

# Husqvarna Report

4th Newsletter for Husqvarna Motorcycle Club

Club membership info can be found at 304-267-6471 and also at <http://www.intrepid.net/~husky/hustest.html>

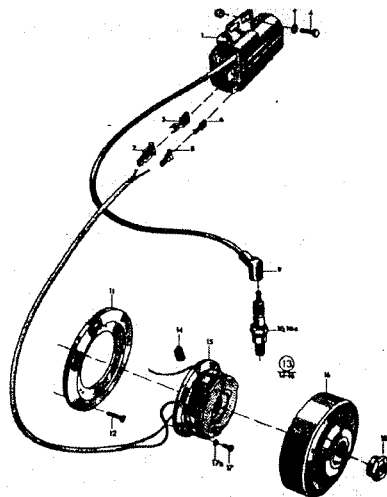
# MOTOPLAT UNPLUGGED!

## Motoplat History

*Amherst, OH* - Beginning in the early 1970's, Husqvarna began to move into the modern era as regards ignitions with the production application of Motoplat electronic ignitions on its CR models. The first versions used were a version of the Mini 6 ignitions that had been put on the Sachs engines for a year prior. The Husky version only had one lighting circuit, where the Sachs version had three such circuits.

The unit worked well enough on the small engines, but on the open class engines, owners experienced some starting difficulties. Since the CR models did not have a need for a lighting circuit, Husqvarna asked Motoplat to supply an ignition that would produce spark at a lower RPM to allow for easier starting. They were told that such an ignition did exist, but that there was only an 18w lighting circuit instead of the 35w circuit found in the first version. Husky's reply was that they did not care if it had any lighting circuits, due to the fact that they were being used on the MX versions of the bikes.

Motoplat then began to supply a



Early Motoplat MK 250/400 CR's

mini four pole unit, without any lighting circuits that indeed did have a very low spark threshold. These units were used for motocross applications of the Huskys until late in the 1970's.

During this time, the 125cc and 175cc machines came into being, and for these machines to have lighting capability, Motoplat was asked to come up with an ignition that had both lighting circuits and a low spark threshold. Since there was no need at this time for a complete, street legal, lighting circuit, Motoplat used the Mini 6 design, and instead of using one of the poles for a tail and brake lighting circuit, Motoplat added a second power generation coil, that effectively made a low spark threshold unit like the four pole unit, but with a 35w lighting circuit. Eventually, this ignition was applied to all of the engines up to the open class engines.

Even though the smaller engines (125/250) were converted to modern

electronic ignitions, the open class engines continued with the Femsa breaker point systems. The reason for this is not clear, because Motoplat was producing a large electronic ignition, similar to the Femsa, about 1969. It was most likely that the performance of these early Motoplats did not suit the needs of the large bore Husky motors.

However the Femsa breaker point ignition on large bore engines was replaced with a large, six pole electronic ignition that was used on many of the 250 enduro machines and all of the open class engines until 1980. At that time, in response to impending Swedish laws, they began to use Motoplat Mini 6 type ignitions that had the three lighting circuits similar to what had been used by Sachs back in the early 1970's. The down side of this was that there was no longer any room for the second generator coil, and the low RPM spark generating capabilities were lost.

Since the need for this capability still existed, and because the values of the three lighting circuits of the Motoplat Mini 6 ignition did not fully meet the requirements that Husqvarna needed, the engineers were forced to look elsewhere for an ignition that would fill their needs. This began the era of the SEM, or as some have called it, the Swedish Electrical Mystery.

These ignitions, while providing the lighting and spark generating capabilities that Husky required, had a reliability factor that was atrocious: failure rates from 50% to 75% were not uncommon. In a response to

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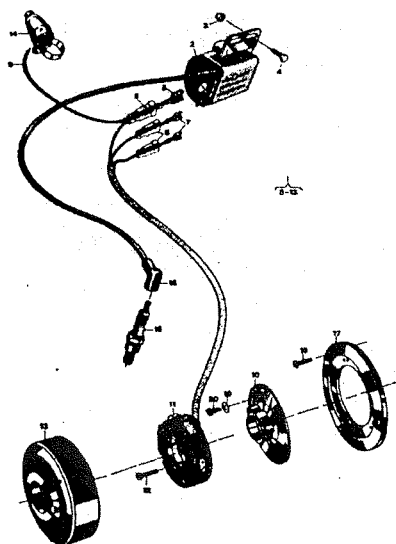
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frantic pleas from Husky dealers and customers, Penton Imports again went to Motoplat and asked them to make an ignition that would replace this SEM ignition, to try and keep these Husky owners happy.

Since the crankshaft size was changed when the SEM was applied, Motoplat was required to make a different flywheel for these new engines, but they went back to the tried-and-true stator that offered a low RPM spark generating capability, and only 35w of lighting power. Really, since these engines were not really trying to be used for street machines, what was more important: good lights or a reliable spark capability?

The last Motoplat ignitions to be applied to the Swedish machines were of an automatic advance and retard type and were found on the 125 and 250 XC and WR versions beginning in 1986.

These ignitions created some headaches for the owners of the 250 engines whose ignitions were not timed correctly: the engines would run backwards! There were more than a few riders who got a big surprise after hearing their machine cough and hesitate when in a tight corner with the clutch in. When the clutch was let



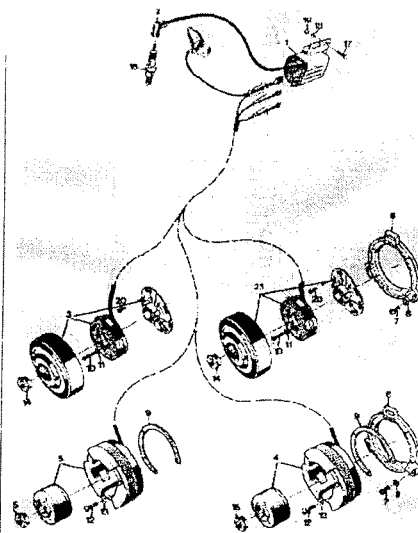
Motoplat ML series Husky

out, the rider more often than not would go over the handlebars.

After the Cagiva organization purchased the Husqvarna business, the ignition models changed three more times, depending on which size engine you had. The Motocross machines used a newer version of the internal rotor ignitions, while the 125 used a sort of bastardized version of the automatic advance and retard Mini 6 ignition for enduro use. As the 80's ended, Cagiva/Husqvarna began to use a steel flywheel, four pole ignition in two different versions. This was the case up until the demise of Motoplat in 1993, at which time the Kokusan ignitions took over the job of providing spark for the Cagiva and Husqvarna engines.

When Penton Imports learned of the imminent demise of Motoplat, they purchased everything that they could that was thought to be of service to the Husqvarna owners here in the U.S. Unfortunately, little of this stock remains, but for those applications where Motoplat parts are no longer available, Penton Imports now can supply an ignition made in Germany, by the name of PVL.

While the PVL ignition will not power lighting, it will run the engines and can be made to offer the same flywheel effect that the Motoplat systems did. The PVL ignitions are available for all of the "small shaft" engines, which include any engine that was equipped with any of the Mini 6 ignitions or any version of the 4 pole systems. There are still a limited number of parts left for the "large shaft" machines that had stators with a 110mm mounting diameter. There are no Motoplat parts remaining for either the Mini 6 or aluminum flywheel 4 pole ignitions. Additionally, there are no longer any parts available for any of the engines that had a 115mm mounting diameter.



#### 1985 CP/XP/WP series

The following information details the various models of Motoplat ignitions on the Huskys over the years:

**First Motoplat OEM on Husky engines: 9600142;** type Mini 6 with one 35w lighting circuit. High RPM (800) spark threshold. "Small shaft".

**Second OEM Motoplat: 9600116;** type small, alum flywheel four pole, no lights. "Small shaft".

**Third OEM Motoplat: 9600192;** type Mini 6 w/ one 35w lighting circuit; low RPM (480) spark threshold. "Small shaft"

**Fourth OEM Motoplat: 9600334;** type large 6 pole with three lighting circuits; this model later had one lighting circuit removed and the model number changed to 9600338. Finally in 1978 the flywheel puller size was changed from 27mm to 33mm and the model number changed again to 0613006.

**Fifth OEM model: 0616012;** type Mini 6 with three lighting circuits and high RPM spark threshold.

**Sixth OEM model: 0616020;** type Mini 6 with one lighting circuit and low RPM spark threshold; SEM replacement ignition.

**Seventh OEM model: 0616030;** type Mini 6 with automatic advance and retard and three lighting circuits.

**Eighth OEM model: 0616038;**

type Mini 6 with three lighting circuits. Some had advance and retard, and others did not.

**Ninth OEM model: 0612402;** type 4 pole, steel flywheel with automatic advance and retard. Used only one year.

**Tenth (and last) OEM model: 0612606;** type 4 pole, steel flywheel with automatic advance and retard.

The above info details only the OEM, external flywheel ignitions.

The history and chronology of the internal rotor type ignitions is not as easily tracked as that of the external rotor systems. In the actual Husqvarna line (Swedish or Italian), there have only been three different ignitions.

**First OEM internal rotor model: 9600982;** used on models intended for motocross only.

**Second OEM internal rotor model: 0619006** used only on models intended for motocross; additionally, never used on open class models.

**Third OEM internal rotor model: 0619304;** smaller internal rotor used on Italian Husky motocross models.

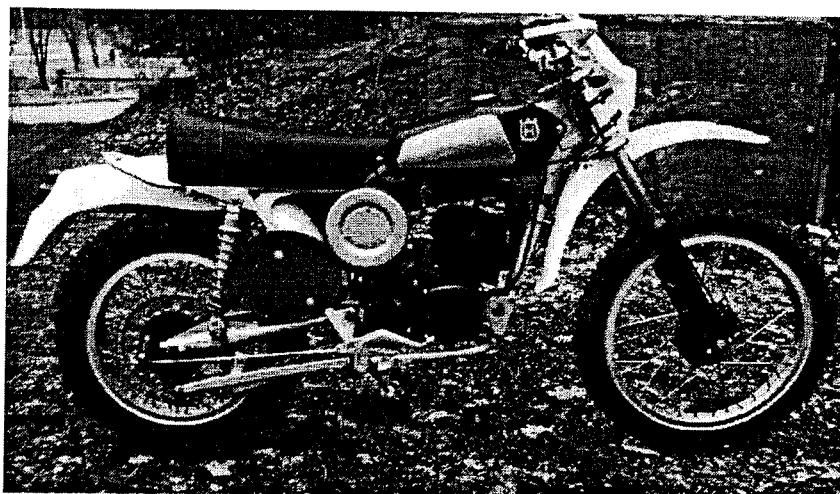
#### **Motoplats Available from PVL -**

In the external rotor type, the only ignitions for which there are still stators available are: **9600334, 9600338, 0613006, 0612402, and 0612606.**

In the internal rotor line, there are stators available for the **0619006** and **0619304** ignitions.

There have not been Motoplat coils available for at least three years, but fortunately, PVL manufactures a replacement that has proven just as good as the original.

Lastly, Penton Imports still has the capability to dynamically test the Motoplat ignitions as well as to re-magnetize the rotor/flywheel of most of these systems. In many instances, cleaning up the mountings so that ground will be re-established and remagnetizing the rotor, will make an



**Bill Shield's magnificent 1974 Mag 250**

ignition function where it previously may have seemed bad.

Dane Leimbach, Amherst, Ohio  
216-988-4474

## **HNN News**

**HNN (Huskyclub News Network) NEWS FLASH... AHRMA CLASSIC 250 and 500 WON BY HUSKY**

Yes, the best machine does win... John Lefevre, owner of Vintage Husqvarna, does the double! No, not a double jump, this is Vintage MX - LeFevre has won the Classic 250 and 500 Expert class in AHRMA MX. Riding some of the best prepared and most beautiful '67 Husky machines, John Lefevre, from southern California, prevailed over Dan Johns in 250 and 500 Classic. The 250 class was tough point battle for the season title. Johns, who hails from Cedar Rapids, Iowa, won both 250 and 500 Classic overall at the very important (for bragging rights) Steamboat Springs MX which is the most important and largest Vintage MX in the US. Johns was in fine form and carried that form on to the season ending race at Hollister Hills CA. Determined to win Johns traveled from Cedar Rapids to California and rode only the 250 class

as 500 Classic had been decided. John Lefevre, in a show of great confidence and bravado, sat out the last few rounds of the series and let Johns take on all comers trying to score the much needed Moto wins. AHRMA points are awarded on the basis of Moto finishes, not overall position, making Moto wins crucial. Johns won one Moto at Hollister, but failed to hold back the charge of Rob Poole, Cheney BSA B25 250 for the second Moto win. Johns did win the overall, however, but failing to get the needed second Moto win gave the Classic 250 Championship to Lefevre. Final point tally showed Johns and Lefevre tied in points at 220 and Moto wins at 7 each. The Championship was decided in accordance with AHRMA regulations, that specify the tie breaker going to the older rider. Forty-year-old "Old Man" Lefevre was therefore declared the winner. Johns is only 38. In Classic 500 LeFevre's point total was 236 with 11 Moto wins vs. 170 points, 4 Moto wins for Johns for an easy win. When contacted for comment Lefevre expressed respect for Johns' ability and thanks to his good luck of being born first.

Weenie Wilson, Boulder, Colorado  
HNN Reporter

**Editor's note-** Dennis Brown rode a '67 250 Husky to take first in Classic 250. Rich Anderson rode a Mag 250 to first in 40+. Tom Ramey took concours with 67 360 at SteamBoat.

### God Jul and Gott Nytt År

Is Swedish for Merry Christmas and Happy New Year. Pronounced Good Yewl and Got Newt Awr. This also brings to mind a thought on Christmas decorating. Wouldn't a red 250 CR and a green 390 Automatic make a great seasonal decoration. Just after you have put away your orange 450's and RT's along with black OR's that were out for Halloween and Turkey Day!

### Buon Natale e Felice Anno

Nuovo is Italian for Merry Christmas and Happy New Year.

**The New 98 Husqvarna are in production!** My sources at Cagiva USA tell me that the 98 Huskys are in production. There is a new model that will be for street use. Black with red / chrome trim and my understanding is a hi-tech 4stroke single cylinder engine.

## Tech Tip

Husky fork seals have been weeping since shortly after the discovery of dirt. It normally doesn't cause a problem other than the embarrassment of having mung drooling down each fork leg. Tired of your pristine charger being defiled?

Honda fork seals will work fine in 35 mm Husky forks, gray and black leg models. Betor forks are used on early 125CR and the same seals will work here. Both types of original seals are 35 x 47 x 7 (mm) in size.

The Honda number is 91255-273-000 or 91255-273-010. The latter number ending in "010" just means a change was made but either type

will work. Ordering one seal means you'll get *one seal*, not a set of two.

These seals are extremely effective in stopping dirt from going in and oil from coming out: adios dreaded fork mung. On fork sliders with double seals on each side, use only one Honda seal per side while using the lower (old) seal as a spacer. Putting double-Honda seals on each side will cause a noticeable increase in stiction: resistance to initial movement.

The Honda seal is 10 mm tall vs 7 mm for the Husky/Betor seal making it impossible to refit a retaining clip, if so equipped. Not to worry because these steel backed seals must be driven into place so the likelihood of them popping out is nil.

For installation, use a piece of PVC or perhaps an large socket. In either case the driver must be slightly less than 47 mm so it fits into the slider easily while contacting as much of the outer (steel) edge of the new seal as possible.

Before reassembly, check both fork tubes for dings that could ruin your new seals. Except for crash damage, dings will only be on the surface that faces forward. First, smooth the edge of dings with very fine emery cloth then wet-and-dry sandpaper. Try to remove only the raised edge that can cut the new seals. Happy riding.

Tosh Konya, Troy, Ohio  
Husky Tech Tip writer

## Classifieds

**Wanted for 68 MF series Husky** - Magura levers and perches, throttle, cables, + more call Mark at 707-467-0823 in California.

**'81 430 CR Husky** very clean, runs well, extras to go with bike. Call 541-664-2957 in Oregon.

**Wanted 74 husky parts**, chain guard, and handle bars for 250 CR. Also seat pan, first over piston, bing carb, and Ex. pipe for a 250 WR.

David at colsen@sdcoc.k12.ca.us

phone: (619) 420-7123

**1928 Husqvarna 500 TV** in sad condition. For sale or trade. More info at solvik.1@swipnet.se  
Jan Oskarsson

Need rings for my '93 Husky. Any suggestions? Respond to tjstone@gsmetals.com

Wanted - parts and info for **1974 400 WR** - Eddie at 717-645-0201

**1969 Sportsman 360cc**, all restored with tank bag, horn, stinger and all other important parts. \$3500. **1970 Cross 360cc** Factory 8 speed, restored \$2400. **1970 Sportsman 360cc** unrestored original fair/rusty cond, my rider \$1500. **1971 Sportsman** framew/ 8 speed engine only \$900. **1970 Sportsman 360** restored tank new paint and stickers on perfect chrome. \$350  
Serious inquiries.  
Email-armandt@ultranet.com  
401-333-0035 Fax 401-333-0036

Parts wanted for **73 250 RT** and watercooled **86-88 430 Auto** call Bradley Branch at 540-656-1126.  
Have 1989 ATK 406 for Husky trade

**1968 Husky 360 8-speed** for resto, \$350. **1971 Husky 400MX**, nicely restored, \$2000. **1994 Husky 250**, little used, extras, nice, \$3000 or trade. (408) 476-3663 or fax (408) 476-0122.

**81 Husqvarna 400cc**, 6 speed, runs very good, \$600 or best offer (714) 539-6522

**GREAT DEAL!!! 90 HUSQVARNA 510WXE**, 4 stroke, 6 speed, current street license, original owner, word processor /MARZOCCHI suspension, very fast desert bike, \$2000  
310-833-6047

**92 Husqvarna 360**, 2 strokes,

excellent condition, fast, great bike,  
\$1500 - call after 5 pm (909)  
392-7825

**88 HUSQVARNA 510**, 4 stroke,  
water cooled, 6 speed, street legal, kit,  
owen suspension, light, powerful, like  
new, \$2100 or best offer(626)  
974-1144

**84 Husqvarna Dirt Bike, 430 cc**,  
must sell \$400 or best offer (818)  
816-8014

**81 HUSQVARNA 430**, \$300 (702)  
564-0029

**47 HUSQVARNA, belt drive**,  
motorized bike, very rare, \$2900  
(818) 380-1510

**93 Husqvarna 360WXC** Excellent  
Condition. Perfectly maintained. FMF  
Pipe, Skid plate, suspension mod's,  
Kehin carb. Not ridden in last 12  
mo's. Fresh fluids. Current Green  
Sticker. Ready to Ride.  
bill@cgtech.com 714) 730-6988  
\$2150

**76 Husqvarna 250WR**, dirt bike,  
mint condition, \$600 or best offer  
(714) 960-8195

**82 Husqvarna 430**, rebuilt engine &  
shocks, all new internals, all receipts,  
ready to ride, \$450 or best offer (805)  
384-1

**70 Husqvarna, 8 speed, 250, \$500**  
(760) 471-8945

**TWO 67 Husqvarna 250 motocross**  
motorcycles, both running condition,  
I has been repainted, asking \$2200 or  
best offer for both (619) 445-5466

**74 Husqvarna wanted**, 400 CR  
motorcycle, also any Husqvarna from  
66-87 - Alpine (619) 445-5466

**86 HUSQVARNA 400 XC**, runs and  
looks good, 5 speed, headlight, new  
seat cover, \$580 leave message(562)

594-9497

**76 Husqvarna 360**, many spare parts  
\$350 (760) 240-6701

**71 Husqvarna CR400** dirt bike, all  
there, nds to be restored, \$225(760)  
949-7280

**81 Husqvarna 400cc**, 6 speed, runs  
very well, \$700 or best offer (714)  
539-6522

**77 Husqvarna 360, auto, mint**  
condition, \$700 (714) 574-1990

**76 VINTAGE CR360** Husqvarna,  
\$550 -562-697-0169 (714) 256-0569

**71 Husqvarna 250 Cross**, restored,  
looks & runs excellent, \$700 or best  
offer (714) 455-0468

**90 HUSQVARNA 510WXE**, 4  
stroke, 6 speed, current street license,  
original owner, /MARZOCCHI  
suspension, very fast desert bike,  
\$2000 (310) 833-6047

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

**79 Husqvarna 390**, very low miles,  
\$700 or best offer (818) 352-8487

**73 360 RT** - parting out no engine, **79**  
**390 CR** nice tank no fenders, \$875,  
**83 500CR** rolling chassis all or parts,  
**88 XC500** needs clutch \$1150 lots  
more Husky stuff Mike - 208-522-  
1113

**Husky 79-82** air filters \$15

Husky piston rings all years \$20

75-79 inner fenders \$12

air bell rubber \$15

15-12-042-01 no leak fork seals \$6

15-13-535-01 early seat covers \$58

16-10-356-01 reed manifold 75-77 \$35

15-16-630-01 leleu 125 brakpla t \$68

15-16-633-01 ML fr/rr brkpla t \$55

15-16-790-02 brkplate 83/84 \$55

16-10-592-01 MLMK magcover \$58  
16-11-571-01 MMMN magcover \$58  
15-19-814-01 rod kit 175 \$120  
15-17-493-03 speedo \$98  
15-18-223-01 chaingd WR83 \$41  
15-14-146-01 left radguard '84 \$28  
15-13-908-01 LH radspoil 84,400 \$28  
15-14-130-01 radgrill 84,125/250 \$17  
15-14-125-01 rad 84 125/250 \$259  
16-12-551-01 auto clutch shoe \$52  
16-12-617-01 auto clutch shoe \$52  
16-140708-01 450WR Femsa \$125  
Billions of sprockets all years \$16-\$22  
Rich's Hobby Husky 618-877-1307

**WR430 1981 CWN0002** frame no  
fully rebuilt motor, suspension, brakes,  
front has twin leading shoe, numerous  
stainless steel fittings, bolts, hand built  
muffler, brake stays, brake rods, 4th in  
australian twin shock title in 96  
extremely fast and reliable. heaps of  
spares \$2500.00 ring GREG DALE  
0296702189 in australia

wanted - gas tank for **1972 250 WR**  
MJ series - needing paint okay, but no  
dents please. call Lynn at 303-444-  
3217 or e-mail at  
kayenta@bouldernews.infi.net

Wanted - Stator, Flywheel, and  
Flywheel cover for a **1982 WR250**,  
and also a stator for a **1985 XC250**. If  
anyone can help it would be greatly  
appreciated, or if anyone can tell me  
who to call please do. You can call  
me collect at (970)-474-2411 or  
H(970)-474-9897 or  
TPfau10547@aol.com.

Needed for **82 430cr** left side plastic  
front and rear fenders and all of the  
decals that come on the bike. Also  
looking for Mr. MOTOCROSS the  
book by Torsten Hallman and the Art  
of Motocross by Jeff Smith. Need to  
find stiffer springs front and rear also  
if anyone can HELP ME OUT that  
would be nice. mitch 310-838-9550 or  
mitcho33@aol.com

Wanted transmission parts (4th gear) and primary drive gears for **1987 430 WR**. Would like parts bike and/or engine if available. Also need spare parts book and service manual for same. Please help. Curtis Comer 205-828-1282 or e-mail CurtComer@aol.com. Alabama.

**1981 HUSQVARNA CR-125**, restored to original pristine condition, includes >matching helmet & a near complete 1979 cr-250 spare parts bike. \$ 1,250.00 >contact mike @ (504)736-9009 or e-mail: wallmar @ iamerica.net >bike is located in new orleans, louisiana.

**1977 ML 250CR**. Not ridden since total restoration. Many NOS parts. This bike is ready for show or evo racing. Pics available. Possible delivery. \$2200. 702-645-0409. NV. <rdjmills@ix.netcom.com>

Wanted **1987 430 WR** parts bike , any condition e-mail gonfishn@tiac.net or John at 617-641-3474

**1987-430WR Automatic** - 2 each , brand new in boxes with sequential frame numbers. Expensive plus shipping F.O.B Boston Mass. e-mail gonfishn@tiac.net John Wallace 617-641-3474 home. 617-926-1167 work.

Wanted.. **1978 CR390** case (rt side) contact Martin at 253-863-4776. stoutblock@seanet.com

**1992 WCE 350** Bought new in 1994, low miles, excellent condition, \$1900.00 Pa, call Steve at 717-748-8463 or email to mush@csrlink.net

'82 Husqvarna 390cc looks great, runs great, fresh tires, awesome bike, NEW TOP END. \$900 '83 Husqvarna 430cc-\$1100 '84 Husqvarna 500cc-\$

1300 Call (760)955-7223 Steve.

Wanted **74 husky parts**, chain guard, and handle bars for 250 CR. Also seat pan, first over piston, bing carb, and Ex. pipe for a 250 WR. David at colsen@sdcoe.k12.ca.us phone: (619) 420-7123

**Husqvarna model 1922** for sale. The machine is incomplete and available in parts. I have two engines, 550cc each. Missing are the mudguards and several minor items. The price is US\$ 5000. For more information, please fax to Pieter Kann in Holland: 31-35-5242526

Wanted: A early 70's **Husky 250 CR** in complete order. Need not run. Florida will pick up in Florida. Clarence 941-701-9425 KLaWade@aol.com

Wanted **Husqvarna Automatic**. E-mail Jake at jacobp@citytel.net

**1973 360 r/t** looks and run like new all stock or with some mods to make it a little modern. \$1,500 stock price goes up with mods and spares. currant calif. tags. located in no. calif. (209) 369-1667 or huskyguy@softcom.net

Many **Husqvarnas bikes from 68 to 85** from near new to basket cases. will sell all or part out the bikes. Also have many new and used parts. 125 piston kits \$150, silver cables \$40 a piece (clutch and front brake and 8 speed) have lots of tranny pts for 4 , 5 , 6 spd no. calif. 209-369-1667 / huskyguy@softcom.net

**Husky inventory 1975-85** to trade for Husky inventory 74 and older. Call Heath at 970-626-5416

**1958 Husqvarna Guldpil 200cc**, lo mileage, perfect condition, expensive call John at 617-926-1167.

**69 360 C Sportsman** is parting out, tank, fenders, seat, headlite, wheels, cguard, engine call Frank at 414-279-5211

**Husky WXC 360 1996**. New Nov 96. Excellent shape, always new oil. 30 hrs. Rally Guards, Fork Boots. \$ 3200 or trade for 96/97 XR250. Eddie in Roanoke VA (540) 562-1163.

**1986 430 Auto engine** for sale or trade call John at 617-926-1167.

**1980 390 CR** all original and in very good condition. \$500. Located in Columbus, Ohio call 614-878-0207.

Wanted for **250 WR 76** shock absorbers/Betor type, 190mm upper fork tubes, rubber chain support, original Handlebars, rear wheel assembly green Akront 18" Please send Offers by fax to Jean Luc TOUGARD in France : (33) 235 43 14 17 or e-mail - thala@normandnet.fr

## Motoplats Tests

(The following is a recap of early documents on how to go about testing Motoplats ignitions on a DKW/Sachs.

Be aware that the diode in early Motoplats was located in the stator and later (1973-4) was moved the the tank coil.)

The Motoplats electronic can be tested with an ohmmeter with a 0-10,000 ohm range. Always make sure the polarity is correct for a test hookup and never attempt to test the ignition components with a volt meter.

Tha stator and coil need not be removed from the bike to be tested, but the flat connectors must be disconnected from the coil (tank), the spark plug cap removed from the end of the sparkplug lead, and the blue ignition lead disconnected form the No.2 terminal of the ignition switch or kill button.

 the husky record

SPECIAL SHOW ISSUE

MARCH, 1974

# Husqvarna Introduces '74 Models At Show

"Welcome to the Motorcycle Dealer Trade Show," are the words expressed by Mr. Bengt Farnstrom, President of Husqvarna, Inc.

Mr. Farnstrom, joined by Everett Brashear, General Manager of Husqvarna Motor Corporation West, and a host of top Husky riders, is here to introduce the 1974 Husky line.

Perhaps the most exciting of the new Husky machines is the all-new 250 CR, featuring the strongest, lightest magnesium engine ever and an amazingly engineered reed valve induction system. The new engine was proven in the toughest laboratories of all, the world's championship motocross tracks.

Also in the lineup are the 400 CR, the powerful accelerator, the 400 WR Baja winner, the 250 WR, choice of the USA Silver Vase team, the 125 SC "quiet power" machine, and the 125 CR that took first and second places in the 1st International 125 Grand Prix MX.

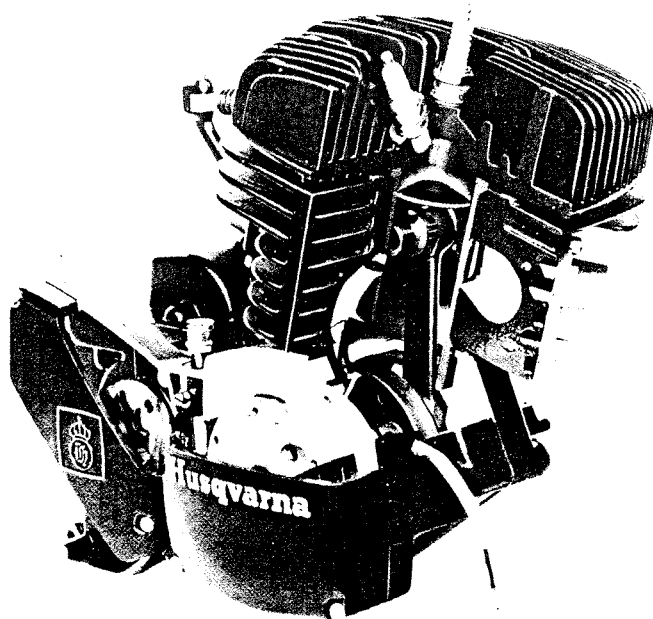
Visitors at the Trade Show are also invited to drop by the Husqvarna display and meet the World Championship Husky riders Malcolm Smith, Brad Lackey, Arne Nilsson,



On hand at the Show will be Jack Lehto, Manager of the Team Husky which captured Silver Vase honors at the 48th ISDT.

Rolf Tibblin, Jack Lehto and others.

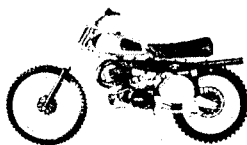
In addition, there are other surprises in store for visitors to the Husqvarna Display at the 1974 Trade Show



## anatomy of a winner


All new for '74, the Husqvarna 250 MAGnesium engine is super light and super strong. The magnesium case provides the base for the new cylinder with cast liner and redesigned ports. The ports had to be new to handle the reed valve intake system. Each engine is meticulously assembled by one person at the factory and then it's run in on a dyno prior to crating. The 250 MAGnesium engine is mounted in a proven frame design with all new rear suspension developed just for MX. The result is a motorcycle with "WINNER" written all over it!

See it at your dealer now.



250CR

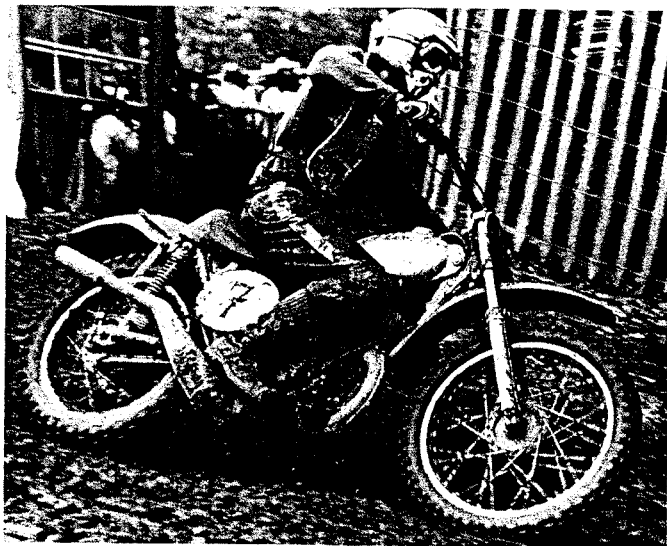
 Husqvarna

Husqvarna Motorcorp East / 1906 Broadway, Lorain, Ohio 44052   
Husqvarna Motorcorp West / 4935 Mercury, San Diego, California 92111  
Husqvarna Canada / Steen Hansen Motorcycles, 2507 92 Street, Edmonton, Alberta, T6E 3A4  
Husqvarna Motorcycle Dist. E. RR 10, Television Rd. N. Peterborough, Ontario, K9J 6T2

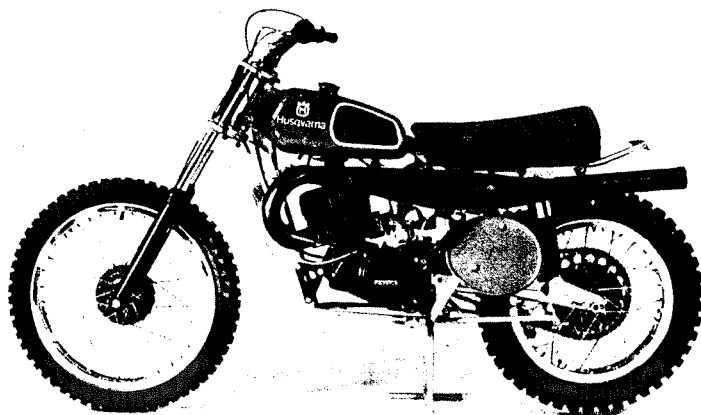
This latest consumer magazine advertisement features a cut-away of the new 250 MAGnesium engine.

### ON THE COVER

## LACKEY SIGNS WITH HUSKY

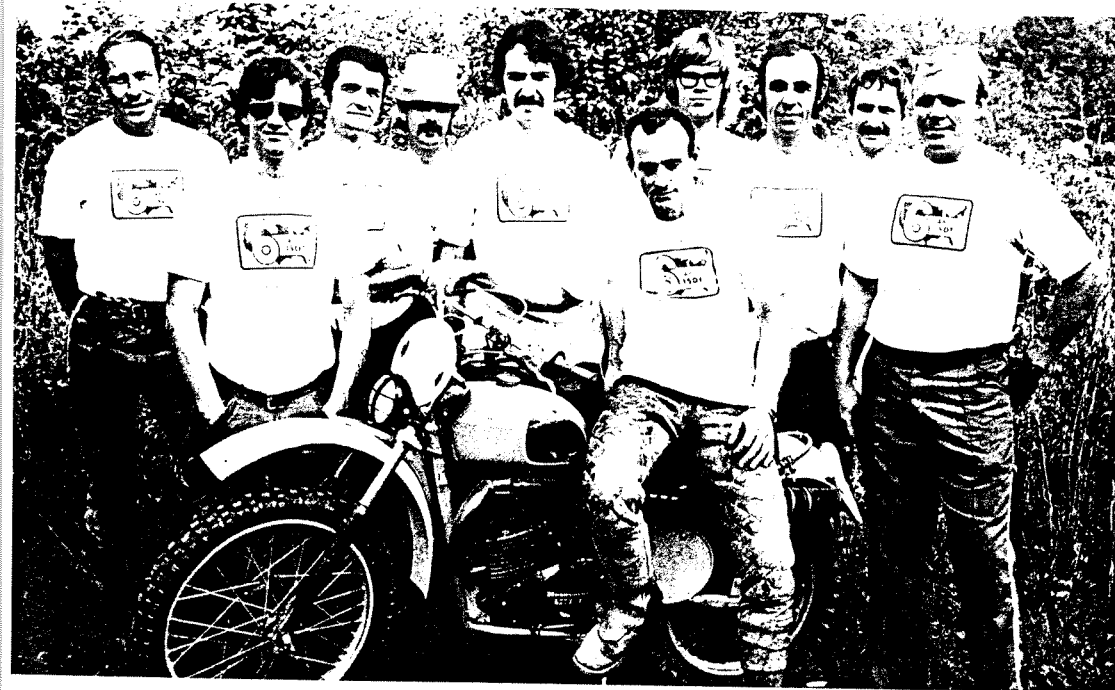


Top motorcycle rider Brad Lackey has become the second American in history to be signed by a European factory to ride the Grand Prix Circuit in Europe. Brad recently signed with Husqvarna, Inc., to ride in the 500 Class.



The new Husqvarna 250 CR features a lighter and stronger magnesium engine for 1974.





Husky's ISDT champs. Many victories, including 15 Gold Medals.



Malcolm Smith, winner of more Gold Medals in International competition than any other U.S. Rider.

# TEAM Husqvarna

## 1973 VICTORIES

- 48th ISDT
- 1st & 2nd Silver Vase Trophy
- 1st & 2nd Club Team Competition
- 15 Gold Medals
- Baja 500, Baja 300, Mint 400
- Little Burr National Enduro
- International 125 MX (1st & 2nd)
- Daytona 250 MX
- Inter-AMA 250 Overall Series Winner
- And over 300 local victories at MX, Enduros and off-road races in the Western United States

A photographic recap of a highly successful Husqvarna season

# 1973: It Was A Very Go



Mitch Mayes captured victories in the '73 Baja 1000 and the '73 Barstow-to-Vegas events. His riding partner was A.C. Bakken.



Bill Kain fought his way to the 1973 National Enduro Champion title.





eti

# od Year

Heikki Mäkelä, Husqvarna factory rider from Finland, won 1973 Inter-AMA 250 Overall.

The winning team — 1973 ISDT Champions who captured for Husky the 1st and 2nd Silver Vase Trophies.

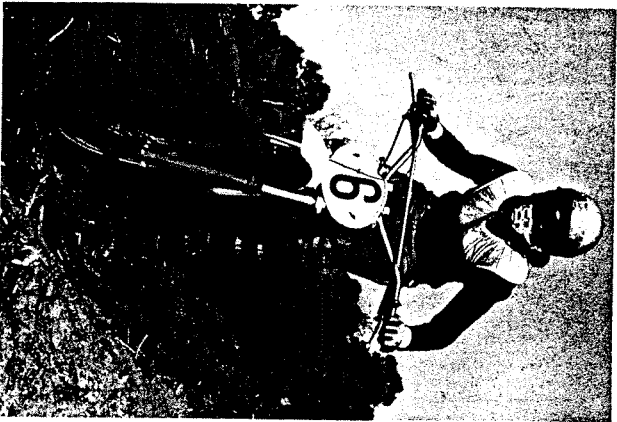


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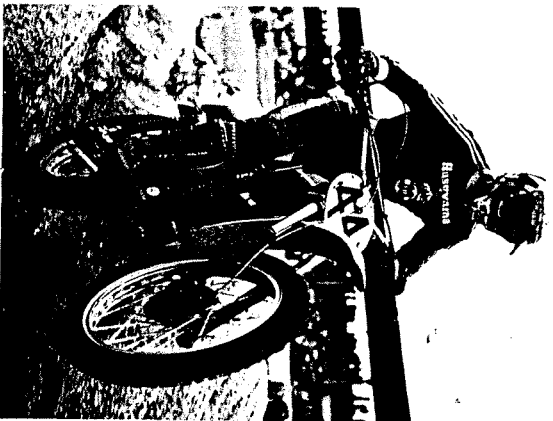
# U.S. TEAM HUSQVARNA ANNOUNCED FOR 1974

Two highly experienced riders have signed with Husqvarna for the 1974 U.S. Racing Circuit, it was announced by new Racing Director, Terry Knott.

Bob Grossi, a 22-year-old Californian who has been in active competition since the age of 15, has both European and American racing experience under his belt. He has ridden successfully in both the 250cc and open classes and brings to motocross



**BOB GROSSI**



**GARY SEMICS**

racing a combination of skills learned in enduros and TT's.

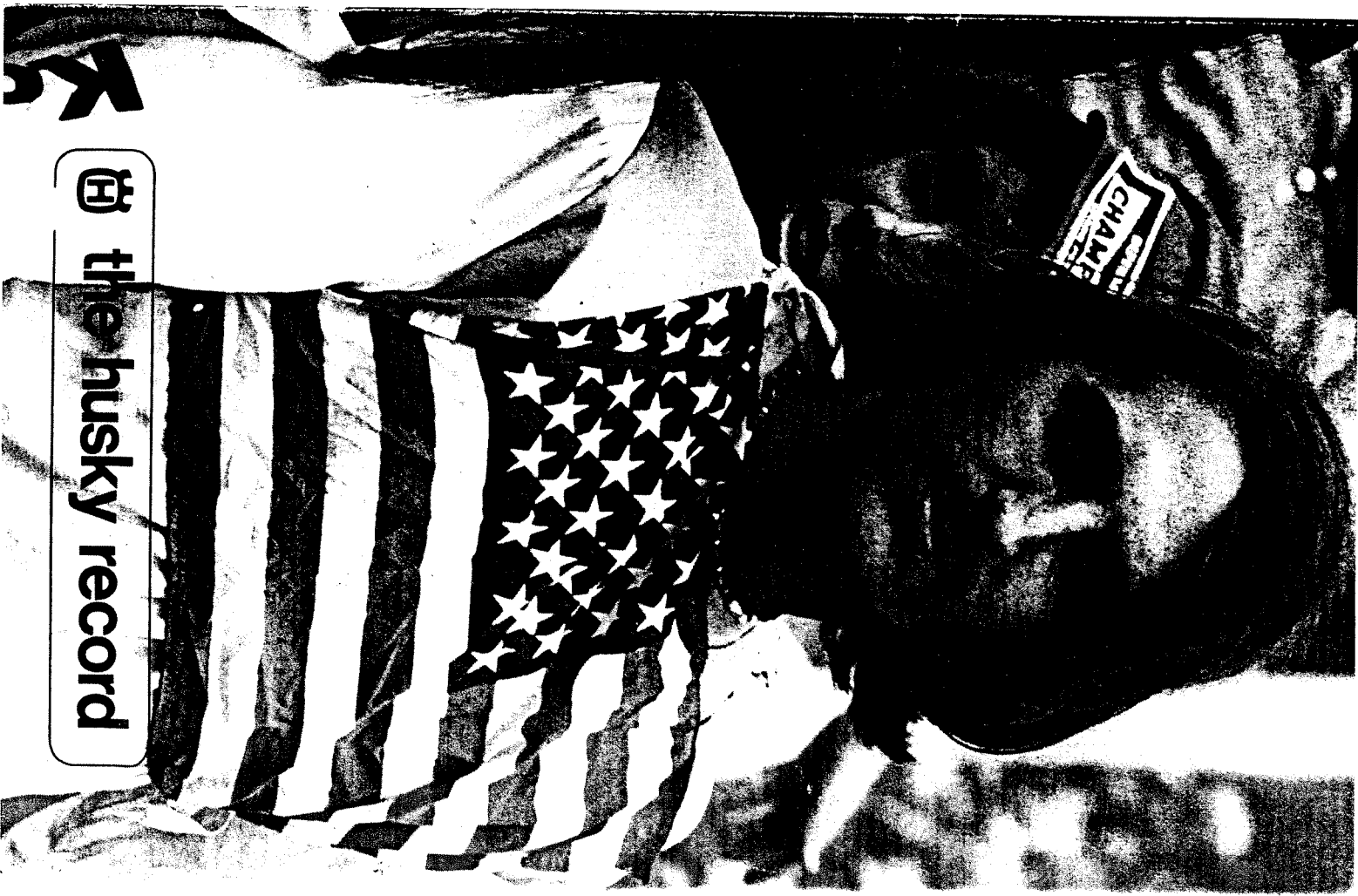
Bob won the 250cc Class at the 1973 Daytona Motocross.

Gary Semics, a very knowledgeable 19-year-old racer, officially began his career at the age of 14 when he won the 175-200cc Class in his first motocross race. Gary joined the Husqvarna American Racing Team in 1972 and, among other victories, has won the coveted Phoenix Trans-AMA Support Class.

## 1974 ADVERTISING CAMPAIGN

Following are the major advertising expenditures planned by Husqvarna in 1974 American magazines:

<b>CYCLE WORLD</b>	192,100 circ.	12X	B&W full pages	\$16,656.00
<b>MOTORCYCLIST</b>	117,300 circ.	6X	B&W full pages	5,700.00
<b>POPULAR CYCLING</b>	88,500 circ.	12X	B&W full pages	5,400.00
<b>AMA NEWS</b>	51,400 circ.	6X	B&W full pages	2,820.00
<b>CYCLE NEWS</b>	96,300 circ.	12X	B&W full pages	13,900.00



**TEST#1** Tank coil - Connect the ohmmeter test leads to the flat terminals on the tank coil and read the resistance of this primary winding. It should be 20-30 ohms. If it is not in this range, it is most likely defective and should be replaced.

**TEST#2** Tank coil- Test the secondary side of this same coil by connecting one lead of the ohmmeter to ground ( or the mounting tab of the coil) and the other to the spark plug lead. The reading should be 7,000-9,000 ohms.

**TEST#3** Engine Stator - Connect one meter lead to the blue ignition wire and the other to ground. The meter should read either infinity or 8,000-9,000 ohms. Rev leads and it should be the opposite of the first reading

**TEST#4** Engine Stator - Test the signal coil by connecting your leads to the blue and black terminal wires and you should get a reading of 20 ohms. If it is less then the signal side is most likely shorted.

**Editors note:** Please use this above test info with some good sense.

I just performed this above test on my good Motoplat 1973 400 CR factory stock with the following results:

**Test #1** tank coil across 2 flats it measured 700 ohms (not 7,000) one way and infinite the other. This tells me that there is a diode in the coil secondary, maybe.

**Test #2** tank hi tension from spark wire to mounting tab and it read 7,000 ohms both directions .

**Test #3** blue wire on engine stator to engine itself read 600 ohms one way and infinite the other

**Test #4** across the two stator wires it reads very low both ways.

This info may only be good if you are purchasing used goods.

Best test is on the engine spark check!  
Please send me tech stuff for this newsletter as well as your ads. Thanks

## Motoplat option

Somebody correct me if I am wrong, but there are 3 different right side crankshaft ends that you deal with on a vintage Husky (1963-1983):

1. Bosch crank end 63-68 - Bosch
2. Femsa crank end - large dia
3. Motoplat crank end - small dia

I believe that these crank ends can be interchanged by a competent crank rebuilder and this allows the adaptation of several types of ignitions. What will most likely give problems is the backing plate for the stator or points may not bolt into all applications. You could most likely adapt the ignition off of any bike you choose as long as you can handle that type work.

What I mean is any European or Japanese ignition will work if you can adapt the two components on the crankshaft and crankcase. I have not gotten creative around this, but the potential looks great!

There are a lot of Motoplat ignitions still available across the world. To find these you have to do some calling, but the advertisers in the newsletter can provide a start.

What about a point ignition? The Femsa point style unit is very good, reliable, but requires maintenance on the points. This may be a small or insignificant problem, if you have a cheap source on a point style ignition parts and tools.

The reason so many early Huskys have screwed up right crank ends is the poor maintenance of the owner. What about Bosch on early Huskys? Again this is a very fine system! World championships were won with this style, but it does require some attention and a correct puller.

PVL Electronic offers a large shaft Motoplat and small shaft PVL for most Huskys. Call them at 216-988-4474 to get info and pricing on your model.

I hope this will help. I have had

several members comment that the PVL internal rotor system is excellent.

## HUSQVARNA MOTORCYCLE CLUB

is a newsletter club dedicated to Husqvarna and related motorcycle marques. Newsletters will be a 12 -16 page publication with 6 issued per year at a membership of \$15 for USA/Canada and \$21 for all others. To join send check payable to Craig Comontofski and mail to :

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

Also include your phone number, e-mail address, Husky bikes you own, or are interested in. Frame# and engine #'s for bikes owned would be great!

As a member you will be able to post a reasonable amount of free Husky-related advertising. We also desperately need articles about experience, tech questions, classifieds, parts leads, whatever from the general membership, including copies of old literature, and good photos of your Husky bike and you. For commercial businesses, here are the very reasonable rates for your ads:

1/8 page - \$5 per issue, 1/4 page - \$10 per issue, 1/2 page - \$20 per issue, full page - \$40 per issue

We can provide artwork for your ads, if you like, for \$20-\$40 (one time charge). Also, if you are a paid advertiser, we will offer you a free, one-time article (with photos/pictures if possible) on what you offer the Husky Hobbyists. An E-mail format is best.

**Photo** in rear pages of newsletter of a 30's era Husqvarna is maintained and raced by Christer Watz. Christer is a full time motorcycle mechanics instructor in Sweden. Photo is early 1997. The Husky is a 1934 Factory race bike with an "Ex-cam" prototype motor at 250 cc. The valve gear is eccentric connecting rods. The rear cylinder of the original 500 twin is removed and blanked.

**This newsletter needs your pictures, tech info, articles, especially for 1980-1998 as well as 1903-1965. Thanks.**

Service bulletins from 75 and 77 are for info only as is the 1975 catalog.

# Riding high

## Anderson in thick of national points chase

By Patrick C. Heston  
Staff writer

Rich Anderson of Granite City travels nearly 12,000 miles annually to play in the dirt.

Anderson, a 1974 graduate of Granite City South High School, competes in races sponsored by the American Historic Racing Motorcycle Association.

The AHRMA is a not-for-profit organization dedicated to restoring and competing on classic motorcycles. With over 5,000 members, AHRMA is the largest vintage racing group in North America and one of the largest in the world.

With 20 national motorcross events spread across the United States, members compete in some of the country's premier tracks, such as Unadilla (New York), Honda Hills (Ohio) and Carlsbad (California).

Anderson, who has been racing dirt bikes since 1971 and last two years, won last week's AHRMA event at Honda Hills Motorcross Park in Linnville, Ohio. It was his first professional victory. The win vaulted Anderson

to second place in the national points standings for those in the over-40 age group. With only two venues to be visited before the season closes — Steam Boat Springs, Colo., and Hollister,

Anderson has a legitimate shot at the overall points championship.

"I race for the pure love of the sport," Anderson said.

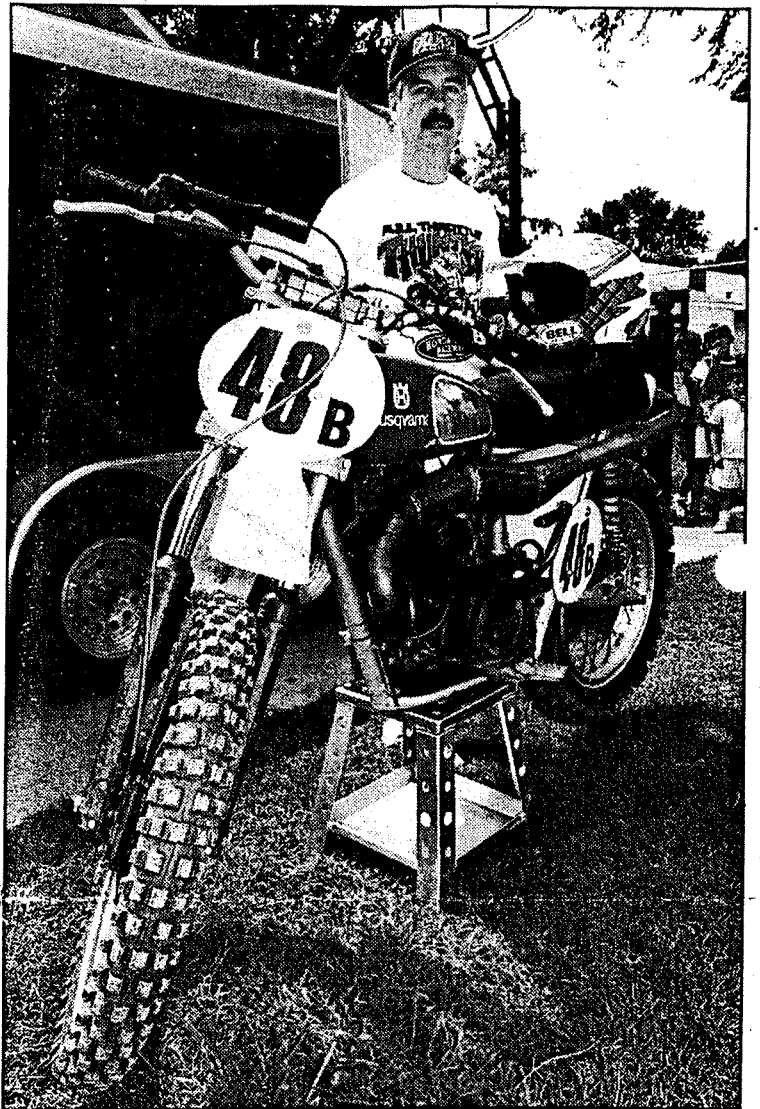
"There is no money involved in winning these races. It's all cost and no reward. But racing at the professional level has been a dream of mine as long as I can remember. My goal my whole life has been to do an entire series. I can't believe I'm actually doing it now, but I am."

Anderson will race in seven races this year, the minimum number needed to constitute a series and qualify for the points championship. Other drivers may race in more, but only a competitor's top seven finishes count toward the championship.

More races means more chances to score big, but Anderson is convinced he can be a winner with only seven races under his belt.

"It will be hard. One bad race and you're out of the race and you're out of the race."

(See ANDERSON, Page 3B)



(Staff photo by JOHN FRESE)

Rich Anderson of Granite City, competing in the American Historic Racing Motorcycle Association series, won his first professional victory last week at Honda Hills in Linnville, Ohio.

# Motorcycle racing keeps Anderson family on run

By Patrick C. Heston  
Staff writer

Dirt bike racing is Rich Anderson's hobby. More than that, it is his labor of love.

Anderson, a lifelong resident of Granite City and an operating engineer at Shell Oil in Roxana, competes in the American Historic Racing Motorcycle Association's annual 20-event circuit on Saturdays from March to October.

But he is not alone in his love for or involvement with the sport.

Dirt bike racing is a family affair in the

Anderson household.

On weekends, the two bikes are placed in the trailer, which is hooked to the van. Then the Andersons pile into the van — Rich, his wife Mendy and their three boys Aaron (age 7), Cody (6) and Phillip (3). Then it is off to Florida, or New York, or California, or wherever the next competition is held.

The Andersons craft their family vacations around the races Rich chooses to run.

Currently that involves only seven races each year, but Rich, who is passionate

about his hobby, wants to expand to more races.

"One time Aaron, our oldest son, asked us, 'How come every time we take a vacation, there's a race going on?'" said Mendy with a slight chuckle.

"The boys go to all the races," Rich said. "They're my little pit crew. They help me carry tools, they bring me water, they remind me of things I need to do and they give me a lot of moral support."

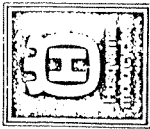
"It has been a great experience, and an enjoyable one, for the kids," Mendy said.

(See RACING, Page 3B)

# SERVICE BULLETIN



SERVICE MANUAL



TO: ALL HUSQVARNA DEALERS

FROM: SERVICE DEPARTMENT

DATE: August 5, 1977

RE: Installation of 16-14-740-01 Red Lead Motoplat for 16-14-713-01 Black Lead Motoplat (without lighting coil) installed at factory between 1972-1974.

The obsolete Flywheel Magneto (Part No. 16-14-713-01) is no longer available.

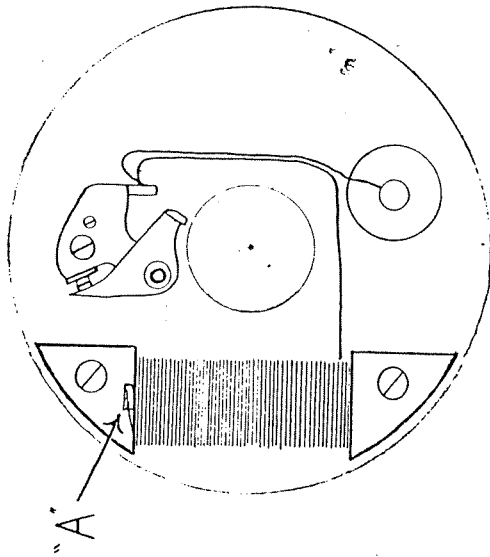
When replacement of the Black Lead Flywheel Magneto (16-14-713-01) becomes necessary, the Black Lead upper high tension coil must be replaced with a Red Lead upper high tension coil. These high tension coils have the same part number (16-14-714-01). All Red Lead Flywheel Magneto's must have Red Lead high tension coils in order to function.

Most important the flywheel must have sufficient axial clearance to avoid rubbing the stator unit which results in failure. Extreme care should be taken when a replacement ignition is mounted so that when the flywheel is correctly torqued it does not rub on either the stator or the stator pole. There must be 1mm minimum clearance between the flywheel and the stator body and stator pole. If there is contact from the flywheel or less than 1mm minimum clearance you should machine 2mm from the back of the aluminum mounting plate (Part No. 16-14-715-01) to ensure sufficient clearance between flywheel and stator.

PLEASE INFORM ALL PARTS PERSONNEL OF THESE CONDITIONS.

## FEMSA IGNITION

Preparation Upon Set-Up of Cycle



Because of extra vibration inherent in the 360 GP, the ground wire (A) on the primary-ignition coil can break off at the soldered joint. A dab of 3-M on the ground wire will prevent the wire from breaking loose.

OP

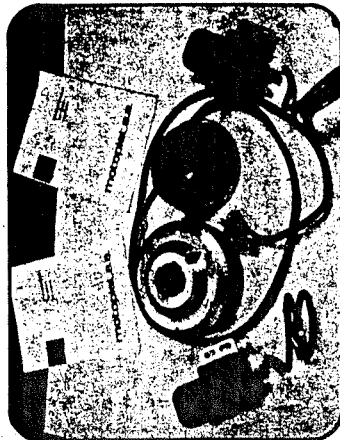
May 27, 1975

8-001

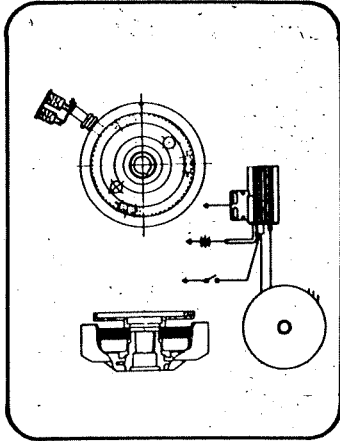
8-026



# Motoplat "Solid State" Ignition Systems



External flywheel Motoplats come with all connections and components in one easy-to-install kit. Features a 35 watt lighting coil.



Just replace the old unit with the new Motoplat. No alterations of any kind need to be made.

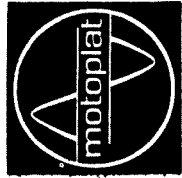
**MOTOPLAT:** The revolutionary new Solid State Ignition System designed to make full use of your highly developed racing engines.

Up to now all motorcycle ignition systems worked on the principal of a contact breaker point, where a set of contact points had to separate before ignition took place. This was usually the weakest point on all motorcycles, especially racing engines, and the hardest to keep timed and in the correct setting.

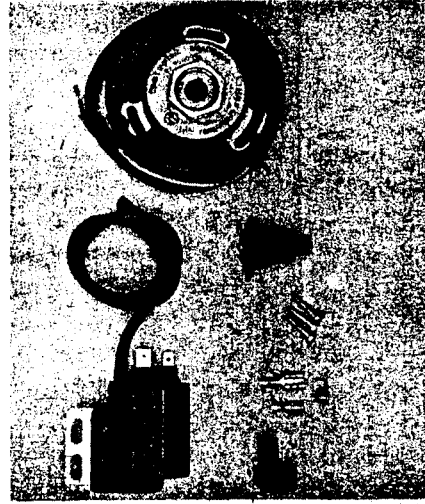
The problems caused by the old system is well known by anyone who has owned and serviced such a system. High speed point float, arcing and welding of points, condenser failure, extremely critical timing on magneto type units and a host of other malfunctions that could cause the ignition to stop functioning.

That is all changed now with the new Motoplat Solid State Ignition System. This new ignition has no moving parts to break or replace, no condenser or points to fail. Once the new unit is installed and timed, no further timing or service is ever required. All the transistors and wiring are sealed in resin and is water-tight.

The Motoplat on your motorcycle will give you higher R.P.M.'s, a cleaner, hotter spark, easier starting and better performance that all adds up to more power. You will fully realize all the potential of your racing engine. Once you have used the Motoplat Solid State Ignition you will never settle for another ignition system of the old style.



# Motoplat "Solid State" Racing Ignitions

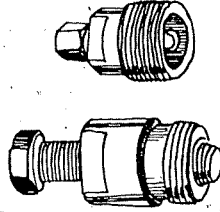


The special solid state ignitions for racing only. These internal fly wheel ignitions allow your engine to rev-up faster and add more power. All Motoplat racing ignitions are easy to install and require no maintenance except keeping clean. The internal fly wheel ignitions do not carry a lighting coil. All necessary components and connections included. Used by the country's top tuners.

- No. 604-1... Fits Penton/Sachs 100-125, Puch, 125/250 5 and 6 sp. Huskys.
- No. 607... Fits MF & MG Huskys with large Bosch ignition system...
- No. 608... Fits 4 sp. Huskys back to and incl. M H Models, 5 sp. W R Huskys ex. 125cc
- No. 609... Fits 125 & 175cc Yamahas
- No. 610... Fits all Bultacos ex. 100cc.
- No. 613... Fits 125, 250 & 400cc CZ's
- No. 615... Fits 125cc Montesa
- No. 616... Fits Penton/KTM 175, 250 & 400cc

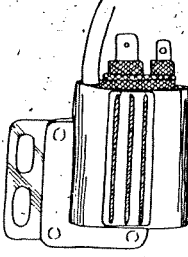
## MOTOPLAT TOOLS - ACCESSORIES

### FLYWHEEL PULLERS



Special heat treated Chrome Moly steel flywheel pullers for all Motoplat ignitions.

- No. 605 Motoplat puller coarse thread
- No. 605A Motoplat puller fine thread

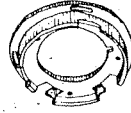


### MOTOPLAT COILS

Replacement coil for all Motoplat ignitions.

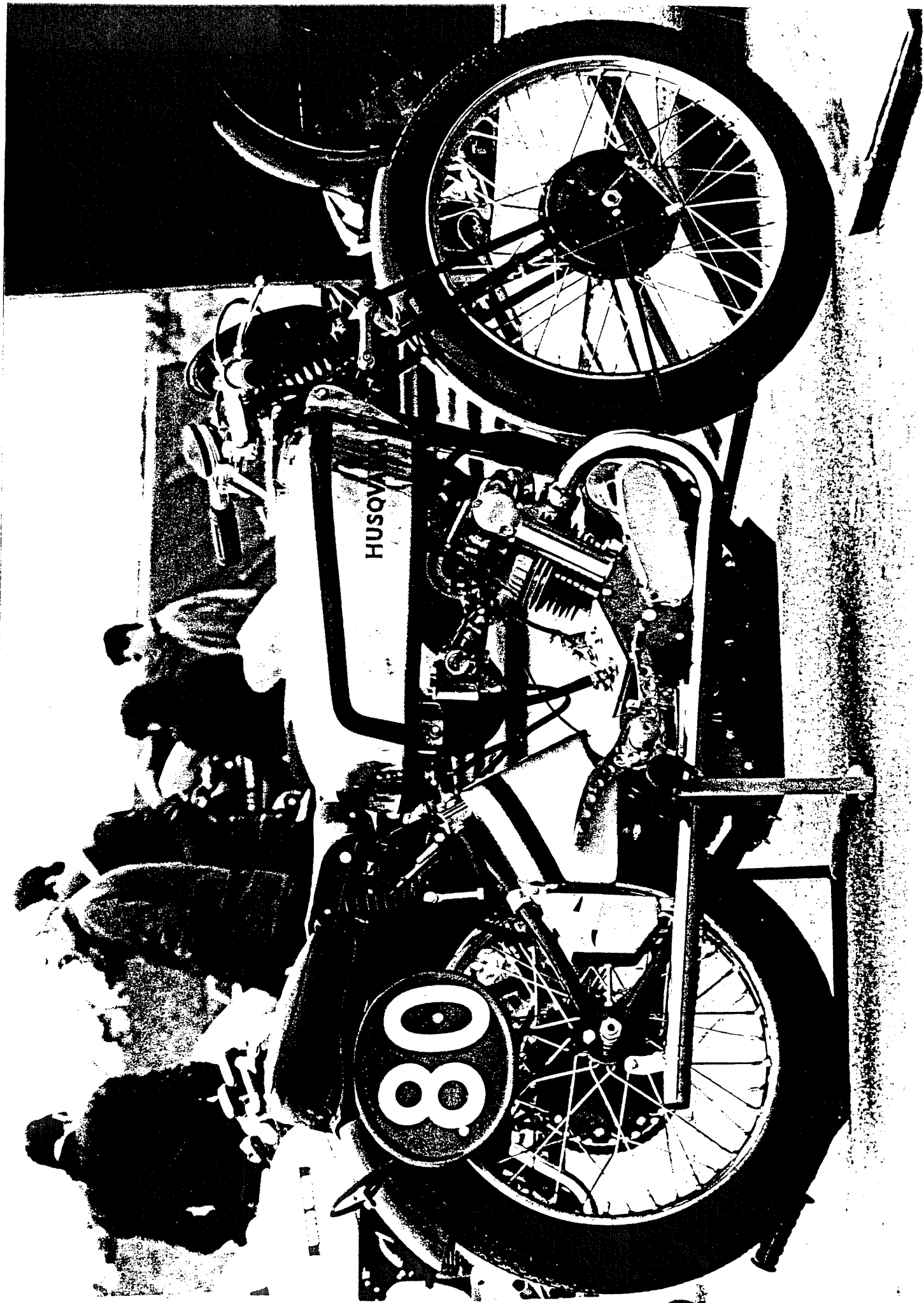
- No. 606 Motoplat coil with black plug lead
- No. 606A Motoplat coil with red lead, contains diode in coil. Must be used on all ignitions with -1 after serial number. Can be used on all Motoplat ignitions.

### BACKING PLATES FOR MOTOPLAT (Specify)



### TIMING PIN (Specify)





HUSQVARNA

80





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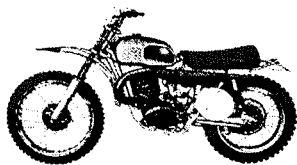
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## OLD MOTORCYCLES WANTED

Husqvarna Bikes, Parts, Literature '03-'74



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