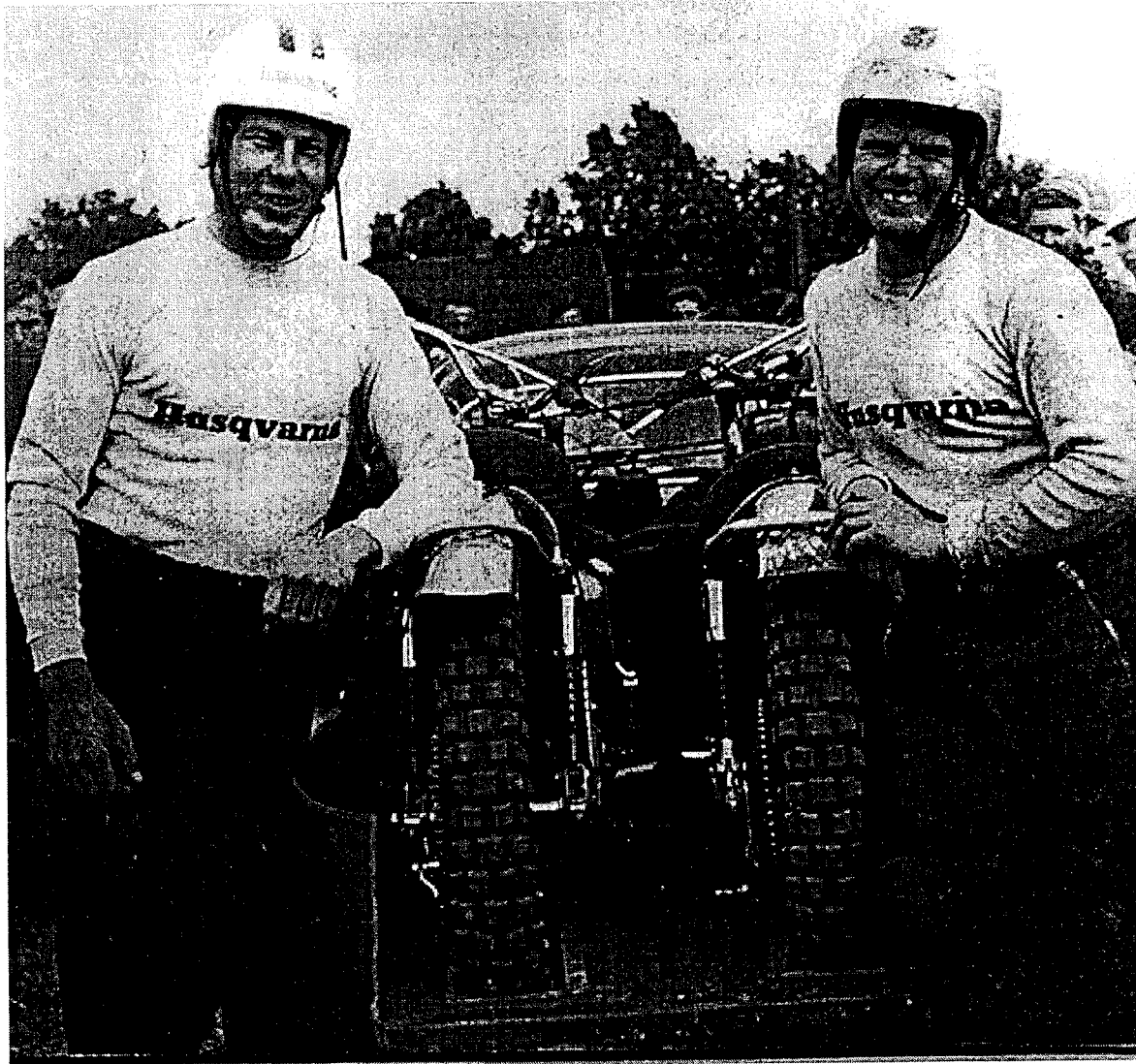


# Husqvarna Report

5th 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>

## Husqvarna Världmästarna



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### Världmästarna

Why are these two men smiling? Rolf Tibblin and Bill Nilsson are smiling because they happen to be the world's best motocross riders, Worldmasters, and they

ride Husqvarna, the world's best motocross machines! Check out the differences in the machines. Frame, seat, shock lower mount, brake arms indicate different rear wheels, and it may not be clear, but the front fork crowns are different indicating personal choice on

fork system as well. Chain drive on the left and the oil tank is visible on Rolf's bike. Both men have the Husqvarna name on their helmets as well as the period style logo. I do not know the exact date of this photo, but maybe 1961.

Photo provided by Jan Liljedahl

## Tech Tips

**...the countershaft sprocket can't be removed on my '69 360...**

The models this concerns came with a tapered countershaft at the sprocket end. (66-74)

First off you'll need to fit the Husky sprocket removal tool as using something else will cause damage. The sprocket nut is **LEFTHAND THREAD** and should be loosened and removed. If you have an original tool it will have a brass insert at the drive point which will eliminate shaft damage. Hold the puller with a large crescent wrench and screw down the center bolt using a long ratchet. After tight, firmly tap the end of the center bolt with a ball peen hammer. The shock should break it loose but sometimes it doesn't so give it a 1/4 turn more and another rap with the hammer. The sprocket should break loose before you reach a reasonable amount of force: let's say less than 50 ft-lbs of torque. If it hasn't come loose, you'll need to take the engine to

a motorcycle repair shop where they can safely apply heat to the sprocket.

**...what is the best oil for the Huskys manual gearbox?**

It's safest to use an oil closest to the original recommendation. Buy a case of that stuff and change it every two rides/races which is the best way to prolong clutch and transmission life: oil is cheaper than gears, bearings, or clutch plates. One point to remember is the clutch uses the gearbox oil so anything that has graphite (such as Mobil 1) could cause the clutch to slip. There are pros-and-cons to this issue with much dependent on the composition and design of the clutch friction plates but why take a chance. Editors note: The gearbox oil listed in the owners manual of all Huskys 1947-1982 with manual transmissions is 20w motor oil.

**...what oil should be used in my forks (either gray or black leg)?**

In the olden days, fork oil was motor oil but now we have specialized oils formulated for motorcycle suspension. Many of these have special agents for anti-frothing and friction reducers. First off, any new oil should be close or identical to the owner's manual spec. The passages

in the fork damper are designed to work with a certain viscosity and going lighter or heavier will affect fork action, on both compression and rebound. Some modern fork oils are not classified by SAE number, so it may take a bit of detective work to come up with an equivalent. Or you could just use SAE motor oil.

Editors note: I use 20w motor oil if I am mostly sitting, like enduro. I use 30w if I will be on the pegs, like mx in my 66-73 Huskys.

Tosh Konya  
Husky Tech Tip Writer  
Troy, Ohio

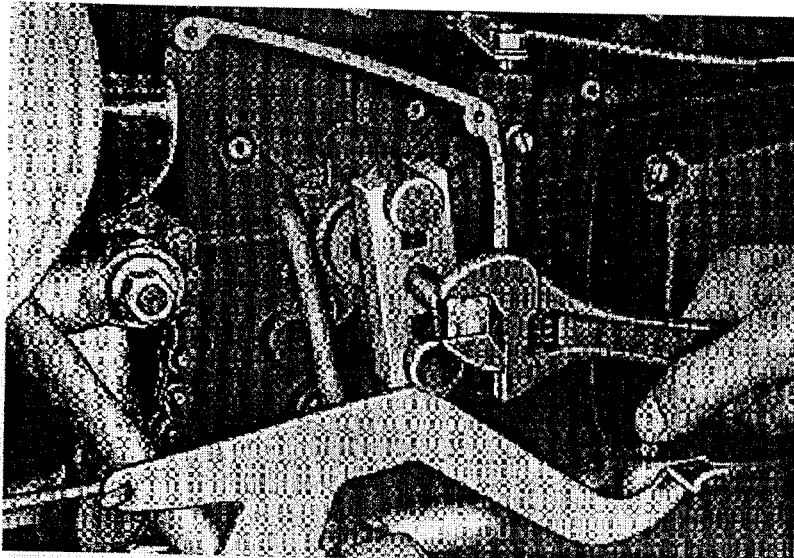
## Gasket Sets

year	model	part number
66-67	250mx	16 19 501-01
67-68	360mx	16 19 506-01
69	360eSG	16 19 506-01
68	250MF	16 19 513-01
69-71	400	16 19 524-01
69-71	250	16 19 525-01
70-72	360c/mx	16 19 532-01
72-74	125/175	16 19 568-01
72-73	250	16 19 569-01
74	250wr	16 19 569-01
74	250mag	16 19 805-01
72-75	400	16 19 570-01
72-74	450	16 19 571-01
73-75	360RT	16 19 571-01
76	125	16 19 800-01
76-77	360auto	16 19 802-01
77-82	125	16 19 803-01
75-76	175	16 19 805-01
75-79	250	16 19 805-01
75-79	360/390	16 19 805-01
78	390auto	16 19 807-01
79-80	390auto	16 19 821-01

I hope these numbers help in your search for gasket sets. I will print a more complete listing in issues to come! 1966-86 or later. Reed valve gasket set are not listed here.

## Classifieds

**Wanted - Motor parts for 1972 400 CR, 1976 250 CR, 1980 390 CR.** Need pistons, bearings, seals, rod kits, etc. Also



This picture shows MJ/MK, same tool as 4 speed

wanted 1979 259 CR or 390 OR in good to excellent condition, call Steve at 412-662-3565

**1984 Husky.** The motor is in pieces in a box but all there, The chassie is a complete roller. We are parting it out. Also most of early 70's **450 Husky** for sale or trade. Keith at Independent Cycle, Spokane, WA (800) 900-1292 icycle@ior.com

**Wanted, '74 Husky 125 or 175** complete top end, cylinder, head, piston set, gaskets ect. or maybe a complete 125 or 175 running engine. Thanks, Jeff Heger, Houston, 713-942-7102 JHTX@aol.com

I have an '83 **WR 250** with the following needs for a bomber HS racing effort this season. Rod kit, brake & clutch cables, OEM decals, OEM or aftermarket silencer, service manual. Help me out guys, if I can't get this stuff I will have to consider parting out this 95% complete woods racer. Canton/Akron OH 330-453-8067 evenings ask Scotty

**Piston for 89' Husqvarna** I am looking for a piston for my Husqvarna dirt bike, it is a **125wxc**. Can you give me a suggested price for one or somewhere that a can get one. Thanks! You can reach me at loakman@nb.com

**Till Rodqvarna -52 kopes** instruktionsbok, verkstadshandbok, reparationshandbok etc. for modell 229, aven fotokopior gar bra. Engelska eller Svenska. George Albaugh, Maryland U.S.A. fax: 009-1-301-464-4772, e-post: <albaugh@307.bhnrc.usda.gov>

**Wanted for 1977 Husqvarna 250 CR.** the dust boots for the front forks that protect the forkseals. <cmpennell@juno.com> Mike Pennell in New Mexico

I am trying to find a seat for my husbands **1985 510 Husky**, air-cooled, 4 stroke dirt bike. If you have one for sale or know where to get one, please reply to: hjacobs01@sprynet.com Heidi Jacobs, P.O. Box 167, Clancy, Mt. 59634, (406) 933-9159

I need to buy a exhaust valve and engine coil, both of them **Husky 250 wxe '91 parts**. E-mail me for information or sale,

please! I'm deseperate. gstorck@ciudad.com.ar Gustavo Storck in Argentina.

**88 Husqvarna WRK 125**, excellent condition, want to trade for a 79 thru 82 husky any model. Middle Georgia, (912)-956-0294, or e-mail Dfrait@aol.com

**For sale- 1979 husqvarna 125**, just had piston replaced, the barrel bored ond a new carb. put on. Runs good and needs TLC asking \$500 obo. contact me at either samples@cdsnet.net or call and leave a message at (541) 826-2747 Nolan Kell in Oregon

Wanted to buy **1981 or 1982 Husky WR250** and XC250. Any condition considered. Jeffrey A. Chase E-mail to joval@ct1.nai.net

**74 Husqvarna CR250**, 99% restr, \$1250 or best offer (909) 592-6974

**88 HUSQVARNA 510**, 4 stroke, water cooled, 6 speed, street legal kit, Ohlin suspension, light & powerful, like new, must see, \$2000 or best offer (626) 974-1144

**77 Husqvarna 360, auto**, very clean, runs great, \$700 (714) 574-1990

**86 HUSQVARNA 510 Cross Country**, 4stroke single cylinder, 6 speed trans, excellent condition, very infrequently ridden, original owner manuals, etc, also have 1983 Husqvarna 510 as repairable & complete parts bike, all for \$2500 - call 760-724-7676 or (760) 730-3118

**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

**80 Husqvarna 500XC**, disassembled frame, dont know if it runs, \$250 (702) 651-1745

**81 Husqvarna 250CR**, extra gas tank, \$800 (818) 957-7835

**87 Husqvarna 430XC**, progressive springs, Bill Thomas professional built fork & shk, Eric's dessert port job, brand new Wiesco first over piston & ring, \$1500 - Aaron (805) 264-3361

**84 Husqvarna CR250** dirt bike, lots of new pts, runs excellent, very dependable. \$750 or best offer (818) 349-9647

**81 Husqvarna 430**, excellent condition, \$700 (818) 363-2438

**79 Husqvarna 430** mns fast, extra frame & prts, \$500 or best offer (818) 882-5377

**70 Husqvarna 400 WR**, \$300 or best offer (818) 996-4781

**77 Husqvarna 360**, auto, very clean, runs great, \$700 (714) 574-1990

**71 Husqvarna 250 Cross**, runs & looks great, \$600 or best offer (714) 455-0468

**59 HILLMAN Husqvarna**, 3 mtrs, 2 trans, many extra parts, \$400 (619) 447-4241

**88 Husqvarna, 420cc**, last year made in Sweden, excellent condition, \$1800 or best offer (909) 597-5716

**76 HUSQUARNA 360wr** original bike, runs good, spare tank & pipe, \$775 or best offer (714) 646-7813

**78 HUSQUVARNA 400 or 250**, basket case, \$150 (310) 323-5263

**70 HUSQVRNA** collection, restored, all or part, \$1200 & up (909) 899-8254

**1970 HUSGIVARNA** dirtbike, \$800 or best offer (818) 713-8084

**86 HUSKAVARNIA** dirt bike, runs great, 2stroke, 430, auto, water cooled, runs good, \$500 (702) 564-2811

**For Sale - 1986 Husqvarna WRK 125.** Serial No. 000196. Good condition. \$1,000. Contact Sam Aull in South Carolina at (803) 536-9849.

**Husqvarna triple clamps** now available. CNC milled alum. with Timkin bearings



**DISASSEMBLY OF ENGINE**

1. Disassemble the clutch with drive gear, flywheel and piston with cylinder and covers.  
Remove the piston pin with the aid of drift No. 15 19 249-01 for 250 cc engines  
15 19 250-01 for 400 cc and 450 cc engines  
See Fig. 1.

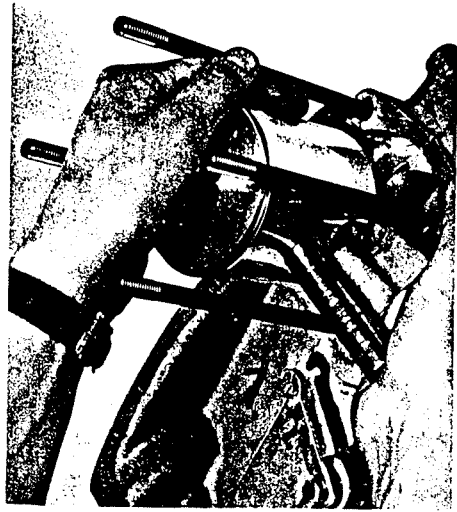


Fig. 1

2. Remove the sprocket with aid of holding-up tool No. 15 19 278-01, a 7/8" (22 mm) spanner and puller No. 12 24 816-01.
3. Remove the crankshaft seal holder on the magneto side.
4. Back off the 11 cap head screws, 2 on the left-hand side and 9 on the right-hand side. See Figs. 4a and 4b.  
Use a 5-mm Allen key (if not available a 3/16" spanner may be used instead.)

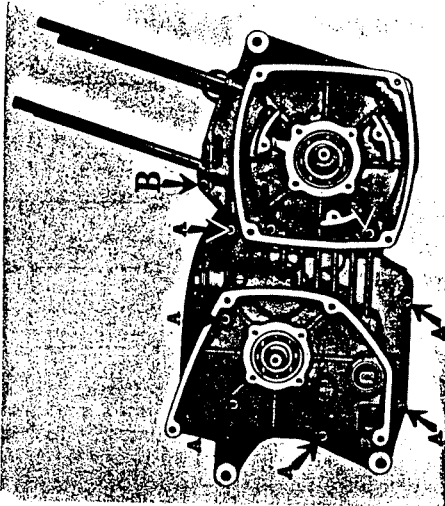


Fig. 4a

**NOTE!** Clean the holes in the bolts before disassembly.

**Editors note:**

Husqvarna engine disassembly has, as you can imagine, a thousand subtle steps that are not mentioned in any instruction set. A 4 speed Husky is disassembled on the engine's right (magneto side down) side, because of the gearbox cluster. All later engines 1972-1998? Are disassembled on the engine's left side (clutch side down). Again this is due to the gearbox setup. Naturally you can split the cases as an amateur straight up on the bench and watch all the spacer washers and shims roll right out from unknown places. Because most Husky engines have been serviced by amateurs, they may not come apart as textbook as shown. Also rusty shafts will not slide out of rusty bearings. On a MJ/MK engine, when disassembled correctly, there may still be a washer that adheres to the bearing on the upper case and falls away later.

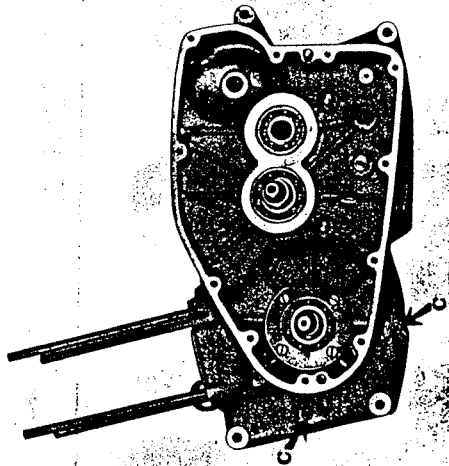


Fig. 4b

5. Remove the holder for the selector drum catch.  
See Fig. 5.

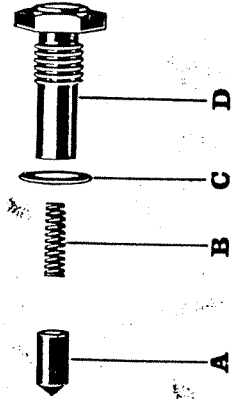


Fig. 5

6. Fit disassembly tool, No. 15 19 257-01 for the crankcase halves in the holes in the magneto cover.  
See Fig. 6.

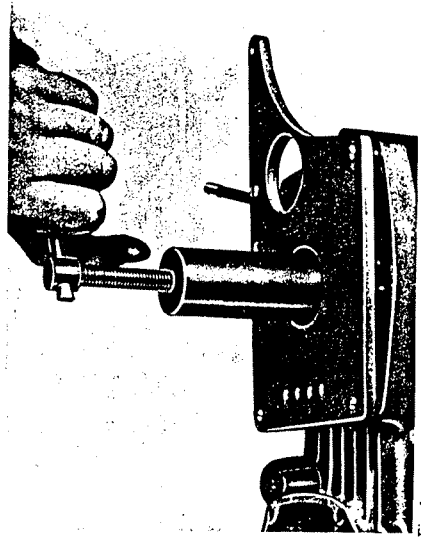
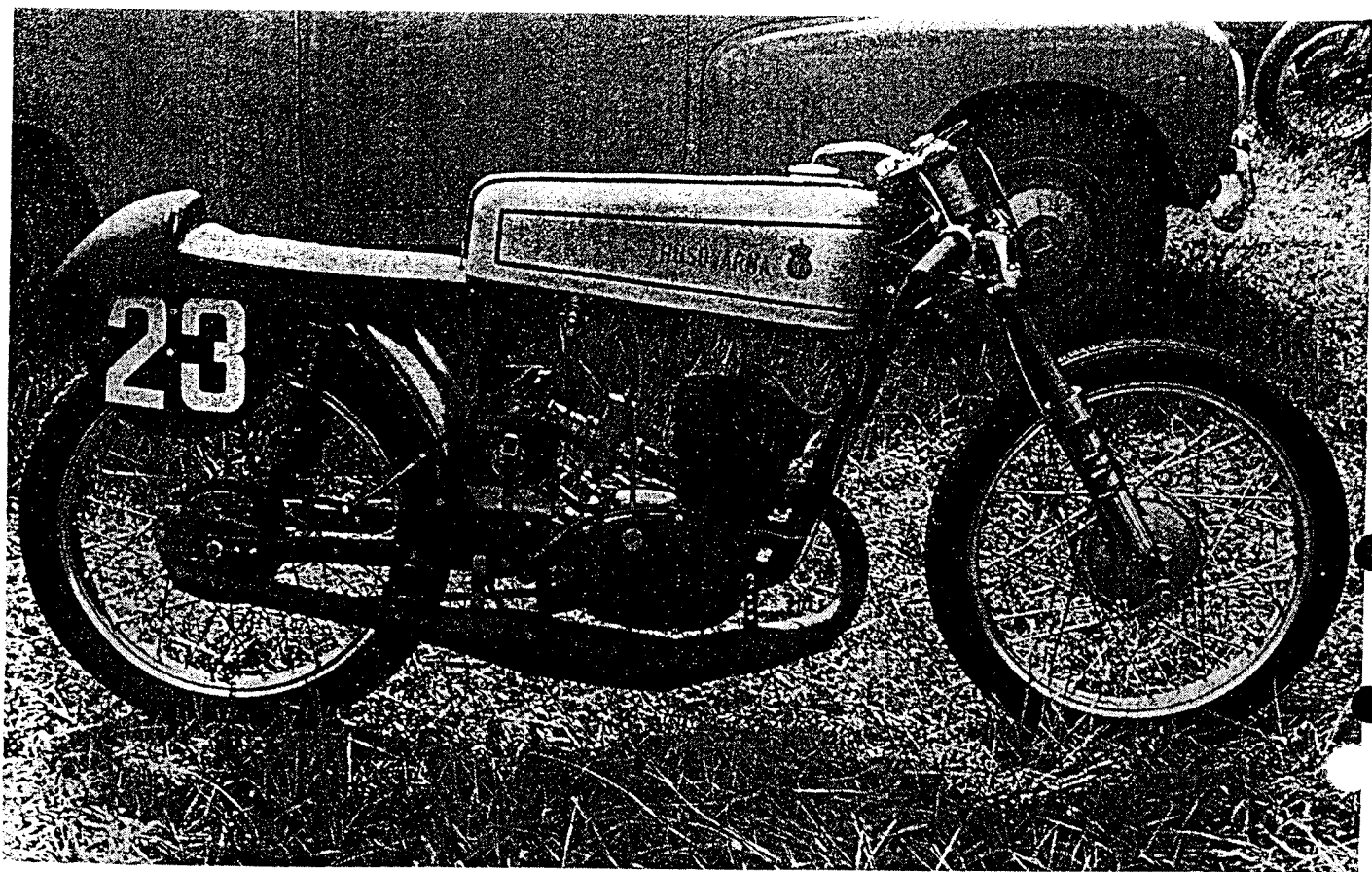


Fig. 6

The cases are split by pushing on the crank end and pulling on the case with the bearing. Since there is also a parallel trans shaft you must tap the shaft down out of it's bearing as you pull the case with both bearings upward. Absolutely NO SCREWDRIVERS to assist with case splitting as this will, of course, damage the centerline gasket surface. If the crank bearing wants to come out with the crank, there is little a hobbyist can do. It means your case/bearing fit is borderline loose. Just go easy. Let it come out with the crank. When you refit bearings be sure and follow the correct heat fit procedures.





Text:  
M. L.

Foto:  
WREMP

# HALLMANS HUSQVARNA

● Ramen hittade vi i en skrubbe på Husqvarnafabriken i vintras. Den hade körts av Hallman på prov i några cross-tävlingar, för att man skulle se vad c:a sju cm lägre motorplacering kunde göra ifråga om vägegenskaper. Vägegenskaperna var bra — men det tog i backen vid vissa passager på gropiga banor. Därför "spolades" denna ram helt sonika. — Kan man inte använda den för en kortbaneracer, föreslog signaturen, som länge väntat att få se vad en Husqvarna VM-replica skulle kunna åstadkomma på litet fastare underlag än en crossbana.

Sagt och gjort. Husqvarnas tävlingschef Bror Jaurén gick med på att låna ut litet grejor, Hallmans avlagda ram, en framgaffel, en ny motor och ett avgasrör till denna. Det var meningen att vi på MC-Nytt själva skulle få plocka ihop en cykel. På fabriken hade man för mycket att göra med att möta den hårdnande VM-konkurrensen i cross.

— Vi monterar en stor förgasare redan från början, var vårt förslag. Och — mycket riktigt: Jaurén plockade även fram en begagnad 35 mm Amal GP, som en gång suttit på en 500 cc fyrtaktare som körts av Tibblin. — Räcker det inte med en standardförgasare innan ni vet vad cykeln går för, och innan vi vet om "han" kan åka, sa Jaurén.

Greeves går med såna förgasare blev svaret — och beträffande "han" — dvs. "Botte" alias Anders Bengtsson från Lerum, så visste vi ju då inte så värst mycket. Han har åkt fort med trimmade Sil-



Överst: Husqvarnan, komplett så när som på varvräknare och kåpa. Här ovan: "Botte" klar till start i Västkuistloppet.

ver- och Guldpilar i Jonseredskurvorna, det var allt vad vi kunde konstatera.

Eftersom leveranserna av grejorna till det här "jippot" fick gå i andra hand efter alla kundleveranser till otåligt väntande crossåkare i våras, dröjde det ett tag innan vi fick den nya gaffeln och den nya motorn.

Under tiden hann vi bearbeta ramen, låta tillverka en lättmetalltank i gammal

känd Husqvarna TT-stil — det var Sture Nilsson som hamrade ut en sådan åt oss — och beställa övriga komponenter såsom Girling stötdämpare, Dunlop racingdäck, Magurareglage, osv.

Cykeln blev inte färdig förrän en dag före Knutstorp, och då hade vi inte kunnat montera VDO-varvräknaren, som vi dumt nog beställt graderad till 8.000 v/min. VM-replicant varvar ju i crossutförande inte mer än omkring 6.000 varv, men det visade sig vid prov, att med den stora förgasare vi hade, plus det mindre rullmotståndet på landsväg och med ett öppnare expansionssystem för avgaserna så gick nälen i botten. Beställningen av ett nytt 12.000-varvsinstrument tog sedan tid mitt i semestertiden.

Allt arbete i sista minuten gjorde att motorn endast varit igång två gånger, och cykeln körts c:a 500 meter på landsväg rakt fram innan vi kom till Knutstorp.

På träningen hade motorn gått sur före första träningspasset men gick sedan igång och Anders kvalificerade sig som nummer 16.

Under själva tävlingen blev vår alldeles färske förare så överraskad av maskinens prestanda, dess väghållning och sin egen relativa åk förmåga att han förivrade sig och missade en ganska hygglig topplats genom en onödig vurpa. T. o. m. en högröstad herre — ej tävlingsförare! — som gav Anders "på nöten" för hans våldsamma framfart i hans första tävling. Därför anser vi att vår rubrik här ovan är fullt motiverad: Hallmans Husqvarna blev "Bottes" Busqvarna. Första gången!



# NOV.

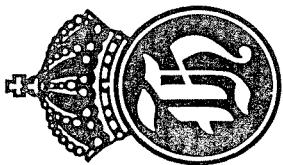
# Record

For and about Husqvarna Dealers

1906 Broadway Lorain, Ohio 44052

# The

Husqvarna Motorcorp East



It is hard to imagine two types of competition more different than the Trans-AMA series and the Baja 1000.

While one tastes the mud, rivers and hills of such far flung places as Copetown, Canada, Honda Hills, Ohio, and Phoenix, Arizona, the other runs full force over nearly 1,000 miles of gravel, dust and cactus into some sort of sunset in La Paz, Mexico.

And while one is undisputably suited for motorcycles, the other is so nasty to bikes that to enter one is comparable to admitting what great fun it is to be run over by a Ford Bronco.

It seems only right that Husqvarna would enter, and do well in, both of them.

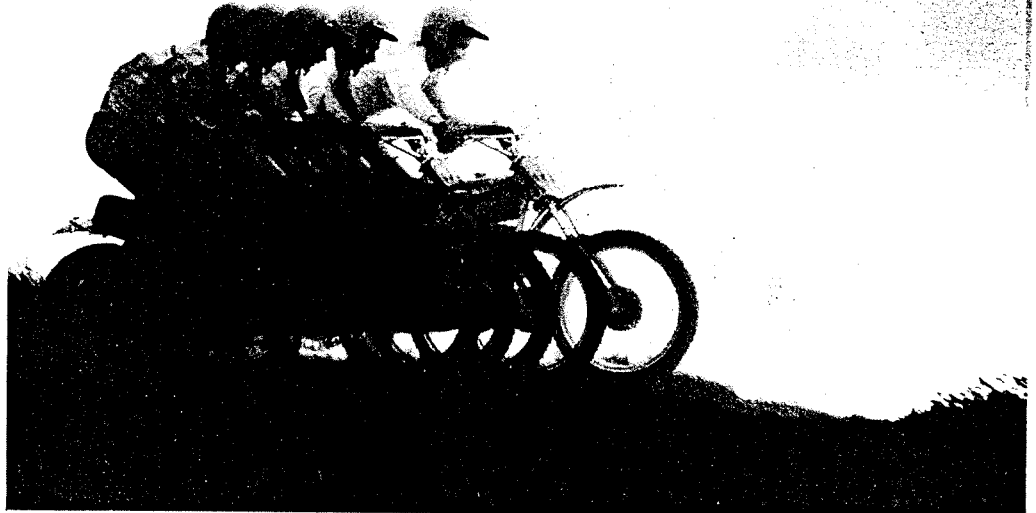
Since the Trans-AMA series began in Canada, Husky East was closely involved in the project, crating and repairing the Husky 250s from the ISDT in a rushed effort to win the first event. The result was both a disappointment and a requirement for more work.

The second of these responses ended up with a convincing one-two-three win in the National Class and an International Class win by Heikki Mikkola on a Husky 360cc special at Honda Hills.

Despite super efforts by Per Olef Persson, Raguar Moberg, Bror Haglund and Kenth Ohlin, the International Class action has centered on a non-Husky rider named Ake Jonsson with his Maico, but the National Class has maintained power for the entire series.

Out of eight races, there were six victories in the National Class for Husky, five of them for

## the same difference



Bob Grossi alone, and another for Gary Semics, not to mention consistent top finishes of Jim West and Gary in other events of the series.

This close-to-the-top finishing has not been confined to the National riders, either, since Mikkola has finished in the top three in all but one event when he did not finish.

In the midst of this effort in the Trans-AMA, starting on October 31, was the supreme homage to dust known as the Baja 1000, and surrounded by mutilated Volkswagens, dented vans, and "slightly modified" Jeeps and Broncos, sat a respectable collection of 400 and 450 Huskys.

The event has been more kind to four rather than two-wheeled vehicles in the last few years, helped in no small part by stretches of asphalt where certain Broncos travel in excess of 150 mph, but a Husky won the bike class, and perhaps more importantly, was the third vehicle to finish.

The riders of this particular Husky 450 were Rolf Tibblin and Gunnar Nilsson, two people more than qualified to the task, and though the bikes were handicapped by the extra weight of supplies and equipment the bikes were still capable of over 100 miles per hour on the pavement, and more than made up some of the difference by their ability to travel over the rougher stuff.

In addition to the Tibblin/Nilsson win, Bruce Dunford and Mickey Quade finished third in the bike class, guaranteeing some depth to the Husky dominance of the Baja 1000.

Even though these two series were very different, the success of the bikes in them, and the bikes themselves, were very much alike. It is hard to imagine two events which could be more challenging to the motorcycles, and these victories can only lead to something even more important, changes in the Huskys that will be coming in the future.

So that whether it is under the rain-filled skies of motocrossing, or the Cessna-filled skies of Baja, the real reason for it all is to end up with better bikes.

plus 5mm setback for quicker steering, S350. Tom, 515-277-6565. IA

**Husky parts:** OR 250 parts, NOS pistons for 175, 125 and some sprockets. Gasket sets, cables and misc. Also have '74 CR250 parts manual for copies. Sell or trade. Jim, 608-274-5914. WI

**Husky Motoplats, \$125.**  
706-965-2106. GA

**Wanted:** 1982 Husqvarna 500 CR, '81 or '82 Husqvarna 420 AXC in excellent original condition. Also need NOS '81/'82 Husky CR seat covers, plastic, tanks, Ohlins shocks, bulletins, manuals, brochures. 614-592-3477. OH

**1974 Husky Mag,** race ready & trick. All the good stuff! \$2100. 602-860-8095. AZ

**1977 Husky 250CR,** restored, \$2000. '72 Husky 450CR, great cond, \$1200. 702-645-0409. NV

**1978 Husky 390 OR, \$550.** '79 Husky 125 CR, \$250. '80 Husky 250 OR, \$450. '83 Husky 430 WR, nice, \$750. Husky Motoplats, \$125. Husky Mag frame and forks, \$125. 706-965-2106. GA

**Wanted: 1982 Husky 500CR, 1981 or 1982 Husky 420XC,** in excellent original condition, also need NOS '81 or '82 CR parts such as Ohlin shocks, seat covers, plastic, tanks, sales brochures, tech bulletins, Owners manuals, and Service Manuals. Call Kent at 614-592-3477

**Old Husqvarna Motorcycles wanted,** also parts inventories, signs, literature, tools, service manuals, any condition, complete or partial, 1990 or earlier, call Craig in West Virginia at 304-267-6471 or e-mail at husky@intrepid.net

**1980 430CR Husqvarna,** Evo Classic Big Bore Good condition, \$900 E Mail jsh@travelin.com 515-277-6565 ask for Tom, Iowa

**Complete bottom end to a wr250 engine#2032-0809** for sale.it has the mag and the shifter. the rod is siezed but trans is excellent. contact Randy at studholme@sympatico.ca

**1987 Husqvarna 430 Automatic - Brand**

New in shipping crate, never assembled or started. offered at \$3500 is at cost. This "in the crate" machine is a one of kind.

Located in the Boston, Mass area. Easily shipped anywhere in the world...Thanks, JW "Capt, John S. Wallace"  
<gonfishn@tiac.net>

**WANTED:Gas tank for '71(MI)Husky 400 cross & inner rear fender.** Also complete bike,engine &/or misc parts for same. Contact Dorian at e-mail doriak@w-link.net or call 360-943-1559 WA

**Wanted - I'm looking for Huskys roughly 1979 to 87 any size** but I prefer the WR series,secondly XC thirdly the CR.I have as my first choice a 1982 125WR.I'm not after a restored machine as I like to work on things myself. My E-mail address is tonyad@zeus.jersey.net.

**1971 Husquvarna Cross 400** that is in excellent condition for only \$1800 obo. For more information please contact Jason in AZ at jkearn@earthlink.net or (602) 917-5177.

**1979 Husky 250 WR w/ large plastic tank** complete clean left outside,also 250 CR w/top end apart complete rough sell or trade for Maico,may part out (2) alloy husky tanks I believe they are 1979 models (black) good condition, call Sonny Defeo 516-767-7533 location N.Y.

**For Sale - 1986 Husqvarna WRK 125.** Serial No. 000196. Good condition. \$1,000. Contact Sam Aull in South Carolina at (803) 536-9849.

**1980 Husqvarna 390 Automatic Cross Country,** Good Condition, Needs motor rebuild, Complete, make offer, 614 937 5870 ask for Ian, or email at Spunkkydog@aol.com - Ian Coil in Canal Winchester, Ohio, Engine Number 2077 0381 Phone # 614 837 5870

**Wanted - 1974 250CR Mag** --complete to race ready. Buy outright or consider trades. Have beautiful Rickman BSA 441. George@gtsgrp.reno.nv.us - George Smith in Nevada

Help wanted - Can anybody help me with info for engine # 0992 0454 I believe that

**it is a 430.** I am rebuilding the bike and it is very difficult finding parts etc. without a model no. e mail Brendan pro. Civitas @ pixie.co.za

**88 Husqvarna WRK 125, excellent condition,** want to trade for a 79 thru 82 husky any model. Middle Georgia, (912)-956-0294, or e-mail Dfaint@aol.com

**Wanted 1986, 87, 88 - 430 parts** bike any condition john wallace gonfishn@tiac.net 617-641-3474.

**Wanted to trade 1987-430-auto** new in crate for 86, 87, 88 six speed 400 or 430 new in crate or never ridden, would also trade for other new in crate Huskys as well, will consider all requests john wallace gonfishn@tiac.net 617-641-3474.

**Wanted - rod kit for a "82 430 husky ,** a rear fender for the "82 430 wr, a clutch cable for a "78 OR 250, the kind with an oiler hole , a plastic fuel tank for a "78 250or new or used..per. white or natural color ,thanks, Ed Silva bigred@blueneptune.com

**Wanted to buy; 1981 or 1982 Husky WR250 and XC250.** Any condition considered. Jeffrey A. Chase E-mail to joval@ct1.nai.net

**Wanted- Gas tank for 70 husky(MH)** cross, no dents in chrome side panels please ,but will accept reasonable dents in other locations.Also am looking for ignition cover for same bike.(no cracks from loose flywheel nuts please) Thanx Gene 602 581-0089 or Gene\_Maple@email.mot.com

**I want to buy two Husqvarna engines:**  
1) Liquid cooled 430 Automatic 2) Air cooled 500 fourstroke. Must ship to Norway. Shipping is pretty easy, just e-mail me at - arholler@online.no , Runar Hollerud a Club member in Norway.

**For sale- 1979 Husqvarna 125,** just had piston replaced, the barrel bored ond a new carb. put on. Runs good and needs TLC asking \$500 obo. contact me at either samples@cdsnet.net message at (541)826-2747 Nolan Kell Oregon





It has been said that Dick Burleson can tell how someone rides, and how a bike handles, by looking at the way the bike's foot pegs are worn.

It's also a fact that he was named National Sportsman Moto-Cross Champion in 1969 and National Professional Moto-Cross Champion in 1970.

This might be why it's also hard to know if Dick Burleson is a rider, a mechanic, a technician, or an engineer.

He is officially called the technical representative at Husky East, though, and he brings all of these many jobs into use to make sure that every bike that comes to him gets as much help as possible from all four of the people that are Dick Burleson.

The interest in bikes by all four people started in 1967, when Dick, then 20, started hill-climbing with a Honda Super 90. He then moved on to scrambling with a BSA 441 in 1968 and began professional motocross racing in 1969, also picking up the 500cc Sportsman National Motocross Championship.

The last three years have seen a growing collection of wins surround the rider part of Dick, with the Professional National Moto-Cross Championship in 1970, and a group of accomplishments in 1971 and 1972, including Berkshire and Trask Mtn. gold medals, and membership on the ISDT trophy team two years in a row.

These achievements though,

## **burleson divided by four**



as important as they are to a racer, are also important to a mechanic and engineer.

Dick received a mechanical engineering degree from the University of Michigan in 1972, and during college worked at Piasecki's motorcycle shop in Toledo before beginning his work at Husky East.

In any given day, he can be any of the four people that make up Dick Burleson, but he has been leaning more and more to the technical and engineering side lately.

All this has led to a sacrifice of his desires to race in order to work on bikes for other Husky riders, but he still gets the chance to become rider often enough to guarantee that he is anything but retired.

As technical representative, Dick must work solving problems with fellow technical and service representative Bob Bulmer, and fortunately the two work with the kind of single mindedness that looks like mental telepathy in action, and often finds both workers coming up with the same solution at the same time.

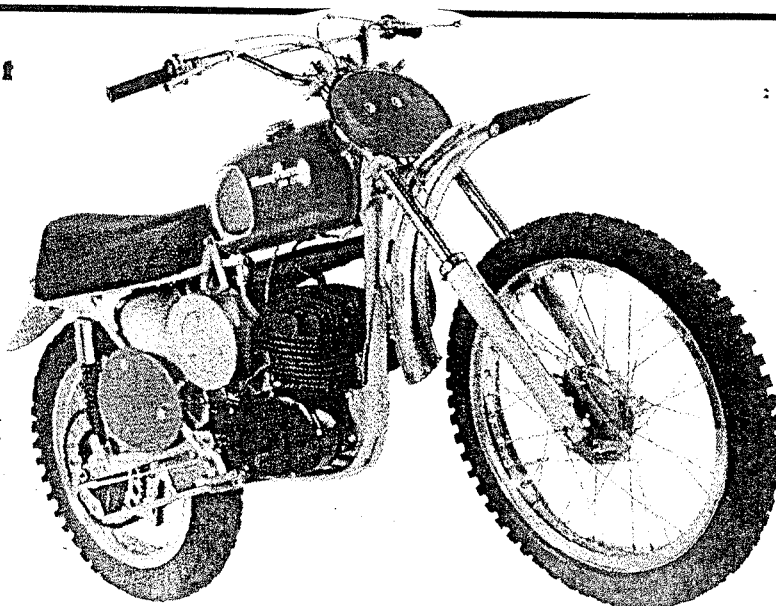
But Dick Burleson has plenty to do on his own, getting bikes flawlessly prepared, and keeping them that way, finding new ways to keep Husqvarnas more than just competitive, and getting in an occasional weekend motocross to keep each one of the four people knowledgeable about all phases of bikes.

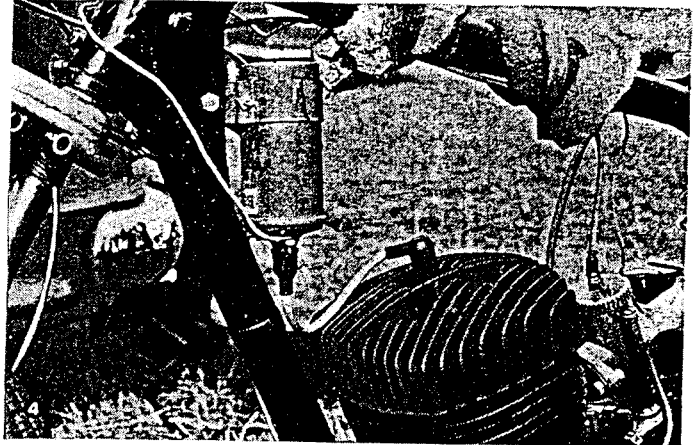
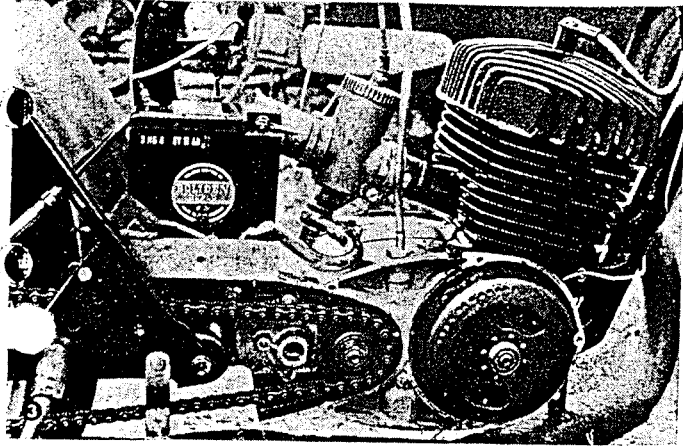
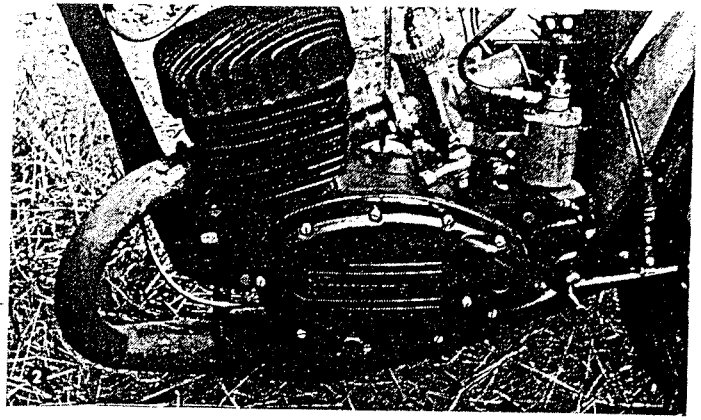
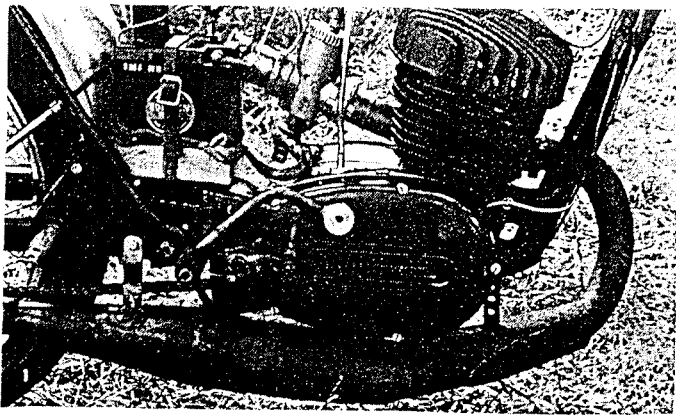


### **Motorcorp East**

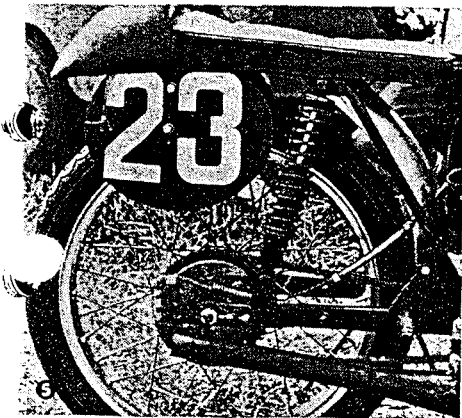
1906 BROADWAY  
LORAIN, OHIO 44052

SERVICE





# BLEV "BOTTES" BUSQVARNA



① De bakåtflyttade fotstegen gjorde det nödvändigt att även ändra på växelanordningen. En helt ny spak fick tillverkas och ett enkelt länksystem anbringas direkt på svänghjuls kåpan.

② Här ser vi tydligt den stora 35 mm Amal GP-förgasaren med sitt flexibla flottörhus.

③ Svänghjuls kåpan bortmonterad. Vi ser svänghjulet, som befriats från magneterna och den stora svängmassa som dessa innebär. Istället har vi monterat ett 6 v. Boliden-batteri som ger gnista via Bosch racertändspole.

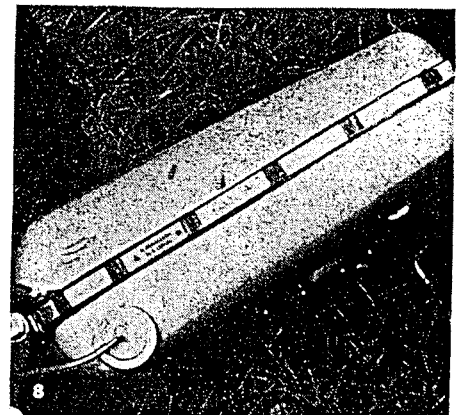
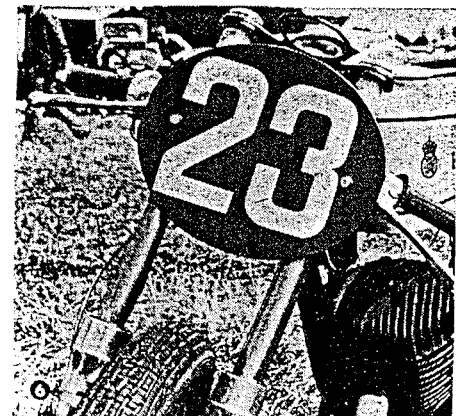
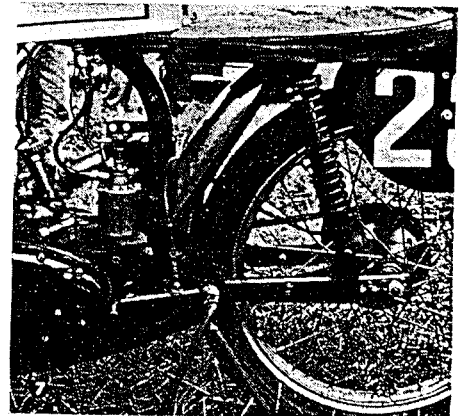
④ Det ordinarie brytarsystemet användes.

⑤ Denna bild visar den hemmagjorda sadeln med glasfiberstomme, den avklädda Giringdämparen och den nya mattbehandlade (ger ej reflexer) plastskylden med självhäftande nummer, från Team Orange.

⑥ Framskylden är givetvis i samma utförande. Vi ser på bilden även "clip-on"-fastsättningen av styrstumparna samt tanklocket, av vanlig Silverpilstyp, med luftslang för undvikande av vakuum i tanken.

⑦ Det smäckra fotstegets bromsarmen lagrad om fotstegsaxeln samt vajerreglage till bakbromsen.

⑧ Den specialgjorda lättmetallstanken, rymmande 25 liter sedd rakt ovanifrån. Ett metallband med gummi-mellanlägg håller tanken på plats.



**Wanted for 67 250 Husky** - 1-stock or 1st over barrel, 1-stock period cyl head (W/O extra spark plug hole), 1-250 rod kit or 1-complete 67 engine. I have period parts also. thanks Rodney Henninger e-mail rfh64@juno.com

I've got a Husky I need to sell #CN13096 it needs the whole firing system. Help if you can. It is some type of dirt bike . Thanks for your time I'm very interested in selling the bike e-mail me at jhkirkpatrick@vonl.com. thank Rik

**1972 250CR Husqvarna - Frame#** MJ08490, Eng# 2018 2636 in Wisconsin, \$500 e-mail Wisconsin Cycle Salvage wiscycle@athenet.net or call 920-722-6909

**67 BoltTogether Wanted** for racing project. Will consider project bike or misc. parts to complete a racing project. Any help would be appreciated. E-Mail Chris at Cmotox2@AOL.com or phone (805)581-1491 CA

**Wanted! Husqvarna 430CR '82**, brand new out of the box or similar model. Joerg Wellmann: JWellmann@aol.com

Wanted parts for **1969 360 Husky Sportsman**. Headlight, taillight mounting bracket, front fender, silencer about 20" long, battery hold down, battery, wiring harness, brake light switch, headlight dimmer switch, horn, tank bag. Tank decals for 78 250 CR. Contact Mike, (520) 692-0909, e-mail redrock@ctaz.com

**1974 Husqvarna 400 Cross Set up** for AHRMA racing \*totally\* rebuilt and restored. Close to stock/show room condition. Engine completely rebuilt w/ new rod and bearing + mains, all trans bearings & bushing, new clutch plates, piston fresh. Powder coated frame, t-clamps, cylinder/head, cases, fork legs, hubs, and all steel. New ss spokes front/back. New chain and sprockets. Works Perf shocks (+Curmuts?). Replica plastic, and new air filter cover with 2X foam. New cables, throttle, etc. Also included trick early '70's Hi-Point alum tank , a Circle F specially designed vintage expansion chamber. Stock Bing, also 36mm Mikuni w/ manifold. Only rode for 15 minutes after restoration,

mostly just look at it. \$3,000 OBO Mark Tracy (281) 370-5675 USA Tomall, Texas 77375 email: mark.tracy@compaq.com

**Wanted 1978 390 Auto trans parts** - looking for 2 different size freewheels for Husky, sizes: 38x30x11 mm and 58x50x11mm . Please send me a note if u have them or not. If u have them, i want them new and cheap (like we all) Roy e-mail at - inserno@inter.net.il

**For Sale: 1983 Husky 500CR**. Runs Great. Has a Brembo disk fitted to front. Have all original parts. Extra decals, gasket set, new front tire. \$1250. Email kdressler@capital-invest.com or call 919-779-6307

**have '82 auto 420cc want** to sell 503-371-4764---oregon - "Larry Reed" <cz-chimp@msn.com>

I am looking for matched Center Engine Cases for a **1981-1987 Husqvarna 510cc or 500cc 2 stroke**. Please no cracks in the cases they are prone to crack on these big bores. In addition, I have many spare parts to trade or sale. E-mail at rbyrd@i-o.com phone Richard Byrd at 281-243-1638.

**Used Husky parts 77-87 Engine cases**, cylinders, clutches&gears, forks, wheels ect.. e-mail or call with needs. Carl Twardy , W.P.Beach, FL. (561) 832-9717 wrench@flinet.com

**Wanted Husqvarna -plastic and decals for 93 thru 96 models** of this bike, as all will fit. Also jetting info and after market stuff that works. Write at - jthorson99@aol.com

**1982 430XC being parted out**, frame# XN17828 engine# 2087 2305 e-mail Jeer5@aol.com

**Husqvarna 360 AHRMA Formula 250-** Just completed never raced! Frame # MH2177, Stock frame w/rearsets, Desert Master tank, humpback italian style seat, clubman bars, husky forks, Engine # 360562, fresh rebuild zero hours, road race porting, custom low exhaust, internal rotor Motoplat, new chain and sprockets, Wheels: front, Honda 8" Double leading shoe hub, new Avon AM 20 (race compound) 90/90 18, new 18" Sun rim w/

stainless 8 ga spokes, Rear: Honda 8" hub, new Avon AM 22 (race compound) 110/80 18, new Sun rim w/ stainless 8 ga spokes. This bike is legal in AHRMA Formula 250. it meets all AHRMA tech/safety req (i.e. safety wired, etc.) Ready to race! \$4000 firm PH: (909) 763-4746 talk to Paul in CA

**Wanted: 73-74 Husky CR 400 Engine** and or parts bike. Would consider 75 WR 400. Any condition considered, possible trades. Call evenings, 316-662-8774 Kansas

**1972 250 WR Husqvarna - very much** like new, original tires, perfect rims, a little wear on tank paint but no dents, call Harper Yamaha, 704-692-1124 Hendersonville, NC \$1300 or trade for 03 Springfield rifles

**Wanted for WR250 1996: piston**, cylinder and swingarm. maybe also other engine rebuild items. contact Hisashi Tanetani e-mail - mont97@sannet.ne.jp - located in JAPAN

**1984 500 CR** needs clutch, \$300, pretty complete call Steve Haney at Green County Cycle, VA 804-985-1203

**1996 Husqvarna 610 WXC** with Malcolm Smith lighting kit - street legal. Excellent condition. Must Sell \$4800.00 OBO. "J. Chris Lockard" <jclockard@mindspring.com>

**1995 Husky WXC125** in good condition. Does not have over 60 hours use. Asking price is \$ 1400.00 If your interested Call:703-430-1442 I am located in Sterling VA or e-mail <News5411@aol.com>

**Wanted motor for 1971 250 cross**. Need tools also for case work. please e-mail Dale at dchoyt@us.ibm.com or call 203-486-7624 in Connecticut. -Will trade for Husky bikes -1993 Dodge Caravan, 7 pass, air, auto, v6, trailer hitch, balance of 7/70 warr., 66,000 miles, excellent condition, \$8,500.00 or 1990 Toyota Pick-up, extended cab, 4x4, v6, auto, bed liner, am/fm cassette, black, very clean, no rust, 83k miles \$9,000.00 evenings and weekends 203 266 4619 days 203 486 7624 Will deliver eastern, WILL PART TRADE either of above, \$1,200.00 max for



Rev 3 22 82  
BK HM

# SERVICE BULLETIN

ROUTE TO: Service Manager  
General Manager

TO: ALL HUSQVARNA DEALERS  
FROM: HUSQVARNA TECHNICAL SERVICES  
DATE: MARCH 15, 1982  
RE: PERFORMANCE TUNING - 1982 250 CR, WR, XC

## TUNING THE 250 ENGINE 1982

Conditions: Use of stock cylinder 16 11 725, piston 16 11 376 and stock exhaust pipe

### HOW TO DO IT:

Exhaust port: Adjust the aluminum to the liner. Polish the aluminum.  
Transfers: Make the four transfers with sharp 90° angled corners. See figure 1.

NOTE! Do not change any angles in the liner. See figure 2.

Remove material according to figure 3.

Remove all big irregularities.

Raise the window according to figure 4.

Remove all big irregularities.

Valve housing:

Make sure that the reed valves close completely.

Exhaust pipe: WR and XC bikes can try a CR pipe. This makes a slightly different powerband.

REMEMBER: - Carburetor adjustments may be necessary.

- The engine must not ping.

- To round all liner edges with emery paper after tooling.

- To adjust all passages between liner and aluminum.

- Engine modifications voids any right to warranty.

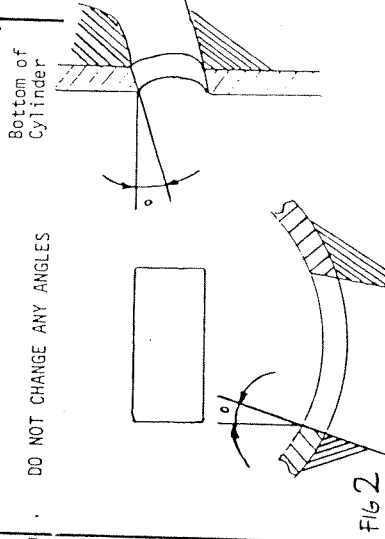


FIG 1

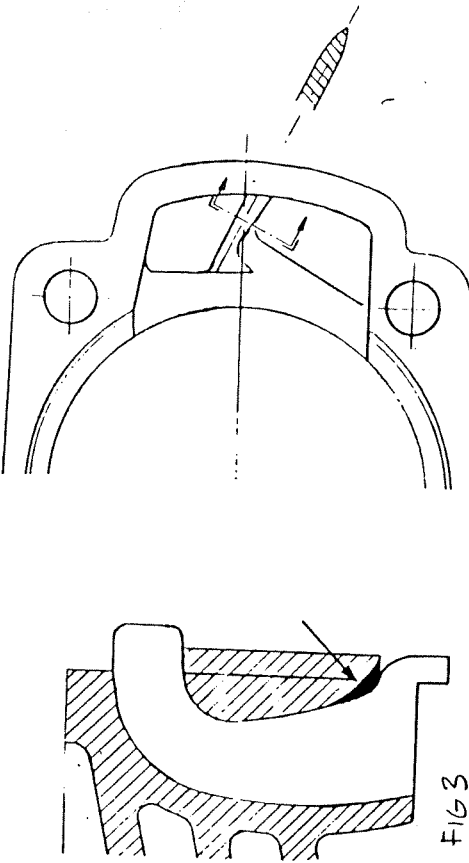


FIG 2

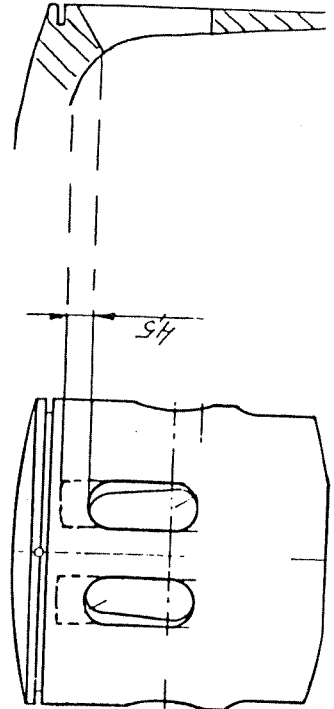


FIG 3

Feb 98-Mar 98

8-096

69 -72 400 cross or 250 - 360 enduro

**Wanted: motor for 1971 400** cross. Also misc. parts for 400 cross. Call Mike at (701) 293-7502 CST or E-mail at [jmiller@wennsoft.com](mailto:jmiller@wennsoft.com)

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

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

**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.

**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 austalian twin shock title in 96 extemely fast and relieable. heaps of spares \$2500.00 ring GREG DALE 0296702189 in australia

**Husqvarna 450 1973** wanted a stock exhauast pipe in good condition. Call Skip in NY 914-774-2506

**Wanted for 1981 430 XC** an original gas tank . Call Eldon in CO at 303-371-0389

**Wanted for 72 Husqvarna** , chrome gas caps. Call Bruce in CA at 909-925-8489

**Husky parts for most years** just call Todd Ameling in Ohio at 419-639-2739 also sevice work and restorations.

**Sell Buy or Trade Husky Parts**  
Forest Stahl in Indiana 765-759-4805.  
Engines and cranks rebuilt, machine work, case welding.

**Forsale Husky 82 125 WR** needs swing arm bushings \$550, NOS pistons for 125&175 \$75, wheel set for 74 400? \$100, call Norm in IL at 815-946-3874.

**Wanted for 74 250CR** plastic fenders as original call Norm at 815-946-3874

**Hink's Huskys** - used parts, buy, sell, trade call Jeff in NY at 315-597-6797.

**Husky Parts for early models** - call Mike Owens in CA at 714-489-5940.

**HuskyGuy has parts and accessories for most all years!** Call Terry in CA at 209-369-1667.

**Silverpilen modifying parts Wanted!**  
Köpes - Lindström, Flink, EG, Muller, LT, also used parts for same Silverpilen. Foregasrör, avgasrör, cylinder, topplock, pistons, rings, gaskets, dekals, framgaffel or ? Call Craig 304-267-6471 e-mail at [husky@intrepid.net](mailto:husky@intrepid.net)

**Wanted Köpes -63-65 HVA motocross** motorcycles any condition . Also looking for 60-63 4 stroke Husky mx bikes or motors. Please call Craig 304-267-6471 e-mail at [husky@intrepid.net](mailto:husky@intrepid.net)

**Limited NOS Husky parts 1968-88** - call Craig with part number and check 304-267-6471 e-mail at [husky@intrepid.net](mailto:husky@intrepid.net) Always willing to trade stuff too!

my toys, a '73 250WR Husqvarna. I had owned the bike for about 10 years and had restored it to a pretty clean bike. While at work, I recieved a call from my wife that a guy had called and was interested in looking at the bike, she said he was passing thru the area on vacation and would call me on his return from the San Juan Islands. I asked if he left a name or number and she said his name was Malcolm Smith. You can imagine my first thought was one of my buddies was playing a joke on me. A few days later I recieved a call from a man who said he was Malcolm Smith and he would like to come over and see the Husky. I said that would be fine and a few moments later up pulled a van with an MS Racing logo on the side. Out stepped the man himself with an ear to ear grin and introduced himself. He checked out the Husky, asked if it ran, and said he would take it.

I have owned Husqvarnas since 1969 and selling one to Malcolm Smith in my front yard was a real treat! He was a pleasure to talk with and for what it is worth, he didn't



**Harold Austin , Seattle, WA** recalls  
In the Summer of 1994 I ran an ad in the local Seattle newspaper to sell one of

dicker on the price I was asking. I couldn't let our hero go with out getting a picture. In the photo are my son, Jason, myself, Malcolm, and his son.



## Husqvarna Report

### 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.

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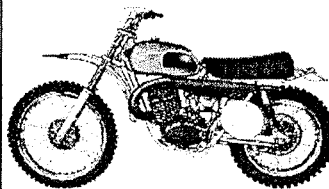


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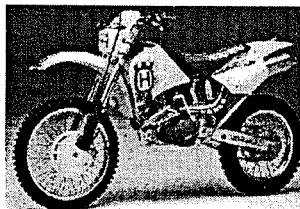
Tuesday 9-7

Wednesday 9-6

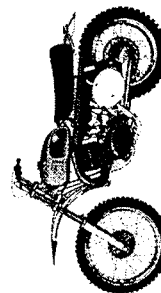
Thursday 9-6

Friday 9-7

Saturday 9-5



OLD MOTORCYCLES WANTED  
Husqvarna Bikes, Parts, Literature '03-'74



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Martinsburg, WV 25401

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HINK'S



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(315) 597-6797

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