

Husqvarna Report

7th Newsletter for Husqvarna Motorcycle Club

Malcolm Rides 1966 Husqvarna

This photo of Malcolm Smith riding a 1966 Husky 250 is part of the John Pavich Collection. John is a good friend in Arizona who was kind enough to part with an extra copy of this great shot. John was also part of the team that made Husqvarna so successful in the US during the 70's. This shot shows some 1966 exclusive details:

19" front wheel, cone weldment expansion chamber, fork boots, bottom frame loop setback for 66, Silverpilen framskärm (front fender), knee dent in tank, no gloves, tailpipe clamp loop, flat oval svangarm

I don't know the full story on the riding vests, but I see them being worn by Malcolm and Totte at US events during 1966 via old magazine photos. Kevin Grimes sent me a photo of Leroy Winters posing with this same vest. The flat skid plate shows up on 66 Huskys, but not many 67's in my experience.

I just saw Malcolm on TV riding in Chile with Lyle Lovett! Malcolm is still one of my all time heroes.



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Vintage Days!

Vintage Motorcycle Days , Mid Ohio is scheduled for July 10, 11 and 12, which is Friday, Sat, Sun.

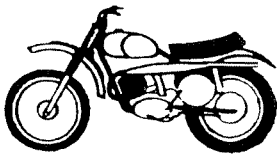
The Husqvarna Club will have a 20'x20' covered tent in the fleamarket area for the purpose of displaying your Huskys and posting bulletins, getting together and talking dirt, also possible seminars on Husky maintenance on Friday evening or Saturday evening. This event is the biggest of it's type for this area, so make plans to be there. Road-racing everyday, flatrack on Friday nite, trials on Sat, MX on Sun, all Vintage all the time. Fleamarket has 500+ vendors with lots of great stuff .

Call 1-800-AMA-JOIN for info
1-800-642-8282 for lodging

Event location is the **Mid-Ohio Sports Car Course, Lexington, Ohio.**

There will be no overnite storage of bikes at the club tent, sorry.

The location on the field will be slightly different from last year, so look around. No confirmation from Will Stoner yet!



Classifieds

1969 360C Sportsman not running, motor locked, no lights, big tank all chrome, 8 speed, right hand shift, sitting 10 years, last run in 1980, \$500 obo call Leo in MO at 816-822-9367

Husky Parts for Sale: complete top end for '76 360 (cylinder/head/piston) from a running bike \$150; '78 390 Automatic trans \$150; '78 250 engine, no crank or top end \$75; various frames '72-'86 \$40 each, email for details. (860) 536-5826 or cjouver@snet.net

For Sale 1973 R/T frame , air box , new turn signals , swing arm, wheels ,

tank , new cables , head light shell , head light mounts , new rear speedo drives , rear sprocket/brake housing , forks , triple trees and other misc. parts. Terry huskyguy@softcom.net or 209 369 1667 in N. California.

For Sale 1982 250 CR Husqvarna Runs good looks good tank has a few dents in it. asking \$1,200 plus shipping or best offer. Terry huskyguy@softcom.net or 209 369 1667 in N. California

Would like to trade **1987 430WR** in very good condition for similar year or preferably newer Husqvarna 4-stroke. Would consider trading up or down in value or will sell 430 for \$1,600 obo. Curtis Comer, AL 205-828-1282 or CurtComer@aol.com

Wanted: points, condensor, rear brake shoes, for a **74 360CR ML00703** please call Dave in IA at 319-385-4615.

Wanted original literature for **1978 250OR**. Also seeking pictures and other info, thanks please call Robert in CT at 860-461-8451

Parting out **1976 CR 360** e-mail needs to Jeff in MO ramtuff@webtv.net

71 400 Cross. Very clean mostly original. Has Curnutt shocks. Title and manual.\$1,200 OBO.702-645-0409 or e-mail rdjmill@ix.netcom.com.

Wanted: 1973/74 Husky 250CR any condition considered but would prefer a complete bike. Also prefer 250 Mag. Call Glenn in CO at 303-972-1016 or e-mail ggneal@ix.netcom.com

PARTS BIKES FOR SALE; 1976 250CR,missing pipe and frame \$150. **1976 CR360** missing rims ,tires,and frame. \$150 all other parts are there for both bikes . Jeff at 314 -645-5803 or e-mail ramtuff@webtv.net

Wanted Husky 360 GP, 390 CR years

1975 thru 1980. In excellent condition only. e-mail :

ABarsottiUSA@yahoo.com or fax 0039-55-901173. Alberto, ITALY

For Sale- 71 250 , 78 390WR, 81 390CR, all in great running condition, extra wheels, frames, fork assemblies, extra engines, asking \$3500 for all, but call to deal, Ross Smith in FL at 813-855-4390 or e-mail dogpound@gte.net

71 360C enduro restored to new, requires wiring to complete, new tank, new lights, new rims/ spokes/tires, also include extra 4 speed motor Call Bob White in AZ at 520-428-5721. Asking \$1950 call for details or make offer.

Lots and lots of EVO era (late 70's thru 88's) Husky parts and I will sell them at a great price. Please contact Brad at 540-656-1126

New Inventory of vintage Husky parts and great deals can be had at Stahl's Husky in Indiana. Call Forest at 765-284-7653 More new stuff arriving every day!

1979 250CR is what I own and I need parts, manuals, and tools for this model. Please call me at 616-465-5479 Bob in Michagan.

1971 MI400 is the model I own and I am looking for : Tank, fork seals, fork wipers, cylinder or sleeve, cables, wheelbearings, seat cover. Please call Chris in NY at 518-798-6598 or email cowens@together.net

Husqvarna Key Rings in a limited supply. New old Stock. Genuine leather key fob with a gold or silver finish, red enamel , made in England.

Good stuff \$3.95 each or \$35 for 10.

Makes a great gift! Call Bob in Maryland at 301-638-1778

Ed note: Bob sent me a couple, they are top quality, all metal and leather.

No plastic!

1972 Husky 250CR \$600, MJ05431, this bike has all paint work completed, needs motorwork + Fems, please call Frank in WI at 414-279-5211.

1976 Husky front forks needed with excellent upper tubes, please call Craig at 304-267-6471, do not need triple clamps email at husky@intrepid.net

WANTED: Information on sources of aftermarket shocks OR spring suppliers for Ohlin ITC's on a 83 500XC. I either need to go to a modern (ha ha) shock or need stiffer rear springs. Also **wanted info** on suppliers of fork springs for 83 500XC. Need MUCH stiffer set, dont want to use plugs. Mike oldfart@off-road.com 208 461-0729

For Sale; 1976 CR 250 Parts Bike. Missing only the frame and pipe, Everything else is there. Call Jeff 314-645-5803 or ramtuff@webtv.net

Wanted - a good to brand new tank for a **1981-82 Husky 420AE** call Gary at 602-516-0219 in CO.

85 Husqvarna 250WXC for parts, tank, seats, radiators, clean title, \$10-\$100 (805) 529-2913

88 Husqvarna 430wr, swift xc frame, suspension, never raced, new tires, can't find a better bike for the price, first \$850 takes it 909-597-5716

92 Husqvarna, 350, WXC, 4 stroke, dual sport, st license, green stkr, uptite pipe, skit plate, fresh motor by Z, Z suspension, 2 tanks, \$2000 or best offer(714) 970-8152

74 Husqvarna CR400, excellent condition, \$1500 (818) 380-1510

69 Husqvarna 360 Viking, good original condition, nds some work, \$500 (818) 715-6444

47 HUSQVARNA FULL size, belt driven, motor bike, only 1 known in

country, \$2200(818) 380-1510

90 Husqvarna 510, runs and looks good, upside down forks, stainless super trap, 6 speed, street legal, \$1400 obo--pager 818 541-1911 (805) 291-1454

87 Husqvarna 430WR, run mint condition, must sell, \$900 or best offer(805) 285-6041

87 Husqvarna 510 4 stroke, great shape, hardly ridden, green sticker, \$1750(818) 894-0801

80 Husqvarna 390, not running, overheated, otherwise good condition, w many nw prts, original condition, low hrs, \$325 (909) 986-4677

74 Husqvarna 250 mag, good condition, runs good, w/ 2 prts bikes, \$1400 in Big Bear (909) 584-2661

83 Husqvarna 510TX plus parts bike. One in excellent condition. Parts bike mostly comp. fast. Perfect for bomber class. rmance@pacbell.net (805) 298-4126 \$1700

81 Husqvarna 430WR Runs strong, registered, K&N, Hallman, 2-stroke, 6-speed, must sell asap. \$450 jefry@juno.com (619) 748-2448

92 husqvarna wxe 350 four stroke. immaculate cond. like new. you will buy this bike once you see - \$2700 swenni@ix.netcom.com (714) 892-7100

88 Husqvarna 430 Great Bike! Must see! Well maintained new seat cover. Cbuttrfly@aol.com 909-305-1090 \$875

87 Husqvarna 510TX, 4 stroke, very good condition, \$1500 (805) 643-6080

70 HUSQVARNA 400 Cross, new tires, new cables, 99 green sticker paid,

extra engine & frame, runs great, very fast, \$550 or best offer 805-493-0447

Huskyhead has all the parts you need, new or used, buy, sell, trade. NEW SEM 140W stators. Call Mike in PA at 717-684-8864 or e-mail at huskyhead@yahoo.com

For Sale - Vintage Husky Parts Most parts for Huskys 1966 thru 1980, Complete overhaul on all components, painting services, race bike fabrication. Call John at 760-744-8052

1979 250WR is what i have and I need - Base gasket, Head gasket, Magneto cvr gasket, Fork seals, Clutch (LH) Cover, Clutch cvr gskt, Intake gskt, Reed cage gskt, Secondary coil, Seat cover E-mail: NBuchmann@aol.com

WANTED: Info or advice on grafting a modern set of forks with disk brakes to an **83 Husky 500XC**. prefer putting a Honda front end on due to the good Honda brakes, but will entertain any suggestions. Mike Hetrick oldfart@off-road.com 208 461-0729

Wanted: Parts for 1973 125WR. Front and rear white plastic fenders, >front and rear spokes and nuts, first oversize piston and ring, air cleaner. >e-mail info to atubb@hotmail.com.

WR430 Runs Great, looks good, moving need to sell NOW!! I'm in Maryland, first \$1200 or good offer takes it. email me at roc@tidalwave.net

Will Trade NOS Husky parts for Husky literature, Call for details 304-267-6471 or husky@intrepid.net

1974 Husqvarna 400 CR, totally rebuilt with much new eng part, AHRMA setup, pow/coat, ss spokes, more. \$2700, Houston TX, have receipts \$3500+ invested, 20 min on bike Mark Tracy 281-514-5404 w 281-370-5675 or mark.tracy@compaq.com

1980 Husky 390cr,40mm forks,runs great,rebuilt shocks,good condition.shipping possiable.\$800 or possiable trade toward 81 430cr or 87 250/430 cr. Kevin(602)368-9823 or e-mail at kev900sp@worldnet.att.net

For sale;1985 husky with a 83 xc250 motor in it,runs great,fast.,85 250 motor needs rod bear ,1982 250 motor nds rod bear work.,1981 cr125 basket case engw/no head or cyl ,frames to 83,82,81 ,exhaust for 85 + 82 huskie, 1987 frame, eng, exhaust, forks ,shock ,rims, brakes, + 83 forks and shox , misc. from all, 83 husky tanks+ more.E-mail filkids@ptd.net or 717-645- 8736 ,ask for Dave

Wanted **1982 500CR Fenders** ,Seat and gold Silencer. E-mail to Ztoe@AOL.COM

Wanted- front pipe for **1983 WR250** (pre-production version of the 1984 ISDE Enduro model with plastic tank). New or used is OK altho must be in good condition. Good \$\$ for the right pipe. Altho needed for the U.K., will consider offers from anywhere. keith_bowen@compuserve.com or Chris Walton +44 (0)1597 810326

Wanted - Gas tank for **1984 husky CR** ,ft + rr fenders for a 1983 husky 500Cr and an air box and cover for the 1983 500CR call Jesse in NJ at 609-296-8532 or jessef98@freestamp.com

1996 WXE610, MINT COND! only two rides on bike . Runs and looks like new. \$4195. Dennis 925 443-8047 e-mail <Dennis.Frisk@gene.ge.com>

Wanted for an **'83 430 Husqvarna**: clutch plates , left case cover, clutch hub starter gear.Thanks!Mike writestuff@jps.net

Wanted - **HUSQVARNA 610TC**. Please send me price, general condition and other information. Any condition

will be considered. I will arrange shipment. Looking for source of NOS 4 strk Husky parts. Please contact Diego in South America. My e-mail is dmanhard@copime.org.ar

Wanted: **'72-74 Husky 125** in good original or restored condition. Prefer race ready for AHRMA and west coast loc. Please contact Scott at e-mail stinley@ix.netcom.com

Husky parts for 1966-1998 call Hall's Husqvarna , talk to Raymond in IL at 217-789-0107 or fax 217-789-7408.

PARTS BIKES FOR SALE; 1976 250CR,missing pipe and frame \$150 1976 CR360 missing rims ,tires,and frame. \$150. All other parts there for both bikes . Call Jeff at 314 -645-5803 or e-mail ramtuff@webtv.net

WANTED-83' 250XC head gasket and manual - Diablo1876@aol.com

For sale in s.w. Texas **79 husky 390 auto**. Bought new/ used as enduro bike. parked running years ago in my barn. make offer, or a swap deal. "Bob Oakley" <bobo@peppersnet.com>

Looking to trade/sell a **1983 Husky XC 500**, serial XC 04865 ex CA bike for Mini bikes?cycles. e mail what have you. Bike in good run cond. Bob in MI 616 527 3275 or smartor@iserv.net

Parting out **1987 500 XC**. E-mail your needs to Joe at jcrossland@usa.net, or call (517)775-3286.

'74 250 mag frame# MK19726 engine #20333097 tank needs paint +seat cover, clean & fast \$1200 - 915-698-0507 Jon in TX sonjon@swconnect.net

For Sale 72 CR 125 Husky- All org & comp. Runs strong, new Husky piston /ring with 4hrs. in very good cond. \$800, E-mail DJACSTAR@juno.com or phone (407)722-0373 after 4:00p.m.

Wanted: parts bike for a cagiva wmx **125 '88**. please email me at cmrdirtbiker69_98@yahoo.com if you have a bike to sell for parts.

71 400 Cross. Very clean mostly org. Curnutts. Title+manual \$1200 702-645-0409 rdjmills@ix.netcom.com.

88 Husqvarna XC250, recently rebuilt, water cooled/2 stroke, ohlins mono, parts bike incld, \$1400 obo/want Cagiva WMX250; (440)547-7464 , OH

1976 Husqvarna, 360CR. powerful runner, GC for its age. cant go wrong on this bike. 1st \$450 (330)488-0284,

Husky parts - air filters, fork seals, shocks, fenders, decals, exhaust, seats, cables, hbars, +more Chris at 703-707-8692 or www.vintagemx.com

Parts, Parts , Parts for Huskys 66-79. Call Jeff in Canada for great prices and quick ship at 905-797-2383

I have got so many great deals on Husky NOS parts, you must call Rich in IL at 618-877-1307. Billions of parts for 1970-85. Reduced prices. **Tanks , sprockets, fenders, exhausts,+more**

Need tail fender for 68-69 cross, will trade NOS piston or ?? Call Craig 304-267-6471 or husky@intrepid.net

Alum Billet Hot Rod T-clamps- call **Tom Heger** or e-mail hrhusky@aol.com or 515-277-6565

NOS Husky silver "oiler" clutch cables - \$20 +ship , fits MJ/MK maybe others, will trade for lit items 304-267-6471 or E-mail husky@intrepid.net

1998 Husqvarnas All models in stock! Call Ridersville Cycle at 304-258-1449 and ask for Harold Unger. We sell to a worldwide customer base. Largest selling Husky dealer in the East! **Many late model used Huskys in stock.**

5 Husqvarna Report

72 HUSQVARNA 250WR, ridden twice, original w/ factory manual, \$1850/ best; (248)650-0900 MI

86 HUSQVARNA 250 Enduro, low hours, not ridden in 9 years, \$1200(810)777-8702, MI

1982 125WR owners manual needed as well as wiring diagram, call Wes at 520-779-5067 or jwes@cyberport.com

1991 HUSQVARNA WXE 350, 4 stroke, new tires, chain, sprockets, barkbusters clutch, needs nothing, great bike, getting new Husky, \$1800, 770-978-8659 GA

1987 HUSQVARNA 430 Enduro, recent extensive work, 48hp, 2 stroke, hardly broken in, beautiful shape, very powerful, \$2000 firm 561-878-3576

1973 Husqvarna 250 RT. Restoration in progress, includes two bikes (second one is not a complete RT), fenders, wiring all of the hard to find parts. Stored indoors. \$1200 with spare engine parts, (860) 572-7252 cjouver@snet.net

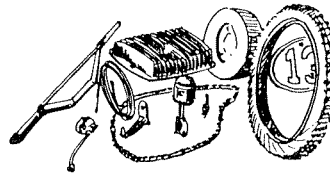
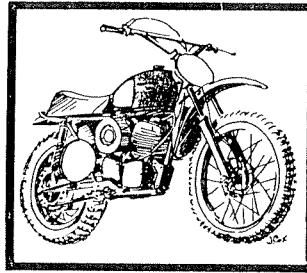
1981 Husqvarna 250CR, All restored..Only needs rear shocks rebuilt. Nice Bike , \$400, (440) 985-1782 mkm2@centuryinter.net , OH

1981 Husqvarna 430WR, Very good condition. Street ridden only. original knobbies mounted, \$800, (330) 897-8573 janetl@tusco.net , OH

1977 Husqvarna 390 Automatic, Cherry Condition, Vintage Bike, Original Owner, Must see to appre. \$1,200 obo. 714-729-1398 pager Rick (714) 548-3012

Wanted Husqvarna 4 stroke year 1963 - 1965. Alberto Italy. Email abarsottiusa@yahoo.com. Fax 0039-55-901173."

Get On The Winning Combination



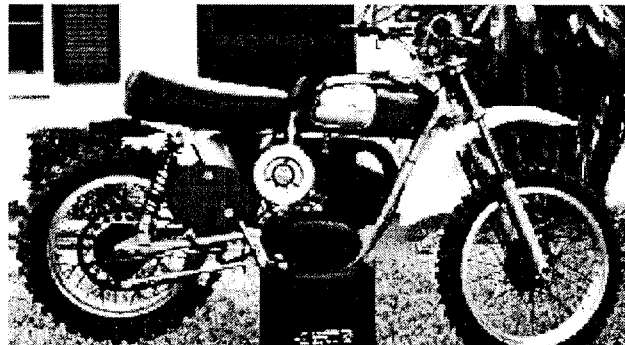
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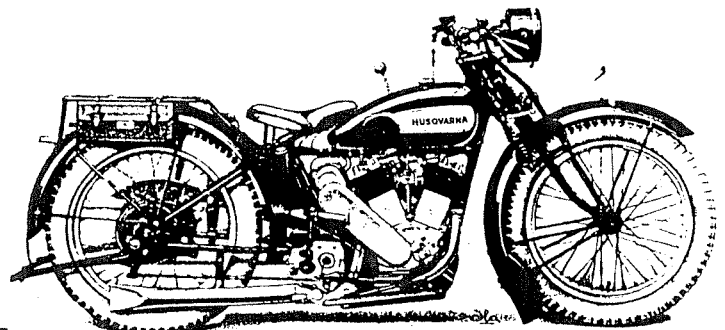
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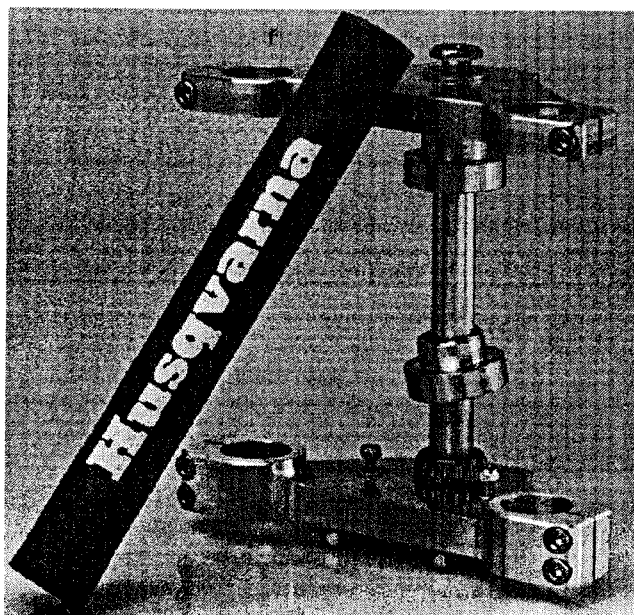
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Ross Smith's 71 250 cross e-mail dogpound@gte.net

Husqvarna motorcykel, modell 200.
580 c. c. tvärcylindrig slyventilsmotor (5,7 15 hk).





Tom Heger's Hot Rod Husky Triple Clamps

Rebirth of a Racer

Tom Heger, Des Moines, Iowa

It all started in the Spring of 1995: I had gotten rid of all my motorcycle stuff long ago; however, I had one bike left, a Husky Framed TT500YAM to compete in the four stroke class we had here in Iowa at that time. An old motorcycle buddy of mine had a 1974 400 WR he said he would trade for the Yamahusky. I thought it might be kind of fun to have it. We made the trade; all of a sudden I was a Husky owner again. (I had started racing Huskys in the 70's and I rode Huskys exclusively.) This Husky had the good old broken off crank end (remember left hand threads?). I filed the crank off smooth and drilled and tapped the crank end with a left hand tap for a skill saw bolt. This broken crank end is what actually saved the bike all these years - it could not be ridden. While I was working on this bike, another motorcycle buddy of mine got wind of my receiving this AHRMA-legal machine, and with visions of his driving expenses to go to these AHRMA races (of which I knew nothing at that time) being cut in half, he proceeded to tell me how much fun they were.

Well, I got the bike running and rode it up and down the street a couple of times, then went racing in Peoria, IL. What a flashback! I could not believe my eyes. When we pulled up to the entrance gate, it was like my early 20's all over again. We had a ball and I was hooked all over again. In 1995 we did not go to very many races; however, 1996 made up for it. In 1996, Craig and I went to several races. I ended up 2nd in the Plus-40 Expert and by now I am very

serious about this racing business. I had been riding this box stock 400 WR with the original tires, Girlings, fenders, Femsa cables, almost everything. I was ready for a new ride in 1997. As luck would have it, a supplier that my plumbing shops buys from sponsored a golf trip to sunny San Diego in Jan. 1997, and I was on my way. No, not to golf, but to go see the expert on vintage Huskys, John LeFevre. It did not take me long after getting off the plane to hi-tail it to Vintage Husky. John did not know I was coming, and did not know me from a hole in the ground. I got there late Friday afternoon, and was greeted with a handshake and a welcome to come on in. I was in heaven, all this neat Husky stuff everywhere and in So. California with 60° temperature and at home they were having 50° below with wind chill. I hung out there until closing time and not once did anyone say, "Don't you have anyone else to bot'er?" so I figured it was o.k. to come back the next day and to really pry out some tricks of the trade. The sun was barely up and I was already showered and shaved and on my way to Vintage Heaven. Once again, I was greeted like an old friend. I was impressed. Try hanging out at the local motorcycle franchises for a day and a half asking questions and not spending a dime. How long would they take it before the squad car showed up?

John's hard-earned information flowed freely. He showed me things I would never have dreamed of. We discussed many aspects of the Husqvarna motorcycle: how to make it turn, how to make it shift easier; we talked about triple clamps and the fact that in the 70's there was a product triple clamp called ProFab and how it had a decreased trail from the stock clamps that helped the Husky turn quicker. These clamps also offered a more rigid construction, thus making a more stable handling motorcycle. I asked John about the availability of these clamps that had not been produced for the last 20 or so years. He said, "If you find a pair, buy them quickly." I had never talked about motorcycles in January so much in my life, unless it was about ice bikes. John was a perfect host even though I wasn't exactly invited. I would like to thank him for putting up with me; this was a rare opportunity for a working man from Iowa. I left So. California with a vast new knowledge of Huskys and how to make them work better.

I set out to build a new racer for the up-coming season. First thing I did was take inventory of the Husky parts that I had accumulated in the last couple years. I had an MJ frame, a 400 cc WR motor that my brother had pulled out of a junk yard several years ago. I was able to find some wheels and black leg forks from an AHRMA racer here in Iowa. Seat base, foam and cover, and fenders came from John. I had everything I needed to build a hot rod Husky except a set of ProFab triple clamps.

I did not waste two minutes trying to find a pair of ProFabs, because I just happened to know another

motorcycle buddy who just happens to specialize in fabricating MotoCross products of all kinds, and he does a lot of aluminum milling. With a new CNC milling machine on the way, he was eager to take on the job. Jim Hickman from Hickman Racing, Des Moines, Iowa was the only man for the job. You see, Jim also raced Huskys and worked at the local Husky shop when he was in high school. A crucial part of my racer was in the process of being built. In Jim's words, "We are going to build a product that will have advantages over the stock product, not just something shiny to bolt on your bike." We both knew that those old ball bearings would have to go, and we found a suitable Timken bearing. Jim machines the bearing cup holders that replace the stock ones. They are cadmium plated, and we use a solid aluminum stem with a top tension bolt and a pinch bolt on the top clamp. All pinch bolts are of stainless steel. Also, to make the fender mounting easy and more secure, we supply a special set of "T" bolts that cradle the standard vintage Husky fender. These are also cadmium plated. With the information gathered from John LeFevre, and a few ideas of our own, we came up with a product that was more than suitable to bolt on the high-quality Husqvarna motorcycles that I have learned to love.

Well, enough of that. We finally got a pair on my bike and I finally got the bike completed. Now for the test ride. It fired up easily and revved quickly thanks to the loss of several pounds of flywheel weight. Shifting was easy thanks to different shifting drum. Seating position was better and more in control with a raised seat rail and new foam. Turning was easier with 5mm less trail and the fork tubes up in the clamps about 1". From all first impressions, I had built a bike that was going to be quick enough to get hole shots in 3rd gear. It was going to be able to turn without my famous front-end washout. It will shift without effort and not miss. Also, the continual adjustment of the steering head bolt was eliminated. After test riding the new bike built from Husky parts, I was very pleased. This was a bike I could live with and ride. Time will tell if I can win with it in the hotly-contested 500 Expert and the Plus 40 Expert classes of the Midwest.

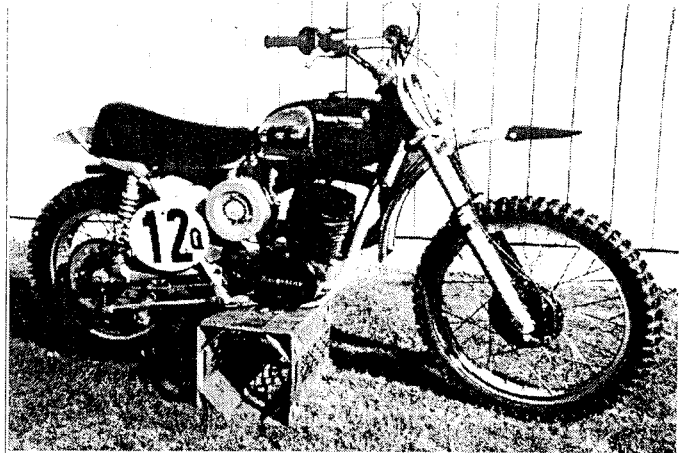
For information on these Triple Clamps call Tom at 515-277-6565 or fax at 515-255-0762.

Or e-mail at h.r.husky@aol.com

Huskys at VMD West

Dorian Sleeper, Olympia WA

My mouth watered as I walked the Dick Mann designed motocross track when we arrived at Sears Point Raceway on Friday April 24th two days prior to the running of the Speed & Sport AHRMA Nat'l MX. Sunday couldn't come soon



Dorian Sleeper's AHRMA ready 1970 400cross

enough. Luckily, besides the vintage road racing, trials, swap meet & bike displays, we were in the heart of California wine country. There was plenty to do until Sunday's MX. The untouched grass was tall & green. The wide course wound up & down the hillsides for a mile & a half. There were few level spots (one of them being registration). Mostly it was down, up, off-camber turns or tilted straightaways! It looked like a European GP course. Nearly 400 vintage motocross riders came from all corners of the USA & British Columbia to compete & have BIG FUN on this natural "vintage friendly" track. Throttle control & choice of lines would definitely payoff. Those who thought just pinning the throttle & throwing man & machine into these slick, steep grassy turns soon realized that discretion would be the better part of valor as they spun or slid out of control off thru the course markings. Even though it was a warm sunny day, the track (grass) wouldn't dry out until after the morning's session had been run & the racing line established.

While meandering thru the road race pits, I spied a beautifully prepped Husqvarna 250cc road racer that belonged to John LeFevre of Vintage Husky. He was having so much fun road racing this beauty that he didn't race in Sunday's MX. I'm sure a gearing change & switch to knobbies would've done the trick!

The AHRMA MX on Sunday went off safely & smoothly from the snap of the rubber band start to the wave of the checkered flag (which didn't come soon enough for some of us "athletes"!). Jeff Smith, Dick Mann & a bunch of volunteers worked hard & long to provide the entrants & spectators with a fun, memorable day of vintage motocross racing. I can't wait until VMD West 1999!

Husky rider results:

+30 exp - 4th Donn Anderson
 +40 int - 12th Dorian Sleeper
 +40 nov - 5th Brian Grade

+50 int - 5th George Smith, 6th Jerry Brown
 +50 nov - 4th S. Churchill, 11th D. Myklebust, 14th Ed Dolan
 +60 int - 3rd Tom Ramey
 Clsc 125 exp - 3rd Harry Bellicitti
 Clsc 250 exp - 1st Michael Owens
 Clsc 500 exp - 2nd David Boydston
 Sptmn 125 int - 4th John Sherry
 Sptmn 250 exp - 7th Troy Smalley
 Sptmn 250 int - 6th Gary Egloff
 Sptmn 500 exp - 5th Donn Anderson, 6th Troy Smalley, 8th Dirk Murphy
 Sptmn 500 int - 6th Brent Smith, 10th Dorian Sleeper
 Sptmn 500 nov - 4th Brian Grade, 9th Evan Myklebust, 11th Mike Wallace, 14th Steve Churchill

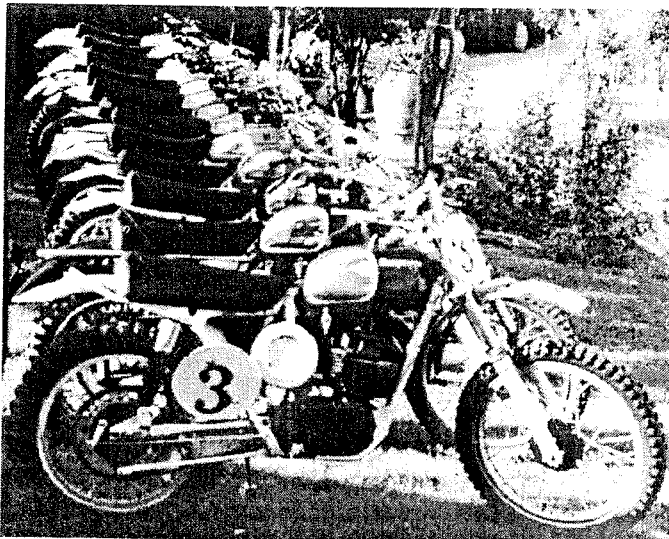
Dorian Sleeper, Olympia, WA
 doriak@w-link.net or 360-943-1559

Ed note: Thanks Dorian for the report and great results tabulation.

Worldwide Huskys!

We received a great letter from new member **Alberto Barsotti** in Italy and an amazing collection of Huskys. Take a look at the 14 Huskys ranging from MG, SI, to many more. He is active in Italian Vintage and can be reached at AbarsottiUSA@yahoo.com or fax at 055-901173

Also the club has recieved members from Belguim, Canada, Japan, Australia, Germany, Sweden, Norway, and many other countries.



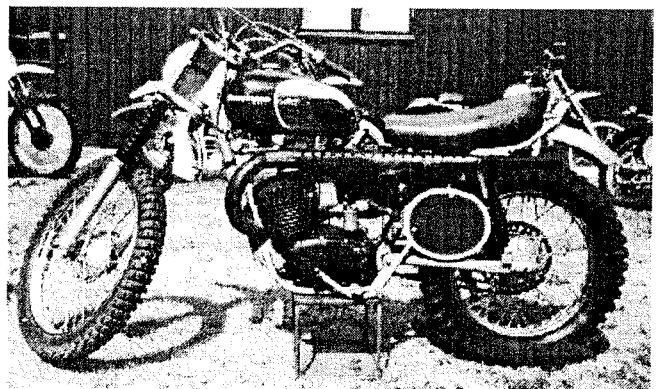
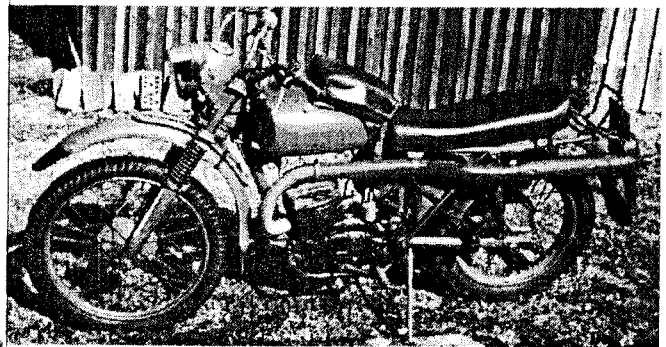
Alberto Barsotti's Husky collection in Italy

By the way **Jeff Gurdebeke** in Canada is selling vintage parts at bargain prices if you buy in quantity. Call him at 905-797-2383. Here is a letter from Jeff.

Dear Husky Club,

My first bike was a 1970 Bultaco Lobito, graduated to a 1974 Husky 125CR, motocrossed, ice-raced and dirt tracked my way thru the 70's-80's and 90's until I finally found my calling: vintage bikes of any brand! My current stable consists of :74 CR125 Honda, 73 CR250 Honda, 70 Bultaco Pursang, 79 CR125 Honda, 74, MR50 Honda and most important an early 70's 125 Husky. Current race bike is 91 CR500 Honda drag bike (11:95@115MPH). Little did I know that in the summer of 97 I would stumble on the mother lode of vintage Husky parts. 10 van loads later the entire inventory of the Canadian distributorship was in my home garage. It includes lots of used item too as well as Hallman, SuperTrapp, Girling springs, +++
 Thanks for the Club, Jeff

Roland Johansson in Rottneros, Sweden sent his photo of a 1968 Army Husky. He is a long time HVA enthusiast and has several 256A as well as Silverpilen and more.

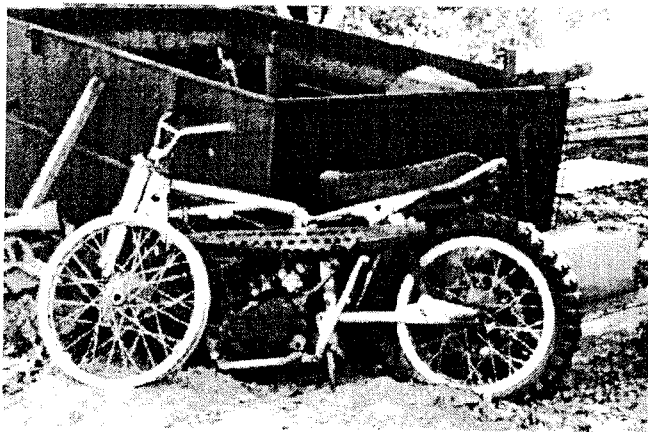


Torsten Hallman's 67 Worldchampion season bike now kept at the Husqvarna Museum. Modified tail, welded frame, short front fender, are trade mark items, but the

exhaust does not look correct. I always thought it was a custom close fitted 66 style.

Members Huskys

This is a terrible looking 250 Mag but David Olsen thru a lot of work is now riding a great Husky. His Dad, Chris



David Olsen's dumpster fresh 250Mag

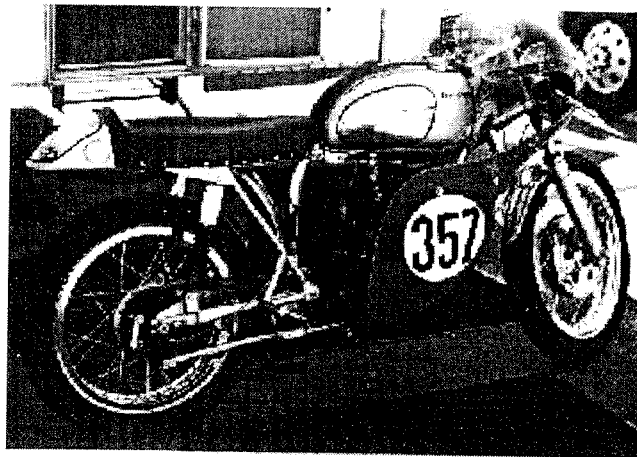


David's Mag 250 and Chris's 74 250WR - Excellent!

Olsen helped in inspiring him. Chris had kept his original 74 250WR. Huskys share space in the garage with Triumph, BSA, and '36 Ford coupe.

John LeFevre's Husqvarna Roadracer has been spotted at several AHRMA roadraces and this pic was captured by **Reese Dengler**. I am hoping for an article from John about this cool looking Husky roadracer.

I see from the photo that John has fitted the early rear hub for what must be some pretty tall gearing.



John LeFevre's Husqvarna roadracer - Wow!

A Fork is a fork is a fork!

Craig Comontofski, Martinsburg, WV

In the midst of my 67 360 Husky AHRMA project, I decided to look into the variety of differences in "silver leg" Husky forks and "black leg" Husky forks. I started by pulling apart several sets of Silver legs and to my surprise each set I tore down had different internal parts, with a variety of mismatched damper rods and orifice valves. Then I opened up two sets of used black legs and the same thing! I couldn't believe it! I will try and put together dimensional guides on this, but to the point.....

Did you know that the chrome plated fork tubes in a 66 Husky are interchangeable with those of a 76? And all in between! The same length! The same threads! The only difference is the internal I.D. dimension in "black legs" upper fork tubes is larger to allow for lighter weight. This is a substantial weight savings (about 1 pound per upper tube). Using either upper would have no effect on the damping or spring rate, BUT.....

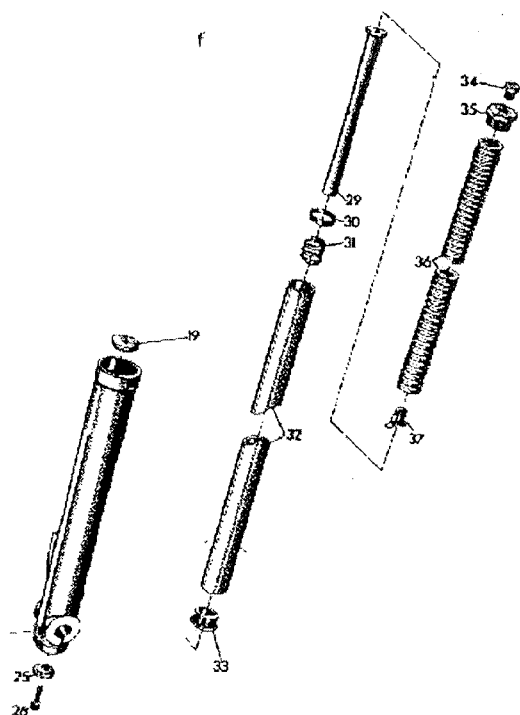
Interchanging damping rods and orifices will totally screw up any good set of forks.

What actually allowed more fork travel was the lengthening of the damping rod(#29). This damping rod must be matched with a suitable orifice valve (#33).

A couple of tips are:

Most times a little heat is required to "burn out the locktite" to allow easy removal of the orifice valve #33. Propane torch is fine. Clamp the tube in your triple clamp, not a vise! The allenhead bolt holding the damping rod requires a 3/8" drive 6mm allen socket to allow enough torque to break it loose.

A simple screw driver will pry out most fork seals, but I am



Husky forks 1975 but typical of most 73-76 parts

looking for a better way.

The forks of my choice for any AHRMA racer would be 1976 or 1977WR Huskys. The 7.25 travel can be modified with a spacer to 7.00 travel . You can even put silver bottoms if you choose or my choice is early black leg bottoms as the weight is lowest , even tho the 77 are stronger. Vintage racing is pretty easy on equipment.

That is my early finding on this subject! Certainly there are many club members who can improve on this . Please write me and let me know your experiences. Thanks

Progressive Suspension

Larry at Progressive Suspension has allowed me the use of a set of new Progressive shocks for testing and mounting on a 67 AHRMA Classic 500 Husky. And here is what has happened so far!

The shocks arrived via UPS and came packaged separately as shocks/hardware in one package and springs in another. Very well packaged, the shocks come with a set of bushing adapters to allow a variety of mounting bolt sizes and also a package of washers to allow custom shimming of your particular application. Fit and finish on all pieces is superb! Nice black paint .

The first thing I noticed was the bottom shock mount is

neatly offset to one side to allow proper clearance of a Husky sprocket and chain!

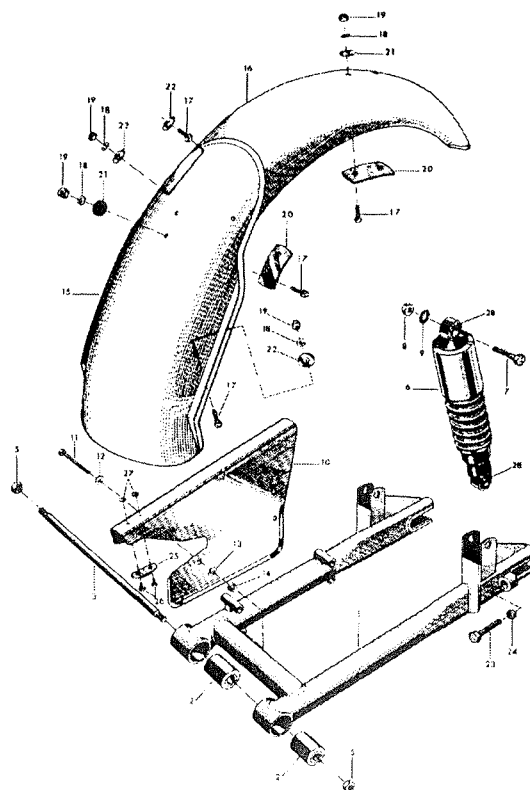
Since these shocks are 1" longer , but allow the same stroke as stock Gurlings, I decided to trim off my swingarm mounts and redrill the mount holes. Easily done and not even noticeable when finished. I did convert all my mount holes to 10mm from the stock 3/8" hardware. The upper stock mount holes were already worn to 10mm.

That's as far as I have gotten. More report when actually ridden!

The shocks I am trialing are Series 12, Gas charged, model #12-1202B with springs #03-1387B (the B stands for



black). I chose this length and spring for my special use. The application is a 67 Husky 360 with a custom bolt on tail section, 69 swingarm, 67 rear hub/sprocket. Check 'em out at www.progressivesuspension.com or call 760-948-4012



Data

Allmänna uppgifter

Fabrikat och typ	Husqvarna 256 A
Längd	2200 mm
Höjd	1130 mm
Bredd över styret	830 mm
Åselavstånd	1380 mm
Sitthöjd	810 mm
Frgångshöjd	230 mm
Fjänsvekt	130 kg
Antal passagerare	1
Vadningsdjup, max	500 mm

Motor

Fabrikat	Husqvarna
Cylindervolym	245 cm ³
Maximalt vridmoment på vevaxeln	2,35 kpm
Maximal effekt på vevaxeln	15,4 hk
Kompressionsförhållande	8,9
Antal cylindrar	1
Bränsle	bensin
Smörjning	olja/bensin, 1:25 (4 G:1
Förgasare, fabrikat och typ	Bing 22/5

Elsystem

Spänning	12 V
Generatoreffekt	53 W
Färdströft, typ	Bosch W 225 T2, motsv.
elektrodavstånd	0,5 mm
Hytarkontaktavstånd	0,30 0,40 mm
Gjödampor, strölkastare	12 V/35/35 W
baklykta	12 V/5 W
mörkläggningslykta, fram	12 V/15 W
mörkläggningslykta, bak	12 V/3 W

Kraftöverföring

Växellåda, fabrikat	Husqvarna
Antal växlar	4
Transmission, motor - växellåda	kugghjul
växellåda - bakhjul	1/2" x 3/8" kedja
Antal lameller	5

Hjul

Däck, framhjul	3,00 x 21"
bakhjul	4,00 x 18"
Ringtryck, fram	1,2 kp/cm ²
bak	1,5 kp/cm ²

Rymduppgifter

Bränsletank	12,4 l
Växellåda	0,9 l
Framgaffelben, vardera	0,2 l

Konstruktion och funktion samt justering

Manöverorgan

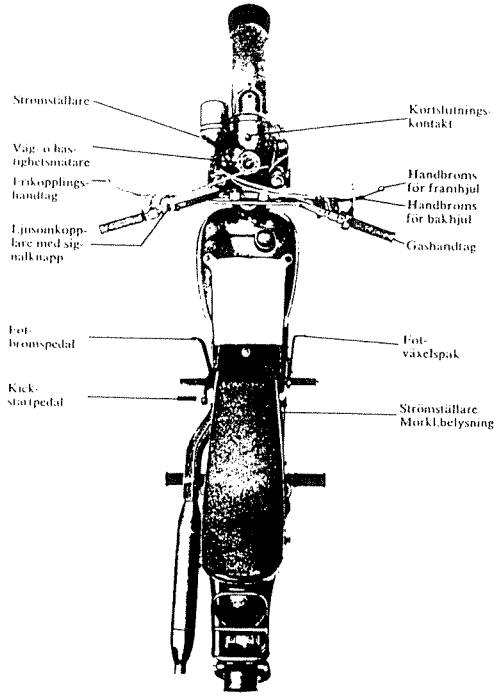


Bild 3. Manöverorgan

MED-INTERNATIONAL

4790 PALM AVENUE LA MESA, CALIFORNIA 92041
714-460-4289



DEALER BULLETIN
September 10, 1970

RE: New Husqvarna Price Schedule

Dear Dealer:

Due to increased production costs, the factory has informed us that they unfortunately will be forced to raise the prices on all motorcycles delivered in the United States after September 25th.

We sincerely hope that you, as a dealer, will be able to handle this increase with your customer.

Husqvarna has made very few increases in price since the introduction of their machine to the American market.

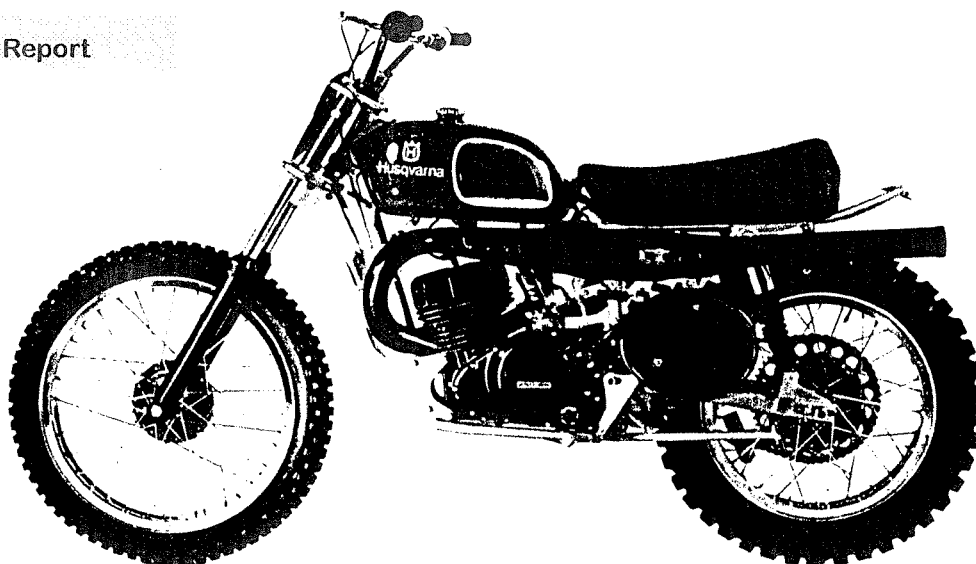
The new prices will be as follows:

MODEL	DEALER'S COST	SUGG. RETAIL
250mx 4-speed	\$912.00	\$1,130.00
250mx 8-speed	990.00	\$1,210.00
360mx 4-speed	998.00	\$1,215.00
360mx 8-speed	1,078.00	\$1,300.00
360C 4-speed	923.00	\$1,155.00
360C 8-speed	994.00	\$1,210.00
400mx 4-speed	1,068.00	\$1,320.00

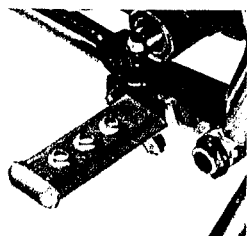
MED/cab

Sincerely,
M. Edison Dye
M. Edison Dye
President
MED-International

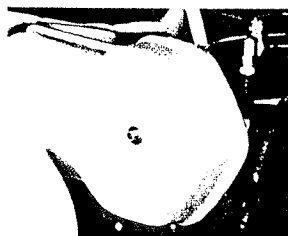
Husqvarna stands for
Precision sawing machines • high powered tillis • engine powered products of world wide fame



New Features



1. New Sure-grip folding foot pegs.



2. Inlet silencer with "high breather" air intake for improved water protection.



3. Wider flexible plastic fenders in white.

Husqvarna 250 WR

From the Californian deserts to the trails of New England, the 250 WR is a proven winner. It was the choice of the USA Silver Vase team at the ISDT. The first American team victory in the history of this event. And with refinements in '74, this machine is even better! Flat out over a desert or negotiating woods trails, the Husqvarna 250 WR is the kind of motorcycle that gives you that winning confidence.

Technical Specifications

Engine: Single cylinder 2-stroke.

Displacement: 245 cc.

Bore & stroke: 69.50 mm x 64.50 mm.

Compression ratio: 12.3.

Power transmission: 6-speed.

Clutch: 5-disc wet type.

Chain: 5/8" x 1/4".

Gear ratios: 1st 29.50, 2nd 20.12, 3rd 15.47, 4th 13.00, 5th 11.00, 6th 9.24.

Fuel system: Gas/oil mixture.

Capacity: 2.5 Gal. (9.5 lit.).

Carburetor: Bing 36 mm central float chamber.

Air filter: Paper element.

Electrical: Femsa, lighting effect 6 V 35 W.

Frame: Swedish chrome-moly steel.

Rear suspension: Swing arm with Girling shocks.

Front fork: Husqvarna.

Travel 7".

Fork legs: Upper fork legs made of hardened chrome-moly steel. Pressure cast lower fork legs.

Wheels/tires/brakes:

Front: 3.00 x 21" - 140 mm brakes Ø

Rear: 4.00 x 18" - 160 mm brakes Ø

Rims: Light weight Akront.

Spokes: 4 mm Ø

Dimensions:

Length: 2070 mm 81.½"

Width: 875 mm 34.½"

Height: 1110 mm 43.¾"

Height at saddle: 800 mm 31.½"

Ground clearance: 225 mm 8.¾"

Wheelbase: 1370 mm 54.00"

Weight: 103 kg 228 lbs.

Additional features:

Nylon lined control cables.

New designed exhaust system, quiet, more efficient.

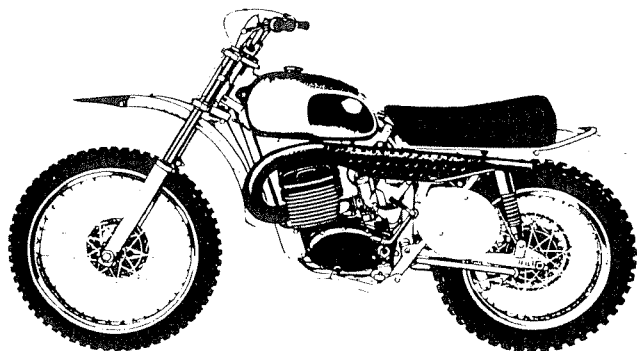
Trim: Bright red tank with silver frame.

The Husqvarna Report wishes to thank many people and most notably this month : Dorian Sleeper, Tom Heger, Bradley Branch, Christer Watz, Kevin Grimes, Jim Baltusnik, John Pavich, Greg Davis, George Albaugh, Roland Johansson, Alberto Barsotti, Chris Olsen, Ross Smith, and Progressive Suspension, Larry. I apologize for forgetting the many contributions of others.

Husqvarna

250

Moto-Cross



SPECIFICATIONS FOR 250cc SIX PORT

Engine: Husqvarna 245cc two-stroke engine of 6-port design. Max. HP at 7,000 rpm. Bore 69.5mm (2.727" in.) Stroke 64.5mm (2.540"). Compression ratio 12.3:1. Light-alloy cylinder with shrunk in liner of centrifugally cast iron. Light alloy cylinder head. Crankshaft of built-up type with chrome-nickel steel journals. Drop-forged connecting rod of chrome-nickel steel with needle bearings for grudgeon and big-end. Crankshaft journalled in double-row angular contact ball bearings.

Power transmission: 5-disc clutch. Primary transmission by gear drive. Secondary transmission by chain (5/8x1/4"). 12 tooth countershaft, 53 tooth rear sprocket.

Gearbox: Overall: 18.5 - 13.8 - 11.7 - 9.7

Int Internal: 1.9 - 1.42 - 1.20 - 1.0
8-speed: 1st 17.2 & 22.8; 2nd 10.5 & 18.2; 3rd 8.9 & 11.7; 4th 7.4 & 9.7

Internal: 2.33 & 3.08; 1.42 & 1.87; 1.20 & 1.58; 1.0 & 1.32

Lubrication: High quality oil and gas mixture. 1 quart SAE 20 Motor oil in gearbox.

Carburetor: Bing 36mm concentric.

Air filter: Moto-Cross type with pleated paper element.

Ignition: FEMSA flywheel magneto with separate high tension coil. Bosch spark plug 240 T2 - 260 T2.

Frame: All-welded, special moto-cross frame with low-slung engine and made of chrome-molybdenum steel for maximum possible strength. 45° hinged footpegs. Pivoting swing arm in rubber bushings.

Front forks: Husqvarna oil-dampened telescopic fork with chromed legs. Fork crowns of chrome-molybdenum steel.

Brakes: Bonded bands. Rear brake plate attached to frame for effective braking handling. Front & rear 6-5/16 x 1-3/16" diam.

Gas tank: All-steel, welded fuel tank. Capacity 2.4 gallons.

Wheels: Front: 3.00 x 21" with moto-cross tire. Rear: 4.00 x 18" with moto-cross tire.

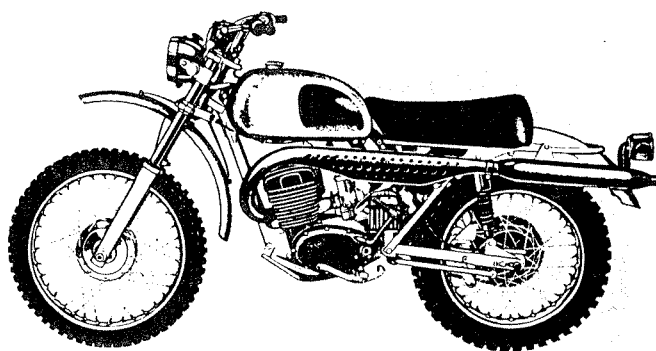
Details: Quick-twist throttle. Magura levers with built in adjusters. Moto-cross type saddle. Light alloy and steel mudguards. Side stand. Wheel rims, chin guard, tank and handlebars chromium plated. Engine and exhaust parts in heat-radiant black. Frame in silver, tank in bright red.

Dimensions: Wheelbase: 54", Saddle height: 31.5", Ground clearance: 9", Weight: 224 lbs. dry.

Husqvarna

360

Enduro



SPECIFICATIONS FOR 360cc

Engine: Husqvarna 352cc two-stroke engine of 6-port design. Max. HP at 6,000 rpm. Bore 78.75mm. Stroke 72mm. Compression ratio 8.7. Light-alloy cylinder with shrunk in liner of centrifugally cast iron. Light-alloy cylinder head. Crankshaft of built-up type with chrome-nickel steel journals. Drop-forged connecting rod of chrome-nickel steel with needle bearings for grudgeon and big-end. Crankshaft journalled in double-row angular contact ball bearings.

Power transmission: 5-disc clutch. Primary transmission by gear drive. Secondary transmission by chain (5/8x1/4") 16 tooth countershaft, 56 tooth rear sprocket.

Gearbox: Overall: 18.2 - 11.2 - 8.8 - 6.96

Int Internal: 2.62 - 1.60 - 1.27 - 1.0
8-speed: 1st 17.2 & 22.8; 2nd 10.5 & 18.2; 3rd 8.9 & 11.7; 4th 7.4 & 9.7

Internal: 2.33 & 3.08; 1.42 & 1.87; 1.20 & 1.58; 1.0 & 1.32

Lubrication: High quality oil and gas mixture. 1 quart SAE 20 Motor oil in gearbox.

Carburetor: Bing 36mm concentric.

Air filter: Moto-cross type with pleated paper element.

Ignition: FEMSA flywheel magneto with separate high tension coil. Bosch spark plug 225 T2 - 240 T2.

Frame: All welded, special moto-cross frame with low-slung engine and made of chrome-molybdenum steel for maximum possible strength. 45° hinged footpegs. Pivoting swing arm in rubber bushing.

Front forks: Husqvarna oil-dampened telescopic fork with chromed legs. Fork crowns of chrome-molybdenum steel.

Brakes: Front - full with hub ϕ 160mm. Rear - Quickly detachable hub with 160mm brake diameter.

Gas tank: All-steel welded fuel tank. Capacity 3.9 gallons.

Wheels: Front 3.00 x 21" with moto-cross tire. Rear: 4.00 x 18" with moto-cross tire.

Speedometer: Enduro type with trip 10 nth meter.

Lighting equipment: Direct lighting by 6V flywheel magneto or lighting from 6V 4.5 Ah battery. Head lamp 30W sealed beam. Rear lamp 5W. Brake light 18W. Horn 30W. Lighting equipment approved in USA.

Details: Quick-twist throttle. Magura levers with built in adjusters. Moto-cross type saddle. Light alloy and steel mudguards, in bright red. Side stand. Wheel rims, chain guard, tank and handlebars chromium plated. Engine and exhaust parts in heat-radiant black. Frame in silver, tank in bright red.

Dimensions: Wheelbase: 54", Saddle height: 31.5", Ground clearance: 9", Weight: 252 lbs. dry.

Editors Note on fork Article:

My 67 forks are not complete yet, but they appear to be: 73-76 lightweight chrome uppers, 73 lower legs, damper rods with **topping springs** from 1976 WR, valve bodies from same, springs from same. The wheel nuts from 67 seem to be a couple thousands larger in OD and do not easily slip into black lowers, so I plan to turn them down. I will run the forks as low as travel clearance will allow in the T-clamps.

SERVICE BULLETIN

HUSQVARNA 1988 TECHNICAL DATA
250 WR & XC



ENGINE

Single cylinder two-stroke, liquid cooled

DISPLACEMENT: 246cc
BORE STD: 66.50mm
1ST OVER: 66.75mm
2ND OVER: 67.00mm
3RD OVER: 70.8mm
STROKE: 14.8:1
COMPRESSION RATIO: 14.8:1

TRANSMISSION

PRIMARY TRANSMISSION RATIO: 2.63 (30:79)
SECONDARY TRANSMISSION: 4.0 (13:52)
CHAIN DIMENSION: 5/8" x 1/4"
NUMBER OF COGS, GEARBOX (MS:AS):
1ST 14:33 4TH 23:24
2ND 17:29 5TH 25:22
3RD 20:26 6TH 27:20

TOTAL RATIOS (crankshaft rear wheel):
1ST 24.8 4TH 11.0
2ND 18.0 5TH 9.3
3RD 13.7 6TH 7.8

OIL CAPACITY IN GEARBOX: 1.4 lit (0.37 US gal)
OIL RECOMMENDATION: Engine oil SAE 20

FUEL SYSTEM

FUEL: Gas min. 94 oct.
LUBRICATION: oil-gas-mixture 4%
TANK CAPACITY: 12 lit (3.2 US gal)
OIL RECOMMENDATION: High quality two-stroke oil of well-know brand

CARBURETOR

VENURI Ø: Mikuni
MAIN JET: 38mm
NEEDLE JET: 460
IDLING JET: R-6
NEEDLE POSITION: 35
NEEDLE: 3 from top
AIRSCREW OPENING: 6 DH 20
THROTTLE: 1.5 turn from bottom position
AIR JET: 2.5
2.0

TECHNICAL SPECIFICATIONS

(over)

4 - 039

250 WR & XC CONTINUED...

ELECTRICAL SYSTEM

TYPE:

(WR) Motoplat retard Ø 116mm
(XC) SEM processor Ø 116mm (early prod)
(XC) Motoplat retard Ø 116mm (late prod)
(Motoplat) 9.5° (SEM) 17.2°
(Motoplat) 0.61mm (SEM) 2.0mm
(Motoplat) 35W (SEM) 70+70W
Autolite 4054 or Bosch W4C

IGNITION ADVANCE:

BEFORE TDC:
LIGHT COIL:
SPARK PLUG:

(WR) 12V 45W
(WR) 12V 5W

ELECTRICAL EQUIPMENT

HEAD LIGHT:
TAIL LIGHT:

Husqvarna

(XC) 300mm (11.8 in), (WR) 270mm (11.0 in)
120mm (4.7 in)
27°

FORK ANGLE (caster):
OIL CAPACITY PER LEG:
OIL RECOMMENDATION:

(XC) 470-480cc, (WR) 430-450cc
Fork oil SAE 5-SAE 20

REAR SUSPENSION

Husqvarna Single shock w/Ohlins shockabsorber

(XC) 340mm (13.4 in), (WR) 310mm (12.0 in)

WHEELS AND BRAKES

TIRES: Front: 3.00x21", Rear: 4.50x18"
SPOKE Ø: Front: 4mm, Rear: 4.5mm
BRAKES: Disc: 230mm, Drum: 160mm

DIMENSIONS

LENGTH: (XC) 2204mm (86.8 in), (WR) 2200mm (86.6 in)
HEIGHT: (XC) 1235mm (48.6 in), (WR) 1280mm (51.2 in)
SEAT HEIGHT: (XC) 965mm (38.0 in), (WR) 945mm (37.2 in)
WHEELBASE: 1512mm (59.5 in)
GROUND CLEARANCE: (XC) 385mm (15.2 in), (WR) 340mm (13.4 in)
WEIGHT: (XC) 99kg (218 lbs.), (WR) 105kg (231 lbs.)

TORQUE SPECIFICATIONS

FLYWHEEL NUT: 70 Nm (51 ft. lbs.)
CYLINDER HEAD NUTS: 35 Nm (25 ft. lbs.)
CYLINDER HEAD SCREWS: 30 Nm (22 ft. lbs.)
ENGINE MOUNTING BOLTS: 40 Nm (29 ft. lbs.)
CRANKCASE SCREWS: 12 Nm (8 ft. lbs.)
SWING ARM MOUNTING NUTS: 60 Nm (44 ft. lbs.)
SCREWS, REED VALVE HOUSING CYLINDER: 12 Nm (8 ft. lbs.)
SPARK PLUG: 40 Nm (29 ft. lbs.)

SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE

Jun-Jul 98



SERVICE BULLETIN

HUSQVARNA 1988 TECHNICAL DATA
430 CR, XC, WR

430 CR, WR, XC CONT'D...

ELECTRICAL SYSTEM

Motoplant
CDI Ø 116mm
18°
2.30mm
35W Yellow cable
Auto-lite 4055

TYPE:
IGNITION ADVANCE:
IGNITION ADVANCE ON PISTON BEFORE TDC:
LIGHT COIL:
SPARK PLUG:

ELECTRICAL EQUIPMENT

HEAD LIGHT: (WR) 12V 45W
TAIL LIGHT: (WR) 12V 5W

FRONT FORK

TRAVEL: (WR, XC) Husqvarna, (CR) White Power
TRAIL: (CR, XC) 300mm (11.8 in), (WR) 270mm (11.0 in)
27°
FORK ANGLE (Caster): (XC) 470-480cc, (WR) 430-450cc, (CR) 700cc
OIL CAPACITY PER LEG: (WR, XC) fork oil SAE 5 (White Power Oil)
OIL RECOMMENDATION: (CR) - White Power Oil 5, 10, or 15

REAR SUSPENSION

TRAVEL: (XC, CR) 340mm (13.4 in), (WR) 310mm (12.0 in)

WHEELS AND BRAKES

TIRES: (XC, WR) Front: 3.00 x 21", Rear: 4.50 x 18"
(CR) Front: 3.00 x 21", Rear: 5.10 x 18"
SPOKE Ø: Front: 4mm, Rear: 4.5mm
BRAKES Ø: Disc: 230mm, Drum: 160mm

DIMENSIONS

LENGTH: (XC, CR) 2204mm (86.8in), (WR) 2200mm (86.8in)
HEIGHT: (XC, CR) 1235mm (48.6in), (WR) 1280mm (51.2in)
SEAT HEIGHT: (XC, CR) 965mm (38.0in), (WR) 945mm (37.2in)
WHEELBASE: (XC, CR) 1512mm (59.5in), (WR) 1500mm (59.0in)
GROUND CLEARANCE: (XC, CR) 385mm (15.2in), (WR) 340mm (13.4in)
WEIGHT: (XC, CR) 101kg (222 lbs.)

TORQUE SPECIFICATIONS

FLYWHEEL NUT: 70 Nm (51 ft. lbs.)
CYLINDER HEAD NUTS: 40 Nm (29 ft. lbs.)
CYLINDER HEAD SCREWS: 35 Nm (25 ft. lbs.)
ENGINE MOUNTING BOLTS: 40 Nm (29 ft. lbs.)
CRANKCASE SCREWS: 12 Nm (8 ft. lbs.)
SWING ARM MOUNTING NUTS: 60 Nm (44 ft. lbs.)
SCREWS, REED VALVE HOUSING/CYLINDER: 12 Nm (8 ft. lbs.)
SPARK PLUG: 40 Nm (29 ft. lbs.)

ENGINE

DISPLACEMENT: 430cc
BORE STD: 86.00mm
1ST OVER: 86.50mm
2ND OVER: 87.00mm
3RD OVER: 74.00mm
STROKE: 12.6:1
COMPRESSION RATIO: 12.6:1

Single cylinder two-stroke, liquid cooled

TRANSMISSION

PRIMARY TRANSMISSION RATIO: 2.30 (33:76)
SECONDARY TRANSMISSION " : XC, WR 3.71 (14:52) CR 4.0 (13:52)
CHAIN DIMENSION: 5/8" x 1/4"
NUMBER OF COGS, GEARBOX (MSTAS):
1ST WR, XC 13:34, CR 16:29
2ND WR, XC 16:29, CR 19:26
3RD WR, XC 19:26, CR 22:24
4TH WR, XC 23:24, CR 25:22
5TH WR, XC 25:22, CR 27:20
6TH WR, XC 27:20

TOTAL GEAR RATIOS (crank-shaft: rear wheel):
1ST (XC, WR) 20.9 (CR) 16.70
2ND (XC, WR) 14.5 (CR) 12.61
3RD (XC, WR) 10.9 (CR) 10.05
4TH (XC, WR) 8.3 (CR) 8.11
5TH (XC, WR) 7.0 (CR) 6.82
6TH (XC, WR) 5.9

OIL CAPACITY IN GEARBOX: 1.4 lit (0.37 US gal)
OIL RECOMMENDATION: Engine oil SAE 20

FUEL SYSTEM

FUEL: Gas min. 94 oct.
LUBRICATION: Oil-gas mixture 4%
TANK CAPACITY: WR, XC 12 lit (3.2 US gal), CR 10 lit (2.6 US gal)
OIL RECOMMENDATION: High quality two-stroke oil of well-known brand

CARBURETOR

VENTURI Ø: Mikuni
MAIN JET: 38mm
NEEDLE JET: (WR, XC) 400, (CR) 430
IDLING JET: R-0
NEEDLE POSITION: (WR, XC) 45, (CR) 40
AIRSCREW OPENING: 3 from top
THROTTLE: 6 DH 20
AIR JET: (WR, XC) 1.5 turn from bottom position, (CR) 1.5 turn from bottom position
TECHNICAL SPECIFICATIONS: 2.5
2.0

Editors Plea for Husqvarna Information:
I do not have any Tech Data Sheets for beyond 1988 and would like them to share with the newsletter readers. And in addition, We need Wiring diagrams for WR models 1975-1995. Please let me know what you have and I will gladly work out something. Thanks

Husqvarna 4 Speed

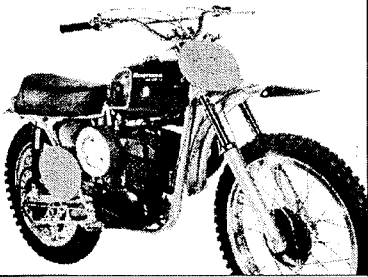
(304)267-6471 or e-mail
husky@intrepid.net

Pistons NOS Mahle \$90-\$120, NOS 125 crank \$250, NOS headlite for RT - \$100, Speedos for 68-88 -\$90, Speedo cables - \$50, NOS big tank for 1983, NOS tailites 67-72-\$60, handlebar switch 69-72-\$30 handlebar switch 67-68 \$40, pull stop switch 67-72-\$20, rubber straps w/clips for radial head sound proof 75-77 -\$20, NOS swing arms 77-78 -\$90, rod kit for 175cc 15-19-814-01 \$125, RT blades -\$25, 16-11-632-01 cyl liner -\$120, 15-16-278-01 brake shoes 83-84 dbl -\$25pr, 16-14-757-01 volt reg -\$30, head gaskets for water cooled, 16-10-646-01 left NOS 125 clutchcover-\$90, also have Wiseco&Tarabusi pistons \$50-\$75, "Oiler" clutch cables for MJ/MK -\$20

Parts Manuals for Huskys 1938-1985. Owners Manuals for Huskys 1955-93. Color Sales Lit copies - 1938-1998. Overhaul manuals, fork manuals, shock overhaul manuals, auto trans overhaul manuals, Tech spec sheets, Service bulletins 80's era, + more lit.

Video Tape of Old Husky films 67-72 - \$20+ shipping \$3
NOS Poster of 360GP 1975-76 - \$50

Best if you have bike #'s or part #'s before you call! Call when I am in, as I may not return parts search calls. Website at:
www.intrepid.net/~husky/hustest.htm



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The newsletter would like articles about any Husqvarna items that commercial businesses have to offer. This means 98 Husqvarna sales, vintage parts sales, restorationshops, Vintage bike sales, shocks , rims, spokes, ignitions, plastic, machine work, welding, rebuilding, seat covers, decals, fenders, handlebars, dual sport kits,Husqvarna specific, not generic! This is free advertising for you!

Please tell your Husqvarna associates that they are supporting a good club when they become a member of the Husqvarna Motorcycle Club! All of the club funds go toward the newsletter and it's upgrade! I do need classifieds from every club member all the time. **I do not repeat or make permanent any ads you may send.**

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!

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