

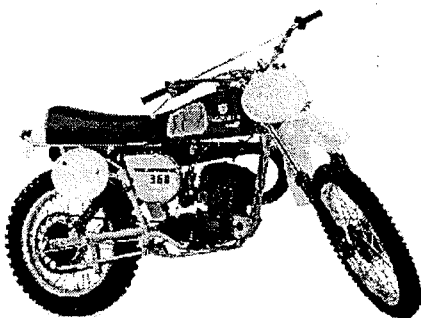
Husqvarna Report

2nd Newsletter for Husqvarna Motorcycle Club

Husqvarna MC Club membership growing nationwide and quick

You just can't beat the written word for spreading the news about the Husqvarna Motorcycle Club. Since the ads in Walneck's, Vintage Views, MC shopper went into print the membership grew from the several WWW members to 60+ as of July 23. Lots of Husky folks asking about the newsletter.

We now have **21 different states** subscribing, which is amazing since California and Ohio were the two most expected. Australia has a very strong Husqvarna following as does Sweden and England. Hopefully these countries will find and contribute to the club. We still need your classifieds and items of Husky interest! Thanks!



1976 The Automatic 360cc

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VMD@Mid-Ohio

The Husqvarna Club members had a great time at Vintage Motorcycle Days at Mid-Ohio this year July 11-13. At our meeting Friday, we passed along swap meet bargains to be had and signed up several new members. Roadrace everyday, MX Saturday, Trials Sunday, Dirt track Friday night and swap meet everyday. The swap meet had increased from 250 vendors last year to **500 vendors this year**. Some bargains found were: new 68 tank - \$85, 67 360 engine - \$20, 67 tank good - \$10, 74 125 w/extra nos Trels - \$325, whole pile of Huskys 73-87 - \$400, new 75 WR tank - \$100, lots of literature.

Next year we will plan on a bigger space for the Husqvarna Motorcycle Club to enable a display of members Husqvarna motorcycles under tent!

Husqvarna motorcycles raced at VMD AHRMA mx were a BIG turnout: **Dennis Brown**, (67 250) who is doing so well that he is now planning western trips, **Rich and Mendy Anderson** (74 Mag) with outstanding race Huskys and **Aaron, Cody, and Phillip** as pit crew, **Forest and Marge Stahl** (70 400) with beautiful, fresh, fast 4 speeds, **Joe and Kathy Anderson** (73 450) with first outing on 450 were only a few of the 20 or more Husky riders at the AHRMA motocross.

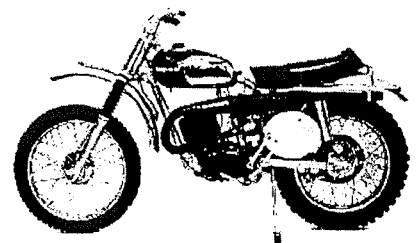
Monte and Jim Passmore brought

every Husky they could find in Oklahoma to sell....and they sold everything! **Todd Ameling** had a great inventory (still does) including new tanks!

Kevin Grimes, Roy Dahn, Steve Kerr, Kent Knudson, Don Goebel, Jim Baltusnik, Guy Schultz, Lee Schultz, Bill Sekulich, George Krantz, and many more found dozens of great buys on Husky items. For information on next year VMD swap meet or upcoming Will Stoner Swap-meets call 1-888-844-BIKE or 440-543-0632. Make sure your "ride around" mini bike is fully street legal with proper tags next year due to the large number of adults and kids riding free range all over the meet on their CT70's. **DO THIS NOW!**

1966 Husqvarna

Historical facts on early HVA motorcycles can be rather scarce. Here are a few that should be correct on 1966. In 1966 the Husqvarna Vapenfabriks Aktiebolag (HVA) produced **300** each



of the 250 Works Motocross models.

Husky Letters

Dear Craig,
 My check for membership to your club will be leaving here via snail mail tomorrow, 7-9-97. I currently have in my possession some husky stickers from the early 1980's and a sales brochure in very good condition for 1982. If you need a good color copy of it, let me know, I will send it to you. As for me, I am interested in buying a 1982, 1983, or 1985 WR250 to restore and/or ride, so that I may relive my youth. Keep me in mind if you come across anything. I will place an ad in your newsletter as soon as I get my membership. Thanks!
 Jeffrey A. Chase, W(203)284-0082, H(203) 237-3606.

Craig,
 My name is Rick Mills. I have written to you in the past in regards to a ML series 250 CR I was restoring. I am in the process of completing that project and recently acquired a new project. It's a MJ 400. It's all there except for the fenders, of course, but runs and is in fair shape. This particular one has an orange tank. I remember orange tanks, but not what model it signifies. In 1972 I was 11 years old, so that could explain part of it! Your help is appreciated. Let me know if your sales literature shows that particular one. I'll get any literature you have and will be joining the Husky club here soon as well. This seems to be turning into an illness of some sort, but a lot of fun! Thanks for your help.
 Rick

Craig,
 Man, when I came upon your site and saw the pictures of the old Husky's, I couldn't believe it! I had one from '80 to '85 when I was 15 years old. Please excuse(if possible) my ignorance. The bike I had was a 400 cc, 71 or 72 or 73 model, was owned by three of my uncles, and was the most

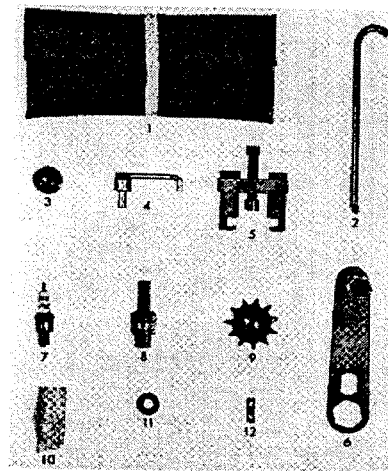
The starting serial number was 66001 and the last 250 was 66300. The engine and frame numbers match! There were 76 of these 250's that were shipped to the USA distributor with the rest of the inventory going to Sweden, Denmark, Switzerland, Germany, England, Belgium, and others. In addition there were 50 each 360 Viking motocross models that were manufactured and 10 were shipped to the USA. Their serial numbers started with 66901 and went to 66950. Also the factory produced extra engines mainly in the 250 size for use as spares or for other custom built race applications. They have distinct numbers as well and were probably used in Lindström, Flink, EG, or other Swedish built motocross racers.

The 1966 Husky frame is quite distinct and is easily identified from '65 or '67. 1966 was the first year for HVA silver forks, full cradle front frame section, and sideways round can airfilter..... last year for Silverpil swingarm, square liteweight tail section, deep dish front fender, single bolt handlebar clamps, push-in gas cap, cone section expansion chamber.

Husky buy Tips!

Everyone has a different reason and budget in mind when they go to find their first Husqvarna. Here are a few tips that should help.

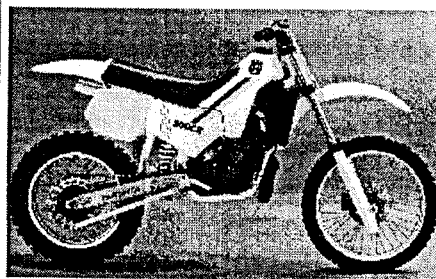
1. Tools and owners manual came with all new Huskys, they should always be asked about and included with your deal.
2. The lefthand threads on the magnetoflywheel and early sprocket shafts are still being twisted off. Always ask or check these by pulling off the right hand case.
3. Kick start stop is easily whacked off due to poor maintenance and will devalue a bike.
4. The numbers on frame and engine are important to check year and correct match. Get yourself a serial number list and carry it in your wallet.



Toolkit '67-'71, later kits similar

- Engine 360005 S should not be in MI 5503 frame.
5. Most engine problems can be repaired with time and money. Many missing cosmetics cannot. Cosmetics are quite interchangeable from Husky to Husky. Know what you are looking for. Call club members for advice.
6. Ask and pressure for any and all spares that might be with the bike.
7. If the Husky does not start or run well, there may be hidden or disguised problems. This can work for you if the owner does not know basic Husky.
8. Just because you buy a Husky for \$50 does not mean you can make it run for another \$200. A bike that runs answers a lot of questions about a lot of components.

Send in your tips on this subject and I will publish!

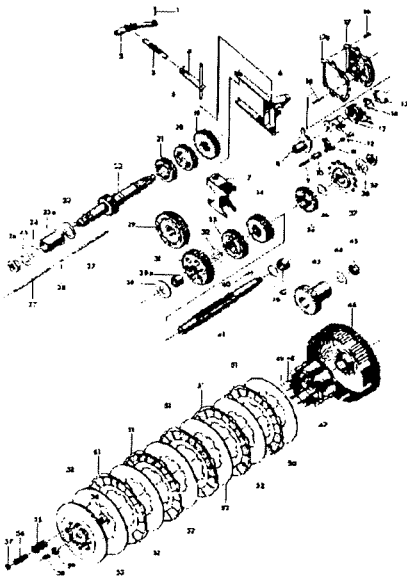


1985 500 CR

powerful bike I have ever rode. The reason it was passed from uncle to uncle was they all ran into solid objects or tried to climb trees while riding, which by the way, I believe the bike was capable of! I think I made every maintenance mistake you have listed under your maint. page. Fortunately for me there was a Husky dealer in St. Louis where I live that had two mechanics (father and son) who were knowledgeable on the repair.

Anyway, great job on your H page and I'll be back often to reminisce.

Jeff Moser
St. Louis, MO



4 speed gearbox 66-68

Dear Husky
Craig you should ask date of birth so you can have updated information on people, age doesn't get it done too well. Also, occupation, other hobbies, other motorcycle activities, riding history, year started riding/racing, what you currently ride, events interested in, other restoration work, special skills that apply to Husky restoration and

modification, AHRMA info like AHRMA #, MX, dirt track, RR #, AMA member and # years in AMA.

Happy Huskys to you too
Dave

Started riding in mid 1966, Hodaka 90, racing in 68' Bultaco Lobito.

A very proud California Desert racer (Dist 37) 68'-78' mostly Dist 37 "Trail Bike" 68-75, (Jack Morgan was the Trail Bike KING) but later I alternated classes such as in 76' between a 76' 370 and 76' 100 Suzuki. Still believe that Hopetown is the CLASS event in my era. Rode a few MX

then too, rode or owned almost all popular Sportsman (70') vintage machines. Always manage to get to the Expert class, but I'm no speeding bullet, just consistent and don't crash. Vet MX (Dist 37) 79' thru 84, #1 Dist 37 MX Vet in 83, (my claim to fame! Rick Seiman finished #2 in 83, had lots of good races with him, fast guys like Allen Olsen, Gary Jones didn't ride Dist 37 much! I'm no match for former pro riders-not even when I am dreaming) #2 in 84, Goofed off and did a little of every thing 85' to 92, Moved to Boulder County Colorado in 88'. Vintage in 93 first race Steamboat on my then stock and wornout 67 250! Not intrested in Sportsman machines, have the Huskys that I want, working on a Premier Open Twin - 57 TriBSA 650! 500 singles, yuck, that's what an Englishman would ride-Americans rode those big twins off road. Love those big twins, (hate the cost), remember die hard desert racers that would not give them up and who rode them in the late 60' and early 70'! What real men rode! Some intrest in Vintage trials, have a Bul Sherpa T, want to go to Classic light or Premier light, say maybe a Greeves TFS.

Ride some modern MX on my CR500

and trail ride in the Rockies on my KTM250 E/XC.

I can help Split Frame Husky Racers (AHRMA) (and four speed guys) get those machines to go! and handle. Happy to help. Consider John Lefevre the four speed go fast expert and owe him completely for the speed of my machines!

1967 250 Husky S/N 6700526 from memory could be 528
1967 360 replica no/s/n
lots of 400 four speed parts bikes (all disassembled) and related stuff

David Wilson
6387 Fairways Dr. Longmont Colorado (Boulder Co)
303-497-8075 (w) 303-939-8236 (h)
dwilson@ncar.ucar.edu
DOB 4 September 1951, Hawthorne CA
AHRMA 831 MX #30T Expert
AMA 282602 Earned Life member
Contracts Manager - Government Contract Contractors side!

Hi Craig
Its me again Lloyd apple the one who has been rebuilding a 71 250 cc , its almost there just a few more details and we can go to the races. One of the things that I discovered with my bike had to do with the ignition system mine had a cdi type with the electronics poted in the coil and it was bad . I was checking around for one and some guy told me that it would cost \$750.00 for one , that is a complete system. well I did not think that was the way for me to go so I scratch built my own system ,mached up my own peices wound my own charge and trigger coils purchased a new ignition hi tension coil off of a japanese car and bread boarded up the electronics to make it work, and yes it works . I have checked it out with a timing light and it fires right on the money,

my biggest problem though is that darned 12.3:1 compression ratio its a bear to kick over .

and I really need to pull the carb off and go through it real good. I have been doing some thinking about the electronics box that i built and know from checking on one for my kz1000 that the dealer here in town wanted \$410.00 for it .

So here is what i thought that perhaps that there would be a small market for a generic type electronic moduel for single cylinder 2 stroke motorcycles out there.

On the bikes that have the electronics built in to the coil and it went bad you would have to use a new coil like i have done and the old charge and trigger coils can be used with the box I build. the other thing is that I would like keep the price of the box down to around \$60.00 to \$70.00 which I do not belive would be hard to do.

Well need to get out of here but let me know what you think Craig .

Lloyd Apple

Classifieds

Hall's Husqvarna in Springfield, IL is well stocked with Vintage and New Husky parts 217-528-8356. Lots of Automatic parts!

Husky parts, machine shop service, case welding repair and more. Call Forest Stahl in Indiana at 765-284-7653

Husky parts from 70-87 NOS and used available. Forks, tanks, pistons, and more. Rebuild and restoration Call Todd Ameling in Ohio 419-639-2739. Leave message. Also crank rebuild and cyl boring available.

Husky parts for early Huskys 67-77. Most NOS, some used. Buy, sell, or trade. Call Mike Owens in California at 714-489-5940

Husky bikes and parts available in New Jersey. Call Bill Kraus, 5416 Pleasant Mills Road, Hammonton, NJ 08037.

Husky Triple Clamps CNC machined out of soild aluminum. Timkin roller bearings top and bottom. "Works Factory" look, Call Tom at 515-277-6565 \$350 complete.

Lots and lots of Husky parts! Just bought fresh NOS stock . Call with your needs Terry Breitmaier in California at 209-369-1667

Anderson's Husqvarna Hobby in Granite City, IL has what you need on the shelf for 72-92. Call Rich at 618-877-1307

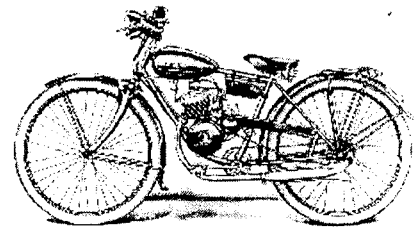
New chrome headlite rims for SI Sportsman 360C NOS in the box- \$35. Call Craig at 304-267-6471 Buy, Sell, or Trade all Husky items I need a good SH Husky will tradeSG

1975 Husky 175 GP. Very little use. Stored for most of it's life. \$650.00 to good home. Contact John at: Riley5467@aol.com or (504)658-8791 (Baton Rouge)

WANTED 73 250 WR Motor, Complete Please E-Mail summie@ix.netcom.com Thanks Chris Summerhays

1979 Husky 250 WR Frame #MM03043 Engine #2066 1459. 6hrs on rebuilt engine/transmission, new tires,brakes,rebuilt shocks, 90% restored. \$1,200.00/OB0. You can contact Mike Wegener in Palo ALto, CA at (415) 855-2841 or Email me at mwegener@epri.com Michael J Wegener mwegener@epri.com Beeper # (415) 846-9533

1986 400 XC frame#842251951H engine #2053 0354 Excellent condition Troy Hasty at 615-455-4461 1984 250 WR frame# WO11619



1938 modell 301

engine # 2089 4260 Excellent condition Troy Hasty at 615-455-4461 1981 430 CR frame # CN09185 engine #2086 1902 Good condition Troy Hasty at 615-455-4461 parting out 87-430, 83-250, 81-430CR, and 85-400 Call Troy need 82 WR250 whole bike or parts call Troy Hasty at 615-455-4461 , Tullahoma, TN

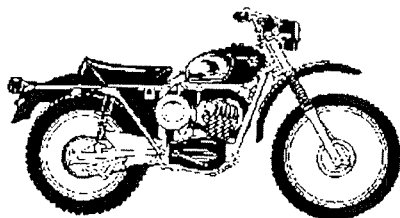
MOTOPLAT COIL for sale.from a 1983-250xc. Works fine, I had it tested need an ignition for the same bike listed above javajoan@cnw.com "The VanDerMeulen's" <javajoan@cnw.com>

Husqvarna Motorcycle Club is formed and is 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 and 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.

7 HUSQVARNA CR125ec. very gd cond, \$500 (805) 254-7260

86 HUSQVARNA 500 XZ, runs gd, fast, desert sled, \$1000 (909) 445-2318

76 HUSQVARNA, 360 cross country, \$400 obo (818) 914-744



1969 Sportsman 360C SG series

75 HUSQVARNA 360 CR, gp, only ridden by a senior, runs great, low hours, orig tires, \$850 (619) 445-5466

WANTED: Husqvarna 1925-70 cycles, parts, lit or ? (304) 267-6471

81 HUSQVARNA WR430, eng R&R w receipt, runs gd, \$800 (702) 658-2777

75 HUSQVARNA DIRT bike, pristine cond, \$1200 (602) 867-1227

Husqvarna Parts Manuals!

Husqvarna Owners manuals!

Husqvarna Service manuals!

Excellent copies of parts , service or owners manuals for 66,67, MF,250T, MG, SG, MH, SH, MI, SI, MJ, MK , 76,77 ML Autos, +more Silverpil, Modell 27-32

Please state frame number and engine number when ordering and I will include additional specific Husky info for your model.

\$20 +\$3 ship plus much cheaper if you need more than one item. Call Craig 304-267-6471.

Also color copies of sales lit for most years 38-96.

If you are a Husqvarna dealer, this club needs your support, please! Call for ideas on how to best fit.

92 HUSQVARNA WXC360, immaculate, \$1800 or best offer - ask for Kevin- 310-813-4365 or 909-737-0533

67 HUSQVARNA 250, 2, motocross motorcycles, both running condition, 1 original, 1 repainted, both for \$2200 or best offer 619-445-5466

71 Husqvarna CROSS 400, all original, excellent condition, \$1400 714-903-0708

74 Husqvarna 250, used to be mx bike, have extra parts, nds motor week, motor locked-up don't know why, must sell moving, \$400 or best offer - 909-887-1256 909-887-1256

75 Husqvarna 360 CR, gp, only ridden by a senior, runs great, low hours, original tires, \$850 619-445-5466

77 Husqvarna CR125, very good condition, \$500 805-254-7260

78 Husqvarna GP, 360cc, 2 strk, runs, will sell \$150 619-656-3676

80 Husqvarna 410 rebuilt engine, fox forks & swing arm, new style, paint, mix & desert tank & plastic, rns great, looks great, reliable, \$850 909-590-3039

81 Husqvarna 250CR, \$975 818-352-1041

83 HUSQVARNA, 500cc, good shape, recent tires, tubes, clutch, 60 hrs on top end, decent bike, \$500 619-265-9373

84 HUSQVARNA 500XC desert racer, 6 speed, fresh nobbies, spare piston & brake shoes, excellent condition, very low use, current OHV sticker, cheap at \$1000 714-970-7257

85-89 Husqvarna 500 XC & 85-89 430 autos 805-274-0037

87 Husqvarna 250, nds some work, engine runs good, \$400 or best offer 818-848-3420

87 HUSQVARNA 510, 4 stroke, runs great, ready to ride, \$1500 805-529-2913

88 Husqvarna TX510, 4 strokes, blown crank, \$5000 investment, sell \$200 818-458-0206

90 Husqvarna 510 TE, 4 stroke, street legal, very clean, runs great, \$1800 or best offer 714-832-8434

91 Husqvarna 610, runs excellent,

extra prts, nds tlc, must sell, no reasonable offer refused, \$1500 or best offer 909-880-3352

95 Husqvarna 610, street legal, Baja design kit, ICO speedometer, excellent condition, \$3750 818-352-2933

74 Husky 250 Mag , cicle F pipe, new top end \$800 AZ 602-992-3859

74 Husky Mag 250 WP shocks, Mikuni, fork mods, Betor clamps, , pipe, 6 speed, radial head, fresh paint and seat \$2100 Jeff AZ 602-860-8095

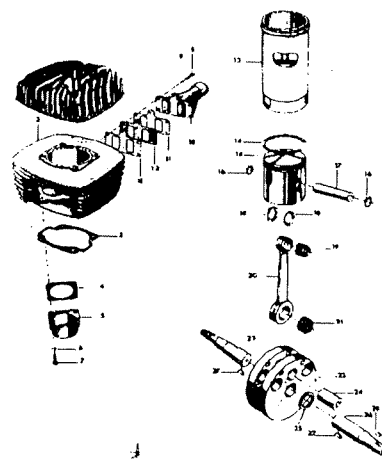
74 Husky 400 WR completely restored, 6 speed, silver fork legs, new seat, fenders, Metzlers, & chain, Perfect original tank, \$1500 Phoniex,AZ 602-368-9823

74 Husky 400 CR works shocks, black fork legs, shoulderlessAkront rims, Motoplat extra tank & motor Tyler CA 408-662-3615

Husky motoplats:NOS, new for 78-80 Huskys, big shaft with lighting output \$175 Rick OH 216-941-3030

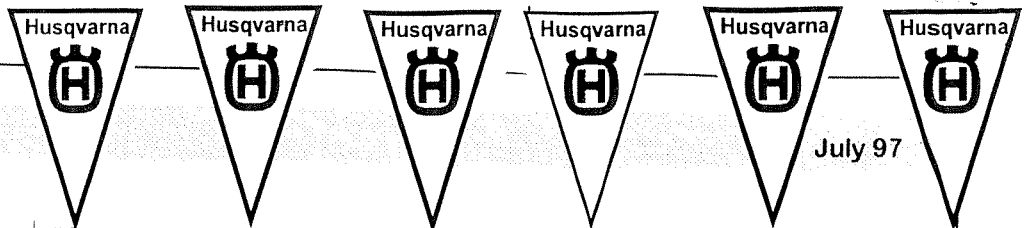
Parting out Huskys 75-77 250 GP complete boikes \$500, red alloy tanks \$100, seats \$45, frames \$125, Bings \$50 , pipes \$100, +more Rick OH 216-941-3030 or 216-486-9075

Wanted 81-82 125,250,430 CR must be excellent condition OH 614 592-3477



Cyl/crank for 66-68

Next newsletter will contain the secret numbering system for 1966-1983 Husqvarna! Maybe



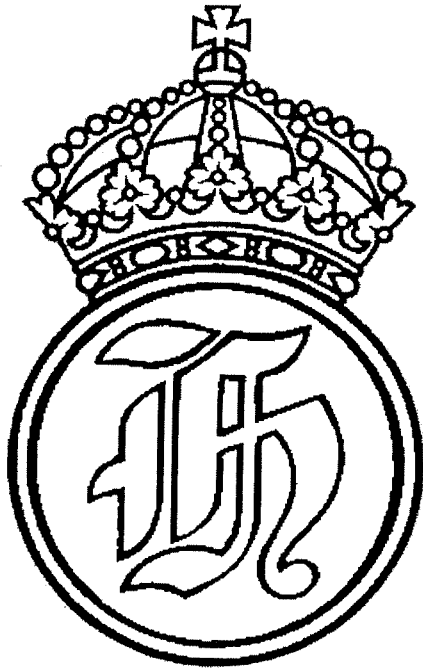
July 97

6 Husqvarna Report

Wanted - original Husky literature sales, service, parts, any year please call Craig 304-267-6471, I have some originals to trade also.

Husky frames: 73 250 \$50, 73 450 \$50, 75 360GP \$75, 74 Mag 250 \$100, 78 390 \$50, 81 430CR \$60, Forks: \$50-100, Seats: \$25-50 706-965-2106 GA

1995 Husky 250cc stock \$2500
1994 Husky 250cc pro circuit, FMF pipe, o-ring chain \$2300
 Dave, West Virginia 304-258-4675



Husqvarna logo 1960-73

Wanted for 73 125 CR, rear rim lock, set of rear stock shocks prefer excellent condition Call Luis at 305-769-0250 or fax 305-993-1783 Also need other cosmetics for same!

Wanted for 82 430 Auto - cosmetics and owners manual call Stan at 360-452-4903

Wanted information on tools for sale for all years of Husqvarna! Pullers, case splitters, assembly, engine stands, sprocket pullers, fork tools, and others. This info is requested by many club members!

Please let me know so I can publish sources, prices, Thanks 304-267-6471
1939 Husqvarna 98cc, chain drive bike like a Whizzer, original paint, original Swedish license, rare, Call Mike at 310-273-8330

1969 Husqvarna 250 Cross like "On Any Sunday" Husky complete original, very clean, runs 818-382-2831

1971 360C Sportsman, perfect original, untouched \$1900 909-625-5035

82 Husqvarna 430cr, Ohlins shocks, mikuni carb, Almost all original. Perfect and ready to sell at only \$1200.00 obo. Call Tim for Details, Fort Wayne IN 219-483-7084

Husky 500CR 1985, \$1500 The engine is completely rebuilt. Not due to wear, but because it rusted from sitting so long. The chassis is also completely fresh, including new shock oil and all bearings cleaned and greased. Mechanics aside, this is a beautiful example of Husky's first year of the modern single shock chassis. Salinas, CA. Email Jon at: Mikkelsen@redshift.com

67 Husky 360 bolt together, \$1500, 74 125CR \$1000, 805-658-0930 California

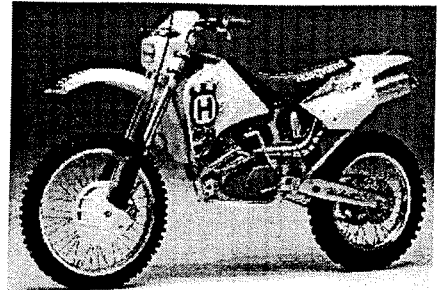
1971 Husky 360 C parts, engine \$200, pipe \$125, forks \$100, wheels \$50, airbox \$40, frame \$40, shock, chain guard, ignition Oregon 503-632-0455

74 400 CR Husky very trick \$1795 Kevin 602-581-8519 AZ

74 400 CR Husky stock \$1295 Kevin 602-581-8519 AZ

79 Husky 250 & 390 both need work make offer NY 516-767-7533

Husky WR450 \$600 Texas 214-352-3737



1996 610

Wanted 83-84 500CR Husqvarna Willing to pay top dollar for right machine also need 76-77 CR250 motor Texas 281-497-3366

72 Husky 250 mx fair condition, \$225, 83 Husky 250XC \$400 IL 815-389-0818 Steve

Husky Trivia:

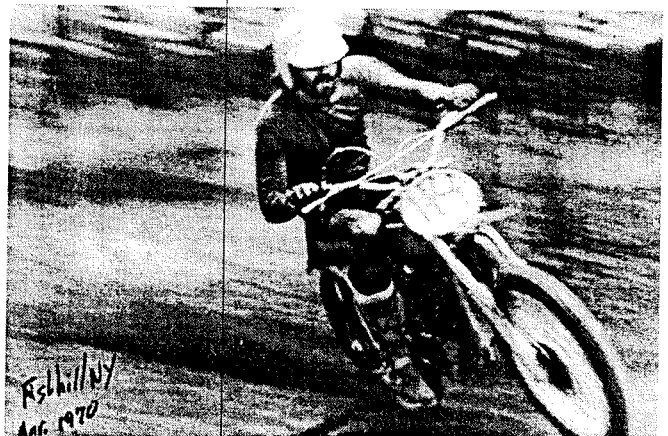
The following words are translated from Swedish:

hus = house

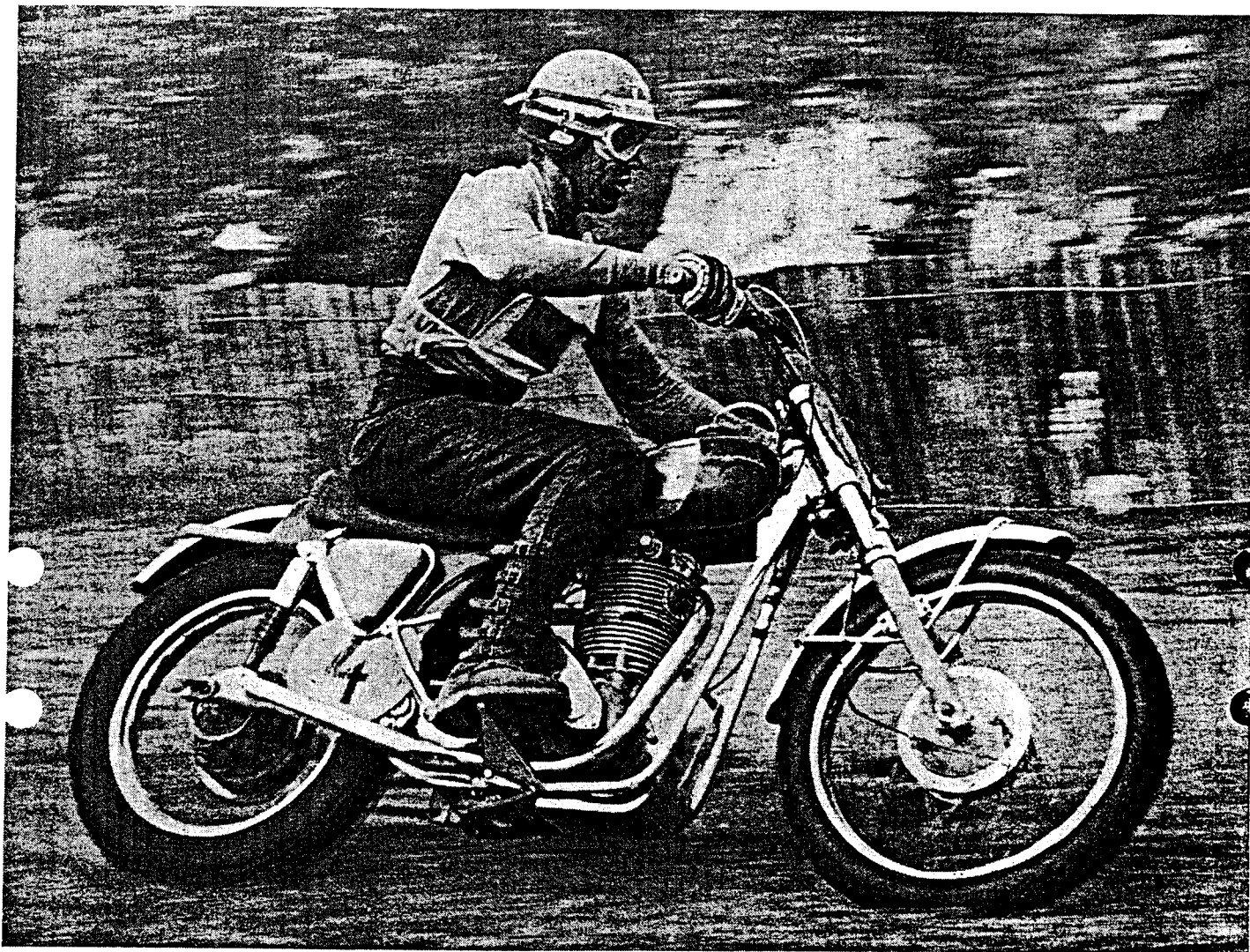
kvarna = mill

huskvarna = millhouse

Husqvarna pennants for display at garage, show, races. Alternating 3 colors white pennant w/bluelettering, blue w/white, orange w/white with the word Husqvarna and a large gusset logo (74-later) below. Each pennant 12"x18" and 16 are on 25 foot cord. Outdoor, waterproof, hi-quality, heavy plastic. \$33 includes priority shipping. Limited quantity. Call 304-267-6471



April 1970 Pete Smith on MH2458 400CR at Pepperell



ROLF TIBBLIN – VÄRLDSMÄSTARE I MOTOCROSS PÅ HUSQVARNA 1962

Årets VM-tävlingar i motocross står sensationsmannen i svensk motorsport, Rolf Tibblin, som överlägsen världsmästare i 500 cc-klassen.

Rolf Tibblin kör på Husqvarna, motornamnet med de ärorika traditionerna, liksom Torsten Hallman, världsmästare i 250 cc-klassen. De vet att "Qvarnarna" är byggda av bästa tänkbara material och med kvalitet in i minsta detalj. Maskinerna tål också de enorma påfrestningarna, vilket ger utslag i hårda, krävande tävlingar.

TORSTEN HALLMAN, Husqvarna, världsmästaren i motocross 250 cc-klassen 1962.



Du har själv tillfälle att köpa en fabriksmaskin, då Husqvarna nu tillverkar en begränsad serie 250 cc motocrossmotorcyklar. Närmare uppgifter om pris, leveranstid och tekniska data lämnas av Husqvarna Vapenfabriks AB, Huskvarna, tel. 036/325.00.



Husqvarna
— Mästarnas Märke





Husqvarna

Husqvarna Motorcorp East/1906 Broadway, Lorain, Ohio 44052
 Husqvarna Motorcorp West/4935 Mercury, San Diego, California 92111



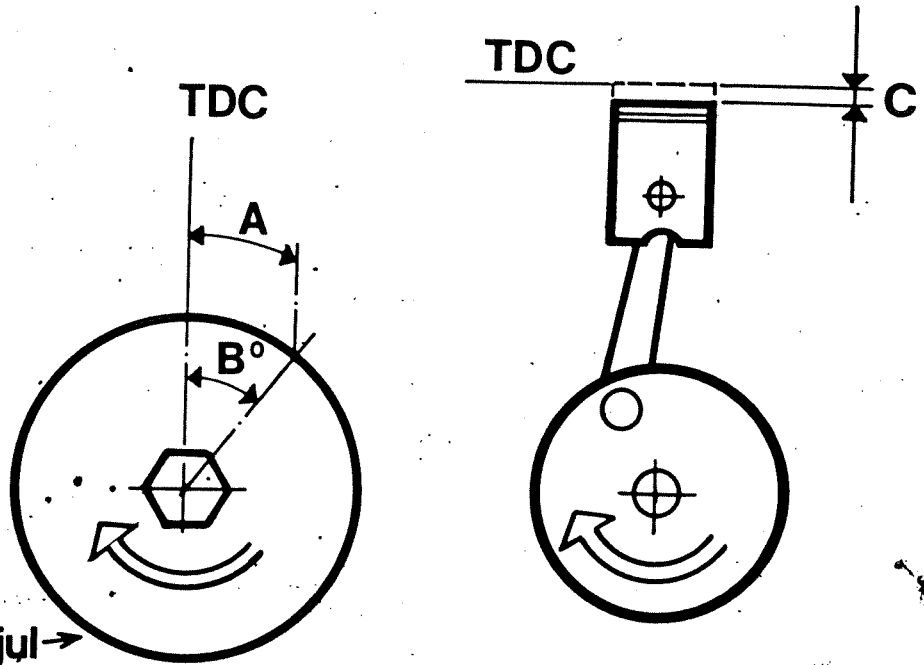
	TIMING SPECIFICATIONS		CARB SPECIFICATIONS		TORQUE SPECIFICATIONS		BORING SPECIFICATIONS		OIL CAPACITIES		ROD SPECIFICATIONS	
	degrees BTDC	mm	main jet	needle jet	idle jet	ft/lbs head	ft/lbs fly-wheel and sprocket	ins. new piston	cc forks	liters gearbox	press crankpin flush with flywheels	clearance with flywheels
125 SC	17	1.50mm	Amal 32mm	220	105	20	18	50	.002-.0025	180cc	1.4 ltr.	press crankpin flush with flywheels
125 CR	17	1.50mm	Bing 32mm	150	276	30	18	50	.002-.0025	180cc	1.4 ltr.	press crankpin flush with flywheels
175 WR <i>1975</i> <i>1750P</i>	1.50mm	BTDC	Amal 32mm	240/250	106	20	18	50	.002-.0025	180cc	1.4 ltr.	press crankpin flush with flywheels
250 CR 250 WR (5&6 speed)	20	2.45mm	Bing 36mm	180	285	45	22	50	.0025-.003	200cc	2 liters	press crankpin flush with flywheels
250 CR MAGNESIUM <i>250 6P</i>	18	2.00mm	Bing 36mm	195	285	35	28.5	50	.0025-.003	200cc	1.6 liters	press crankpin flush with flywheels
400 CR 400 WR (5&6 speed)	22	3.5mm	Bing 36mm	170	285	45	24	50	.003-.0035	200cc	2 liters	.030-.033 ins. clearance with flywheels
450 WR	18	2.53mm	Bing 36mm	170	285	45	24	15	.0035-.004	200cc	2 liters	.030-.033 ins. clearance with flywheels

240 NEEDLE 1663
52108

2.14

2.43

IGNITION TIMING



Engine Number	Model	A mm	B °	C mm
2041 - 0001	175 cc	20.4	20	2.44
2042 - 0001	250 CR	20.4	20	2.43
2043 - 0001	250 WR	23.8	20	2.43
2045 - 0001	360 CR	26.1	22	3.02
2048 - 0001	400 WR	26.1	22	3.52



HOUSE OF HONDA

3232 N. Clinton Street, Fort Wayne, Indiana

Phone A.C. 219 483-7217

MOTOR YOUR WAY TO VICTORY:

MORE POWER AND UPPER END TORQUE FOR THE 360 C.C. VIKING 1966-68

The engine of the Viking was designed with the idea of giving strong torque characteristic at low engine revolutions. It is possible to get more power at top end by modifications to the cylinder porting and exhaust pipe.

For higher top end power the following modifications should be carried out.

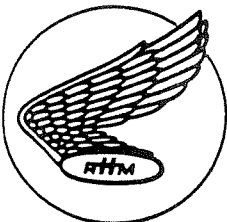
1. (Inlet Manifold Carburettor size)
By using a bigger carburettor like a Dell'Orto ϕ 35. It is then necessary to make a new inlet manifold. There are also difficulties in making a proper air filter arrangement. On dusty courses it is therefore recommended to keep the carburettor as standard.
2. (Transfer ports)
The height of the two symmetrical ports should be increased by 0.8-1.0 mm and widened 2 mm at the rear end of the cylinder. The third transfer port should be adjusted so that it opens 1.4-1.6 mm later than the two others. All transfer should be properly adjusted and polished.
3. (Exhaust Port)
The height of this port should be increased by 1.5-2mm be careful to retain the curve contour of the port, otherwise the piston ring will not stand the high revolutions.
4. (Exhaust Pipe)
Cut out ca 25 mm (1 inch) in length of the ϕ 45 front bend. The above will give more power over 6,000 r.p.m. and it is necessary to keep the piston rings in good order to get a satisfactory result.

Always use good racing oils like Shell Super M or Castrol R.

Never go to a smaller main jet than # 160.

Keep ignition points clean and check the tightness of flywheel nut frequently.

If you want to be a winner it is very important that you look your machine over and lock-wire any and all bolts and nuts that may come loose during competition. Keep a close eye on the bolts holding the exhaust pipe in place, replace the rear end exhaust pipe clamp with one of heavier metal. This is for U.S.A. only. This modification if carried out correctly will give you 30 % more useable horsepower.



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TO INSURE LONG LIFE AND ELIMINATE BIG END PROBLEMS.

RECOMMENDATION

For desert races and fast tracks always gear **up** the ratio;
If a top speed of approximately 60 miles an hour is desired, use the 16 teeth gear. If 65 miles or more is desired on an open track, take away the outer sprocket from the rear wheel and use 14-15-16- teeth engine sprocket depending upon driving conditions.

~~CARBURETTOR ADJUSTMENTS~~

Never over-rev on low gears. It is not dangerous to over-rev the engine instantly, but doing it constantly, especially on half-open throttle, will sooner or later lead to ceasing.

CARBURETTOR ADJUSTMENTS

Many riders replace the main-jet supplied by Husqvarna with the machine upon delivery with a locally obtained main-jet # 145. Tests here have proved that using jet # 145 within 2 or three minutes will lead to ceasing of the big end. Therefore you must strongly advise against using a jet smaller than # 155. Jet 155 could only be used advantageously in very low-air pressure or extremely high humidity. The using of too small a jet is definitely the most common reason of ceasing the engine.

We understand from various sources that the riders believe that using jet # 145 is better. These riders are used to riding machine that have only a short torque range. Therefore they are used to always ride in the top-rev range. Husqvarna has a straight torque curve and to get the max. power out of our torque curve, the riders should try to keep the engine in the range of 5,000 to 6,000 r.p.m. The gear box is especially rated and suited to fit this speed.

RECOMMENDATION

Thus in conclusion in almost all cases use our standard main-jet #160. Under extreme conditions as described above, you can recommend main-jet #155 but never smaller.

USE OF ENGINE WHEN CROSSING LARGE SPACES OF HIGH SPEED RUNNING

During desert races if it becomes necessary to cross large dry lakes long sand washes or drive down long desert roads at top r.p.m. the following should be done. The carburettor tickling plunger should be worked until the engine starts four stroking. This gives an additional shot of lubricating fuel to the bearings. Every mile or so this should be done, in order to insure proper lubrication to the engine.

House of Honda cont.**Carburettor* Needle Adjustment**

The Bing carburettor have a needle with 4 grooves. The needle is individually set before delivery here with a hairpin spring. In most cases notch #3-4 from the top is used. Recently the factory has switched to #4 than #, thus allowing a richer mixture. To compensate for this richer mixture, we will now use the smaller idling-jet #30. Formerly we used idling-jet #45.

Flywheels Getting Loose

Some riders have had problems with flywheels getting loose. It is a very important that the riders frequently check the flywheel tightening nut. If the flywheel becomes slightly loose, friction is created between the the flywheel and the ignition coil; thus producing excess heat damaging the coil.

After removing the flywheel for any reason and when the flywheel is installed, the machine should be raced for 5 minutes and the flywheel nut again tightened. Do not fail to do this and you will not be bothered with loose flywheels.

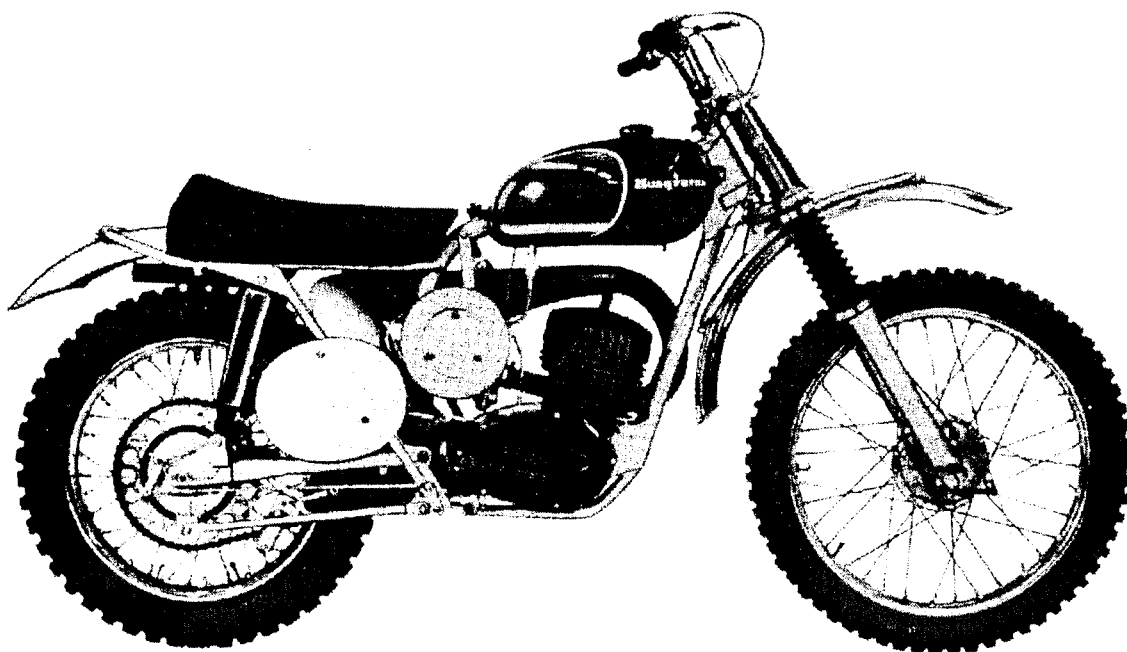
Breaker Points

The breaker is designed and adjusted for a continuous max speed of 7,000 r.p.m. In case of over-reving the breaker points quickly get burnt. Further at high r.p.m. the current becomes too strong, causing damage to the points.

Recommendation

It is necessary to clean the points frequently - at least every second race. Do not fail to do these things and you will not be the one who does not finish the race.

The above and preceeding info on 360 Viking applies to 1966, 1967, 1968 models with Bosch or Femsa ignition and a side float 32 mm Bing. This info might be considered for use on all 360 4 speeds.



1968 250 Cross series MF with the following details: Steel chrome plated rims, fork boots, long front fender brace, painted steel tail, small polished alloy hubs front and rear, long alloy front fender, Rocket cases, Bosch ignition with primary/secondary in cases, 428 chain with overlay rear sprocket, slant fin head, side float 32 Bing, Magura 304 throttle, green number plates, Trelleborg tires, newer no-bowl petcock, no muffler, full chrome covered Girlings. 360 model had same features.