple of threads and just locked up. I was considering just cutting this race off with hi speed air tool when I set it aside for a day. I went back to work on another Husky I was taking apart to ship to Heath in Colorado. This bike was back in another building where I keep limited tools.

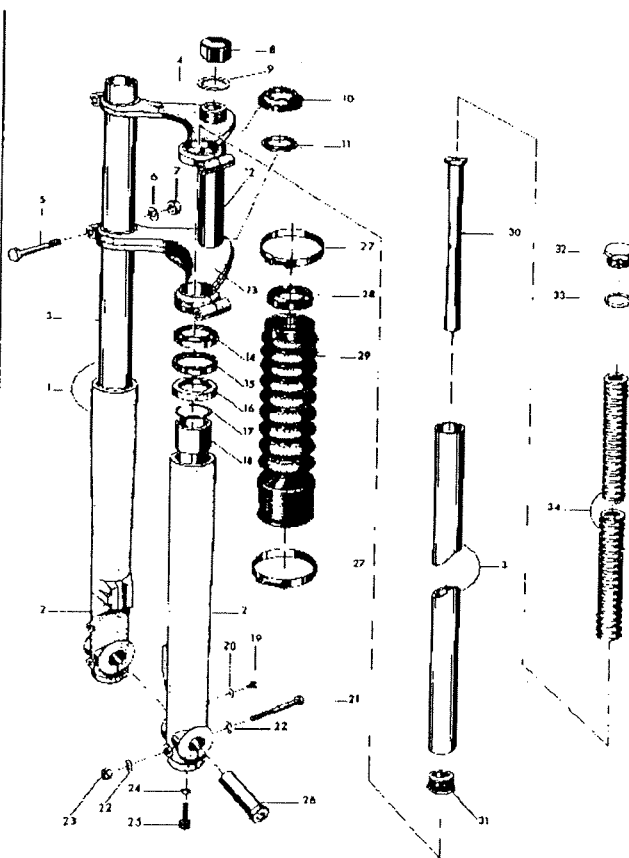
Amazing! Same problem came up! Could not back off this threaded race! Most times this is a hand job. So I looked in my drawer of handy man tools and found only a small, cheap, made in China, pipewrench who's jaw would barely open wide enough to fit this task. Actually they were opened beyond limits. I put this tool on the race and found it gripped well, and to my surprise, allowed easy turning of this race and didn't mar the nice knurled edge. I thought luck had entered into this and that it must have been close to turning off and I just didn't realize it.

I took the tool immediately to my workshop where the '67 was sitting, waiting for me to cut, and to my surprise it worked as well on this task! This is a cheap 10"-12" Walmart pipewrench I am talking about! I am not sure that a pipewrench is suitable for any other task on a Husky. I sure can't think of any yet. I felt happy and stupid at the same time. Ever been there?

I also cannot get the bolt out of the swingarm pivot yet. I'll let you know how this is resolved. I am laughing as I write this because I am considering cutting up the swing arm!

I have set it aside for a few days!

**Happy Huskys
Craig**



This newsletter needs your pictures and letters, so please send me good pics and some text on your Husqvarna experiences, projects, parts leads, lit articles, and the like. Thanks

Craig

I apologize for any grammar, spelling or poor choice of words. Your comments will help! Thanks

Classified ads

1974 Husky 400 WR (MK) in excellent condition. Fresh restoration. Six speed, silver fork legs, new Metzlers, original and perfect gas tank, new cables and fenders and air filter. NJB shocks. This bike needs nothing. \$1600. Located in Arizona. Please call (602)368-9823 or E-mail me at kev900sp@aol.com

Wanted 1992-1996 Husky Four-stroke parts bike. New England area. brkbustn@interserv.com or phone (860)267-6141. "Tim" <brkbustn@interserv.com>

PISTONS for Sale: Husky Pre 72, NOS kits, Taribus (Spain). 71.5 though 83.5mm. Call my buddy Chuck Wong to order 415-994-2675 SF bay, or e-mail me (Wes) for list. \$50.00ea includes mail. (save \$\$ buy out his stock). WEBMJC@ix.netcom.com

Wanted any literature to aid restoration of 1981 Husky CR125. Also needed Piston, con-rod, exhaust pipe and plastics (side panels etc.). Located in Norway. e-mail to - neil.scanlon@kongsberg.simrad.no

Looking for electronic ignition for 1976 360 motocross. Thank you. E-mail address is alvarado@s119.tvi.cc.nm.us "David Alvarado" <alvarado@s119.tvi.cc.nm.us>

Wanted: '76 through '79 CR 125 Preferably in good to exc condition. Western bike preferred. E-mail me at hslib@sage.cncc.cc.co.us. Thank you.

1973 Husqvarna 250 RT, SKxxxx, very good condition, bike located in southwest Virginia, \$600 or best offer, contact Bradley Branch, Martinsville, VA at Tele. 540-656-1126.

1971 Husqvarna 250 no top end, 73 Husky, 75 Husky 250, 81 250 CR, 82 250 CR, 83 175 parts to go with all of this also. Asking \$2000 for all or best offer. Bob Mayer in Amherst, Ohio (216) 985-1782

1969 360 Sportsman with frame # SG 784 and engine # 361393 \$3500.00 All hard to find parts - horn, tank bag, stinger "Armand A. Teixeira" <armandt@cleopatra.ultra.net>

1975-76 360 GP Husqvarna ML-???? - \$250 95% complete, few dents, stored inside, no rust, extra brand new Girling gas shocks, extra 125 tank, extra brand new seat, new Femsas ignition, call Harold Unger at Riderville Cycle, Berkley Springs WV 304-258-1449.

1994-1996 Husqvarna 610 Titanium Rods for special race applications. CONTACT NICK PEDLEY 13 CARGILL AVE FEILDING NEW ZEALAND PH & FAX (NZ)063553793 EMAIL H2O@VOYAGER.CO.NZ also talk to Nick about road racing 610's in New Zealand

I am looking for a backing plate for a 1983 500 CR. I think any CR model CC will work also a sub-frame WR model for 87-88 year. "Phillip & Natalie" <kikiki@primenet.com>

1973 Husqvarna 250 CR Frame number MK 05072 and engine number 2028 1046. Engine is fresh rebuilt and new Motoplat ignition. \$700 or best offer. Dave in Elyria, Ohio >(216) 984-3405 >email: dave@erienet.net

Husqvarna 360 bolt together. Classic 500 legal, Hi Point alu. tank, black leg forks w/custom rods, Alum. t-clamps, Late model Husky rear hub, Yamaha front hub, lengthend swingarm, WP shocks, Motoplat, many more extras, fast, beautiful & very fresh. 3rd place Classic 500 Expert Steamboat 95 - first time out! \$3,000 303-497-8075 (W), 303-939-8236 (H) Boulder CO. Call or David Wilson <dwilson@ucar.edu>

72-74 Husqvarna 250 WRs, 76 WR needs top end, 76 Auto needs in/out gear, 78 Auto runs great, 87 430 good bike, Call Chuck Jouvers, Planet One Used Cycle Parts at 230-572-7252 Ledyard, CT. Also 82-85 parts bikes and more..... engines for 82-84 also maybe a good 85 250 WR or XC. This for sale tip from Bradley Branch.

6 Husqvarna Report

5/12/97

1984 Husqvarna 510 TX For Sale. Frame number XO-11972, Engine Number 2095-0276. Fully restored. Complete engine rebuild by local husky specialist, all receipts. As we say in New England, "It's wicked fast!". It handles good too. This bike is a rock-solid torque monster and a dependable starter. Spares include: Larger capacity '85 Fuel Tank and side cover, Front end, Wheels, Service parts, Cables and Gaskets, Microfiche and Service Literature. \$1,750. Doug Booth Topsfield, MA (508) 887-4991 E-Mail: dmbooth10@aol.com

1974 Husqvarna 360RT with 700 pampered miles. Frame Number SK00989 and has factory documentation to show that the fabrication date was 22/10-73 (Oct22,1973). This bike appears to be brand new! Located in Sweden, the owner is asking \$3500 or best offer. For more info call Sven-Olof Carlsson in Gimo, Sweden at tel -0173-41873. No e-mail

1971 Husky 360 Sportsman, good shape, \$700. '77 390 CR, \$500. '73 250 RT, \$300. '73 125 frame w/250 motor, \$500. Extra frames, cylinders. 610-252-1003 Located near Easton, PA the owners name is Ken Simpson. No e-mail.

1968 Husqvarna 250T #168096 with matching numbers to trade for other Husqvarna motorcycles. Prefer 1970 360C Sportsman SH, unrestored or other Husqvarna, also possibly a Vincent series C chassis only. Contact Craig at husky@intrepid.net for more info. Martinsburg, West Virginia 304-267-6471

72 450 CR Husqvarna .Tip from Mark Dettinger - Last weekend, I was at Don Adams Cycle Salvage, in the Pittsburgh area. shop phone is(412)744-3873, Don's home # is (412)744-2377. He has a 72 450 CR Husky, in what appears to be fairly decent shape for sale. I saw it, and it looks alright. He has \$1695. on it, but will take \$1300. cash.

76 Husky CR125, 250, 73-400. Serial number for CR125 is ML05135. It should be a mid 70's model. I have both early 70's and late 70's 250's. The 400 should be 1973 or so. For more information, contact Dennis at 250-365-6700 (pacific time) or write 1498 Columbia Ave, Castlegar, B.C. V1N 3K3 Canada. From: Dennis McLeod <16UA@selkirk.bc.ca>

Wanted: Husky CR125 parts for 73 or 74 MK series. Tank, Seat, Pipe, front hub, air box, literature, etc. Contact Jerry at Jerry831@gnn.com Located in Bay Area (California)

1995 Husqvarna 250 WXE in excellent condition. Very low hours. Bike has been in storage for over a year. I moved and couldn't take it with me. \$3,000/obo. e-mail Mike at lillo@ix.netcom.com or call me at (212) 982-3828. Possible delivery on east coast south of NY.

1995 Husqvarna 250WXE like new, 20 hours total. raced in two hare scrambles, some extras. must sell 2,600.00 OBO. Tony McRae <mcraea@cyberenet.net>Marlton,NJ (609)985-3236

1970 Husqvarna 400 MH 4312 Complete and in nice condition. Asking price is \$300 or best offer. Bill Bratten, 809 Grace Ln., Lake Villa, Il. 60046 (847)265-0455 e-mail Bill at <bratb@worldnet.att.net>

1978 125 Husqvarna 125 very good condition with few hours on an original bike call Jeff Willis at 614-894-5601 \$500 or best offer. Maybe more Husky bikes and stuff also. Southeast Ohio .

Wanted 1974 250CR Mag in very good condition. Also looking for a '78 125CR in very good shape for the bomber class. 315-738-8240 (w) 607-776-3204 (h), E-Mail 103574.364 @compuserve.com Terry McDonnell in Bath, NY

I have a 1980 250 CR Husqvarna and I am looking for an "Asch" pipe. I believe this exhaust system was developed by pro circuit and sold through Anaheim Husqvarna in the late Seventies and early Eighties. Chris Collom <chris@hbmadv.com>

1972 400 CR Husqvarna \$1395 super nice, unrestored, same owner 24 years, all original, low low hours, runs great, all correct, 409-896-5461 located in Texas.

Wanted for '74 CR250 Mag: Good stock pipe and good complete lower end or I'll have to fix my tranny- jumps out of 1st. Could use a good 74 frame as mine has forward mounted shocks. I have a Pro Fab triple clamp setup complete and in excellent shape for this bike- may trade for parts? 515-332-2635 Ed Dyvig, Humboldt, IA eddyvig@trvnet.net

Lots of Husky parts 1972 thru 1982 ! Call Brian Bowles in Oklahoma City at 405-631-6960 have bikes for sale also!

1984 Husqvarna 400 WXC, 6 speed, street licence w/current tags and current Calif green sticker, excellent condition, single shock, drum front brake. Ready to ride, when in doubt gas it!!! \$900 obo Call Bob Prunty at 818 708-0680 or rprunty@lausd.k12.ca.us

Wanted - I need a rear brake BACKING PLATE for a 1988 Husky CR 250, used would be fine.
email price to - elmonje@mail.idt.net - thanks

Wanted - Looking for various bits and parts to complete '74 CR 250 Magnum. Please let me know what you have at kentt@binary.net Kent Taylor in Lincoln , NE (402)467-4874

79 Husqvarna 125 CR , engine has new wiseco piston, sell entire bike for \$450 Virginia Beach 757- 460- 0789 after 6pm 757-422-8988 day 9am 6pm Thomas Wilchynski.e-mail RattlerDSL@msn.com

94 and 90 Husqvarna 125cc WXE, Both are in good condition and need nothing, enduro ready. 94 has a new top end and proaction suspension skid plate, and handguards. Asking 1,800 for the 94 and 1,000 for the 90. Cory at cborovic@risd.edu or 401 458 7300, Eastern, Connecticut.

Husqvarna Parts Manuals. Excellent copies of parts manuals for 66,67, MF,250T, MG, SG, MH, SH, MI, SI, MJ, MK . Please state frame number and engine number when ordering and I will include additional specific Husky info for your model. \$20 +\$3 ship Craig 304-267-6471.

Husqvarna Motorcycle Club is looking for helpful, enthusiastic members and will be putting out a newsletter dedicated to Husqvarna motorcycles. A place to share experiences and details around vintage era motocross and all (1903-1997) Husqvarna. Send \$15 payable to Craig Comontofski

Mail to :

**Husqvarna Motorcycle Club
1501 West King Street
Martinsburg, WV 25401
USA**

304-267-6471

Contact Craig at husky@intrepid.net for more info.

Please include your:

Name

Address

Phone

Huskys you own or are interested in

Pics of your current project

Husky related items to sell trade or want

Tips on where to buy parts or service.

S-2
6/11/73

SERVICE BULLETIN

Re: Countershaft Sprockets

We have learned that between December, 1972 and March, 1973 faulty C/S sprockets were produced and installed on all model machines. All the sprockets we have in stock were produced before December and are good. Some of the machines we are shipping out now were produced between December and March and have bad C/S sprockets.

MOUNTING OF SPROCKETS

Two things can happen with the sprocket (16 12-994) and sprocket shaft (16 12 841-01).

1. The sprocket slips on the cone and the thread is torn off.
2. The sprocket goes so tight on the cone that it cannot be dismantled in a normal way.

In order to avoid the above failures, the following points must be observed:

- a. Grind the cone with Compound Grinding before the mounting. It is most important that on new shafts the dark grey surface is grinded off from the contact surface against the sprocket.
- b. Please observe that the contact surface should not be washed after grinding, only wiped dry. This in order to keep some grease on the surface and in such a way make the dismantling easier.
- c. Do not use oil. The minimum of grease that the compound grinding leaves after drying is quite enough to make the sprocket stay and at the same time make it easier to dismantle.

All machines should be checked upon-set-up. If the sprocket has gone up on the shaft too far, so that its center hub is flush with the end of the taper on the shaft, then it must be replaced. There were sprockets forged during this period that are good. They can be identified by a lower ring around the center hub. Sprockets with this ring are good no matter when they were produced. See diagram #1.

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It is very important that all machines be checked and all faulty sprockets replaced upon set-up, or the C/S shaft will be ruined.

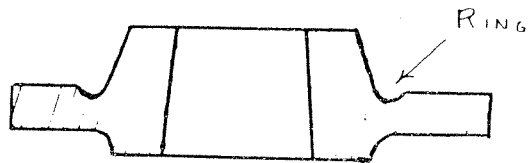


Diagram #1

Proper use of the C/S sprocket puller is also important.

1. Make sure puller legs are underneath sprocket as far as possible.
2. Tighten puller approximately 30 ft. lbs.
3. Hit with hammer alternately both puller legs.
Do not hit center bolt.
4. Repeat steps 2 and 3.
5. If sprocket breaks, grind puller legs as follows and reuse.

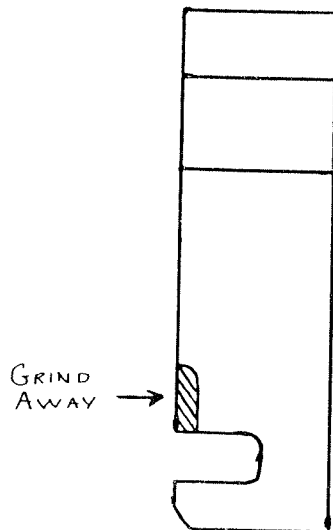


Diagram #2

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husqvarna
husqvarna

Tuning of 125 cc - for special purposes

This tuning gives a great risk for engine damages, and therefore Husqvarna does not take responsibility for any warranty claims.

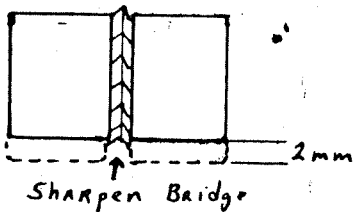
Increase the height of the exhaust port 3 mm and make it egg-formed, so that the widest diameter will be 25-47 mm. (Not more because then the piston ring starts to vibrate). See to it that the radius turns out nicely on the upper side of the exhaust channel so that the channel goes straight out about 10 mm. Make an arrangement with an iron plate on the under side of the exhaust channel, so that the step, which normally exists, disappears.

Increase the height of the transfer channel by ~~2.5~~ mm and make the ports clean. 2.5

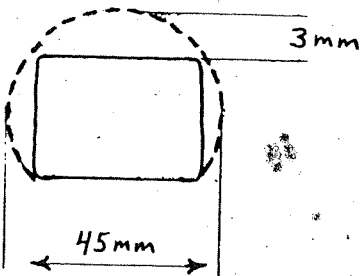
Lower the inlet by 2 mm and make the middle pin sharp.

An exhaust pipe as per sketch below, has to be manufactured. Or a Penton 125, 1970-71 pipe may be used by welding the Husky header pipe on.

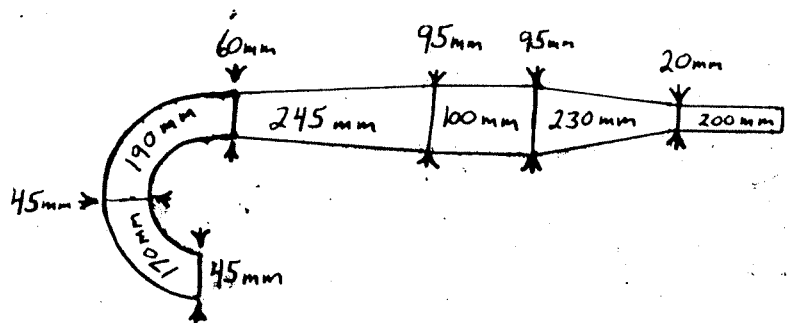
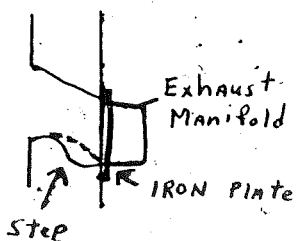
Intake Port



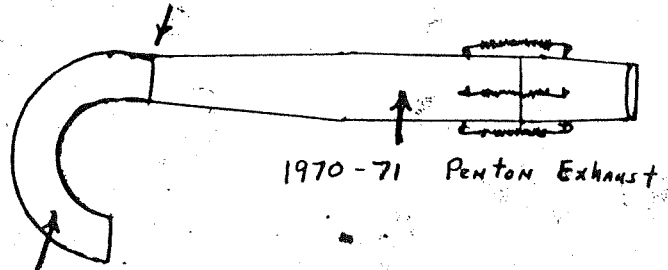
Exhaust Port



Exhaust Port



Cut + Weld



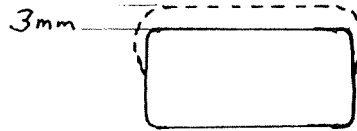
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S-3
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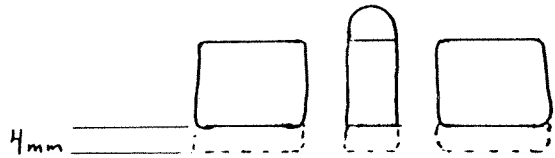
TUNING THE 450 cc for MOTOCROSS

Any modifications done to a Husqvarna engine to increase power also increases the possibility of engine failures. Husqvarna will not accept any warranty claims on modified engines.

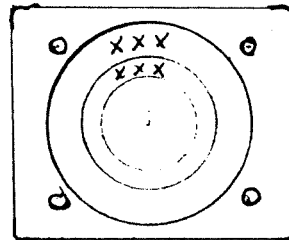
- (1) Raise exhaust port 3mm



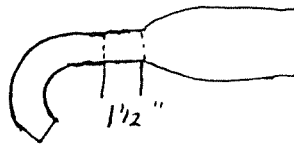
- (2) Lower intake port 4mm



- (3) Cut .060 off head sealing band and squish band.

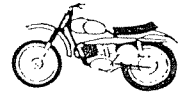


- (4) Shorten header pipe 1½ in. where header meets chamber



- (5) Clean up transfers--match countour of crankcase port to cylinder sleeve.

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husqvarna



SERVICE TOOLS for MK and SK

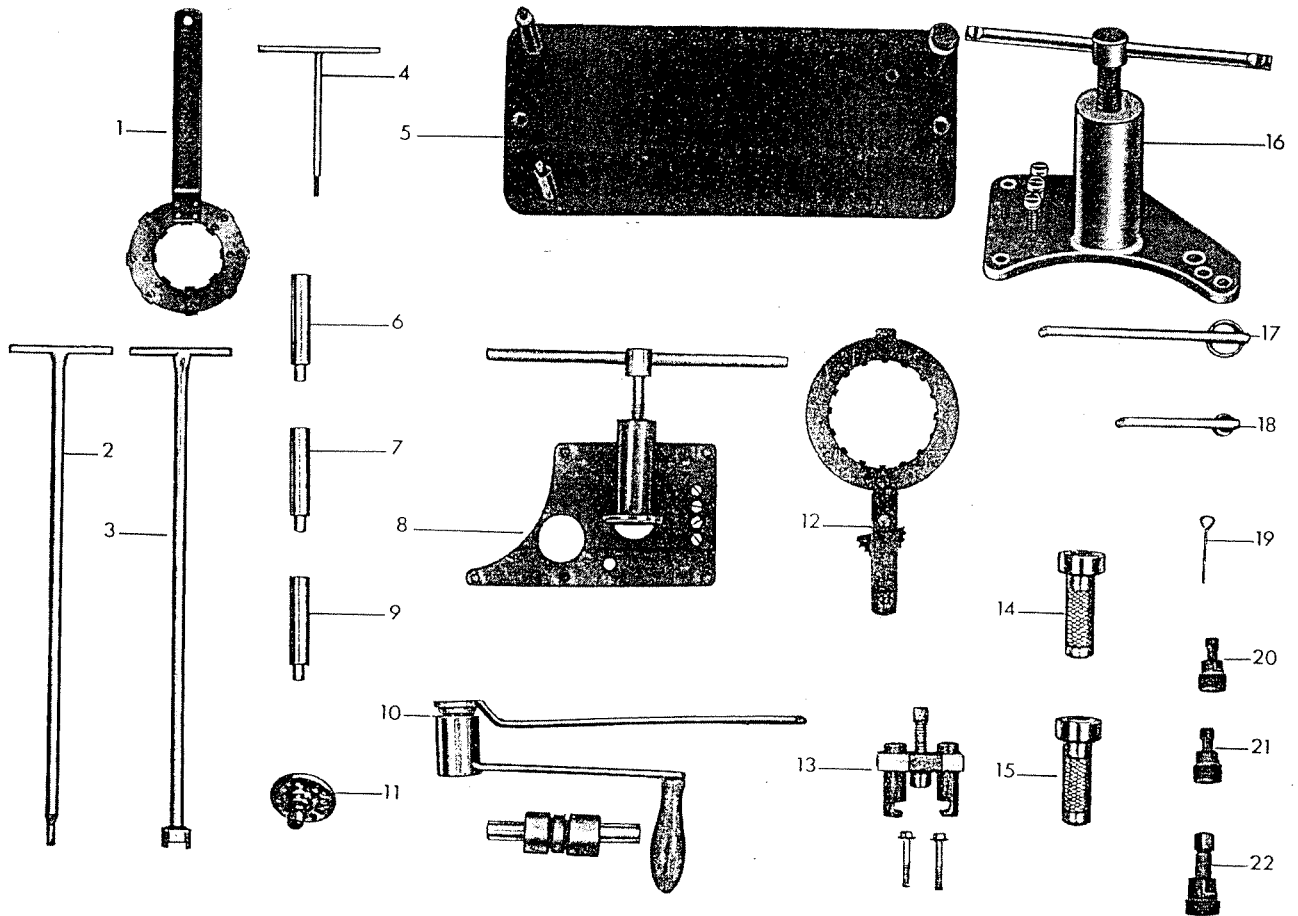


Fig. No.	Part No.	Description	Fig. No.	Part No.	Description
1	12 24 806-01	Holder for clutch 125cc	12	15 19 261-01	Holder for clutch 250cc-450cc
2	15 19 327-01	Holding spanner, damp. sp 125cc	13	15 19 275-01	Puller for sprocket and drive gear
3	15 19 122-01	Holding spanner for damping spindle	14	15 19 178-01	Drift for front fork $\phi = 40$ mm
4	17 10 229-01	Allen key for crankcase screws	15	15 19 179-01	Drift for front fork $\phi = 44$ mm
5	15 19 243-01	Mounting stand	16	15 19 280-01	Removing tool for crankcase 125cc
6	15 19 248-01	Drift for piston pin 125cc	17	15 19 271-01	Holding tool for flywheel
7	15 19 249-01	Drift for piston pin 250cc	18	15 19 278-01	Holding tool for chain sprocket
8	15 19 257-01	Removing tool for crankcase 250cc-450cc	19	15 19 322-01	Timing tools for Moto-Plat
9	15 19 250-01	Drift for piston pin 400cc, 450cc	20	15 19 276-01	Puller, flywheel Moto-Plat, moto-cross
10	15 19 251-01	Fitting tool for crankcase	21	15 19 324-01	Puller, flywheel Moto-Plat, light coil
11	15 19 268-01	Puller for clutch	22	15 19 177-01	Puller for flywheel Femsä

15 19 280-01
15 19 271-01

To be inserted
under tab. nr
Register
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