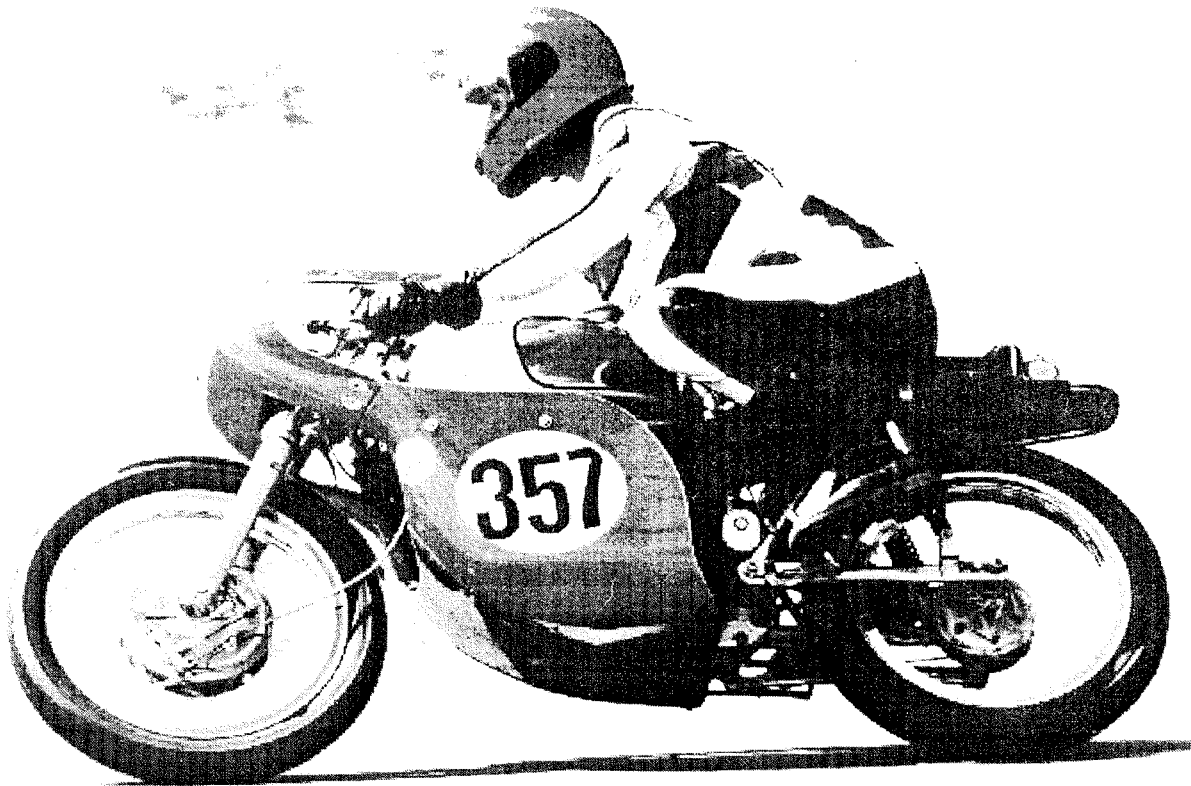


Husqvarna Report

8th Newsletter for Husqvarna Motorcycle Club

Club membership info at 304-267-6471 or <http://www.intrepid.net/~husky/hustest.htm> or e-mail husky@intrepid.net

1967 Roadrace Husqvarna in 1998



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Extreme Husky

John Lefevre - San Marcos, CA
 Hi Craig, Some pictures of Husqvarna #670029 Roadracer. It has the following features: Yamaha 650 front brake-handmade front fender- Husky forks w/shortened upper legs - Desert Master/Sportsman tank - Tomaselli clipons - Magura big throttle - CZ gastank belt - Yamaha TD1 fairing from 1966 with a handmade seattail combination - ported cylinder - custom manifold - modified gearbox

w/ parts from Commando/250/400 - Commando head - handmade oil catch can - 68-70 swing arm - 68 rear hub w/67 drum sprocket - 68 torque arm chain guide - handmade fairing skidpan - 19" front Akront, 18" rear - 360 pipe w/72 silencer - Girling shocks 1 1/8" - Avon tires - Renolds 428 chain - 44 tooth rear/17 front - model 84 Bing 36mm - K&N filter - handmade rearsets and foot controls - handmade air scoop front brake - handmade rear inner fender - everything safety wired.
 John Lefevre -ph 760-744-8052

Husky X Files

More on PROFAB and Husky from Tosh Konya.

ProFab was a Southern California speciality house making suspension parts in the early 1970s. For a brief time they made titanium (ti) frames, kickstands, handlebars, etc., for 4-speed Huskys, which were sold through Torsten Hallman Racing. I don't remember the triple clamps but they could very well could have been a ProFab item.

After Torsten left Husky and went to help Yamaha (1972) he eventually ended his motocross involvement 5-years later by developing a 4-stroke bike, working closely with Stefan Enquist. It was powered by a TT500 Yamaha engine, cradled in a ProFab frame with long travel suspension. Bengt Aberg rode for Torsten/Stefan and won a moto at the 1977

Luxembourg 500 Grand Prix. Prior to that the last 4-stroke GP win was 1969 (BSA).

Its amazing how much influence the original cast of Swedish Husky riders had on the evolution of motocross. Olle Petersson helped develop bikes for Suzuki then Kawasaki while Torsten went to Yamaha. Both Suzuki and Yamaha won 250 world championships roughly a year after hiring these ex-Husky riders.

Tosh Konya <ttk@erinet.com>

Xcellent Letters

I enjoyed reading and browsing your web page. My Dad raced Motocross and Hare Scrambles in Ohio the late 60's to late 70's. He owned several Huskys during that time. Many fun family Sundays were spent at tracks around Ohio. I remember watching Gary Semics. I believe he was from Ohio? I also remember watching the Penton Boys.

We also traveled to Canada for a Grand Prix. I can't remember the year or the track. But, Arne Kring and his "gran prix mechanica" as he called him ate lunch with my family and friends. He

thought our group, tents, vans, kids, etc was the concession stand. My Mom tried to explain we were not a concession stand. But somebody in the crowd said " you better feed him that's Arne Kring" My Mom made them sandwiches. We also befriended a non English speaking French rider Jacque I can't remember the last name.

You are looking for good color copies of the Heikki Mikkola World Champion Badge. I have one. Yellow, blue writing with his photo in B&W. I will try to scan it and send you a gif. I also still have a yellow jersey with blue logo that has never been raced in. I actually sewed sequins over the silk screened logo. What can I say the 70's were weird and I was a weird young woman. I also still have a very washed out yellow and blue T-shirt. Some things you just can't part with.

We had a van with Husqvarna on the front. I cut out the letters from contact paper. And we named our Siamese cat Heikki. We found the cat the year he was world champion. He was a great cat.

I also have a great photo of my Dad slamming in the mud. You can see his Husky sweatshirt through the mud. I will try and send a gif just because it is cool.

I must admit I feel old seeing my dad's bike in Old Bike magazine. I will be sure and show him your web page when he is in town.

Regards,
Laura

Important Notice for 1978 390 Automatic Husky owners - Parts Inventory for sale in Middle East! And you thought the stuff was gone !

An extensive Husky inventory is being offered by a man in Israel and it is as follows:

for Husqvarna 78 390auto
sparks 300 Bosch W 4 CC
piston standard 100ea 1611408.05
piston oversize 1 stage 20ea 1611408.06
back shock absorber 15ea 1510627.01
exhaust 15ea 1514209.01
silencer 10ea 1514244.01
cylinder head 8ea 1611596.01
cylinder 20ea 1611590.01
back fender, front fender
crankshaft 10ea 1611735.01
petrol tank and the list goes on and on rubber pieces, small brackets, frames, controls, throttles, gold rims, spokes, nipples, auto clutch shoes, more and more - Also an extensive inventory of Montesa parts 347-348 from 1978.

Contact Craig at husky@intrepid.net for more info! Call 304-267-6471. Call when I am in, as I cannot return search calls.

Toolman Tools

Dave Brooks, Sparta MI

I am 51 years old. A self-employed (itinerant??) electrical engineer. My wife Deb is a Mechanical engineer. Between Deb and I we have 5 kids. Brooks, (Deb's previous marriage), Mike and Matt (my previous marriage), Andy and Erin (ours). The children range in age from 26 to 11. We also have 6 grandkids (I think, hard telling sometimes). I have been riding motorcycles for 37 years. But only the last 3 years have been with dirt bikes. I am presently working on 2 Huskys. A 1974 250WR and a 1972/73 250 WR/CR with a bunch of after market parts. I'm planning on racing the 250CR next year at Graton, MI. Well at least I will try to get all the way round the track without falling down. I should have started riding dirt bikes 30 years ago when falling wasn't so painful.

As far as this tool making goes, I have always enjoyed solving problems. I



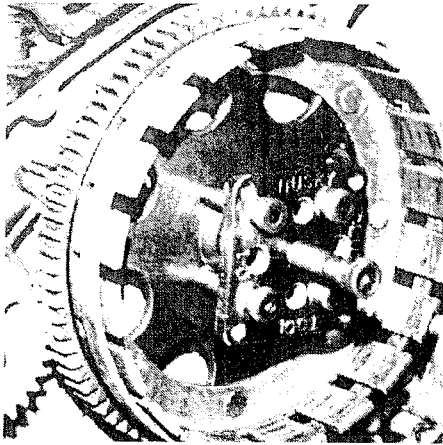
Toolman Dave on a SMOG Bultaco

figure if I can help the club and make a couple of bucks to fund part of my hobby. Then what could be wrong with that?

Husky Tools

1. Fork Tool: This tool is used to grip the damper rod in either the black or silver leg forks. It allows easy removal or installation of the fork sliders. It is made of a 4140 flame

hardened steel head with a 26" long CRS shaft and 'T' handle. The extra length is so you don't have to fully collapse the fork tube.



Dave's beautiful clutchbasket tool

2. Clutch basket / Main drive gear

Tool: This tool will remove the clutch basket without harming the bronze bushing. By using four shoulder bolts the pull is straight and true. Just screw the shoulder bolts into the 6 mm holes in the clutch basket until they bottom, turn the puller bolt and off comes the basket. The same procedure is used to pull the main drive gear. The puller body is .375" thick tool steel and has threaded holes so all puller bolts can be stored on the main tool. Keeping all the pieces together will be a big help.

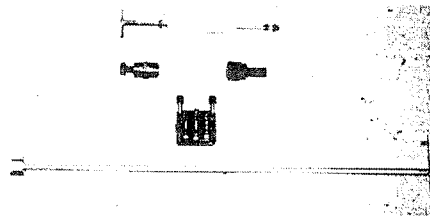
3. **Flywheel puller tools** will be available and simply thread into the flywheel and allow the center bolt to push the flywheel off the crank end.

4. **Piston pin Tool:** This tool is made of PVC pipe and 5/16" all thread. Put the threaded rod through the piston pin and screw on the nut just to touch the pin. Center the barrel over the opposite side and turn the puller nut on the barrel cap. Out comes the pin. You get a straight pull and less risk of damaging the rod bearings, crank pin, etc. It helps to heat the piston to 150 - 200 degrees for stubborn pins. DON'T

FORGET TO REMOVE THE PISTON PIN CLIPS! Try not to REUSE PISTON CLIPS!! Unless you have absolutely no choice.

The engine I am working on has set so long the piston was rusted in the bore and everything else seems to be at its worst. I figure this is an ideal test of the various tools I am developing. If I can dismantle this engine and not break the tools or engine parts then I have success.

By next news letter I should have the sprocket puller, case splitters (4 and 5 speed), and case closing tools ready.



Piston pin tool, 2 different style Mag pullers, clutch basket tool, fork leg tool

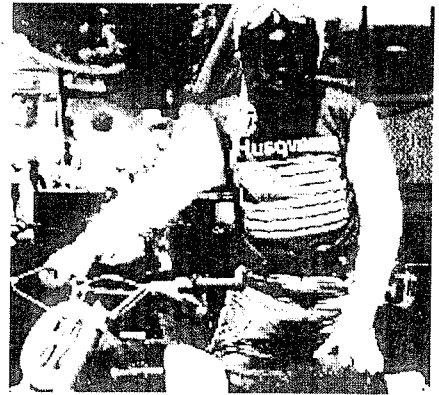
Fork Tool:	\$25.00
Clutch / Main drive Tool:	\$35.00
Flywheel Pullers:	\$23.00
Piston Pin Puller:	\$13.00

The prices shown do not include shipping. I am a member of Husky club, AHRMA, SMOG, and the AMA.

Dave (Tool Man) Brooks
12456 Phelps Ave
Sparta, MI 49345
616-887-1343 Hm 616-887-9609 Wrk
e-mail dbrooks@iserv.net

For sale - 1975 250CR ML04854 with correct 2042 2361 \$1200 obo call Paul in CA at 209-358-6307 this bike is in excellent condition.

Renewal Notice-I am putting a label on each newsletter that will tell you your renewal date. Please please send your dues in before your date. Thanks to every member. You folks make the club lots of fun!



Vintage Jersey!

Rick Doughty of vintage Iron, Fresno California and I met at Mid-Ohio and had a great time getting acquainted. Rick is really into vintage racing bikes, he knows a lot about vintage Huskys as well as all the other brands. He travels worldwide and has recently gotten back from Australia, where a new magazine called VMX has just been premiered. Wow! Get a copy of this now from VI! Just Call 'em. 1-800-422-4766

Anyway . To the point! Rick gave me a brand new "Kent Howerton" Husky Jersey and I was so pleased I won my class and looked good doing it! Check the foto and you will see it has red body, white sleeves, white flag logo with blue star area.

Available in large and extra large, made of breathable "Ultrablend" , it costs \$40 . Call Rick at 1-800-422-IRON.

Craig - 304-267-6471

Progressive Suspension

The latest on my trial of Progressive suspension shocks is good news! They fit and function superbly, they are priced right, they pass AHRMA inspection, they handle modern jumps to my satisfaction. Let me review just how I have used these and the



application is the same for all Huskys 1966-1974 ! A 250 Mag will take a different length to stay at 4"

The series that are being used are Series 12 gas charged and I chose to go with a 13" eye to eye, knowing that I was going to redrill my swingarm and lower the mounts. I chose to do this to get maximum travel on my 67 Husky setup. I believe that this may be right at the 4" limit, possibly a tad over, so make your choice to fit your needs. The model I use is #12-1202B with a #03-1387B spring. You must redrill and use 10mm bolts and nuts. You can find these at a very well stocked hardware store. I use 10mm with 1.0 fine thread, internal tooth lock washers, and standard type nuts.

I will be switching to the lighter springs #03-1286B for a test to see how that effects the handling and ridability of the 67 Husky. I weigh 175 lbs, riding gear weighs 20 lbs, 67 Husky 360 weighs in at 205 lbs. If you weigh less you may want the lighter springs, if you weigh more you may want 1389, but talk to your dealer or Prog Sus.

If you are using Progressives on your Husky, let me know your setup and I will pass it on. Thanks.

You can contact Progressive Suspension at info@progressivesuspension.com

Craig, husky@intrepid.net

Husky Tech Tip

Dorian writes :

Soak & then dab dry any old rubber parts (fr.fender mount rubbers, throttle cable protector, oil seals, carb to air cleaner rubber or ??) with Armor All. Unless the parts are badly cracked etc.. you will be able to re-use them. This work especially well when you have "spares" that might be sitting around for awhile. Seal them in a zip-lock bag for later use. It works great!

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

Craig writes:

I was looking for a quick way to paint silver pieces at the last minute. The frame and all items had been Basecoat Clearcoated with hi quality Dupont paints but as usual, I needed to upgrade pieces like the brake pedal, rear brake link, chain guide..... So I experimented with a "spraycan" Basecoat/Clearcoat substitute by going down to my local auto parts store and purchasing silver touch up paint and a clear in the same brand. For less than \$10 I had purchased Plasticote #1587 truck and van touch up silver and Plasticote #229 Clear. I sprayed the silver over a fresh bead blast and "metal prep" and let it dry an hour or and then sprayed a doublecoat of the clear. The silver was resolubilized by the clear and everything looked terrible, but I thought I would see it thru. After an hour of drying, everything was perfect. The silver had laid down and the clear made all look good. This is not a real durable finish as is all spray can work, but the color match and "clearcoat look" made me happy enough on a race bike

Craig - husky@intrepid.net or call 304-267-6471

Titanic Ads

5ea 81-83 gas tanks 1red 4 wht n.o.s. \$ 100incl ship, 2ea 81-83 wht plastic malcolm smith desert tanks n.o.s. \$80 incl ship, 1ea 84 wht plstc fact stk tank n.o.s. \$100 incl ship, 1ea77-78 390 cr fact stk pipe, used excellent \$100, 1ea fits all 390's new "uptite" pipe (ausch design) nickl finish \$200 1ea78-80 17" rr whl con hub gold rim excellent \$100 no reasonable offer refused e-mail kikiki@primenet.com phone 602-561-2323 in AZ

For Sale: FOX FORKS for Husky sconzertpc@plumst.com FOX FORKS ,44mm, 12" travel for Husqvarna complete with triple clamps, steering stem, brake stay, etc..\$500. E-mail or call 315-652-4299 (NY)

1996 Husqvarna 410 WXC cbanks@hns.com Great 4 stroke dirt bike. Good for enduro ot motocross, easy conversion to dual sport. All high quality components. bike in excel cond. \$3000 OBO Maryland (301) 745-5133

85 Husky 400 Kkrae77772@aol.com Bike runs strong. New tires, chain & sprockets. Tranny prof. rebuilt last year. Ph 717 457 4098 Karl Northeast Pa. \$900 or will consider trade part or full

Flying Finn Fork Protectors for sale.....still in original packaging....these were produced in the mid 1970's as aftermarket fork protectors for husqvarna's\$45 obo.....contact Hans at h.h.kensler@usa.net or call 253.759.6884

For sale3- 1971 400cr frames MI code, 2 1971 400cr engines, 1 1976 360wr engine, 1 1968 250 engine1 1974 250wr engine bottom end, .gas tanks, forks, wheels, carbs. mags, to much to list, also vintage riding gear, posters and like. WILL TRADE for gsxr, rd/rz, ysr50 or best cash offer h.h.kensler@usa.net

1971 enduro 360 8 speed needs work \$500 816-765-3053
1976 360WR Very Good Cond, classic \$650 obo 436-0538 Could be 816 (MO) or 913 (KS) area code...it did not say.

'74 400CR Tank, no dents, some peeling paint around cap otherwise excellent \$75 incl UPS. '74 250CR Tank good condition, couple small dings & worn paint \$40 incl UPS. MK frame & s/arm \$25. '81 Alloy 430XC Tank, blue, good cond. \$40 incl UPS. Will trade any above items for '69-'71 400/cross items. Thanks. Dorian Sleeper Olympia WA, USA tel 360.943.1559 email doriak@w-link.net

"Wanted: I need the engine case cover for a '87 Husky XC 500. Covers the water pump. Must be in good condition with little, if any corrosion. Also need ignition

for '83 WR125. Is this a Lucas unit? Please call if you can help. Will buy or trade. Please call Idaho Mike at (208)522-1113 or e-mail me at "idahomikes@ida.net".

1995 Husky 610 excellent, one owner, looks brand new. Low hours, never raced. Husky lights, extra plastic. Upside down forks, easy starter. Too strong for me! \$4750 also, 1986 Husky WR400 good shape. \$750 (409)321-3123 or (713)625-6295 Houston TX or e-mail, bbelcher@bhsolutions.com

1981 430cr for sale or trade. Needs connecting rod and bearings. Solid frame and suspension. Call or email with an offer. Willing to get rid of it CHEAP. Joe (412) 461-1352 or e-mail at michelle.h@mci2000.com

1985 Husky 250 CR for \$350 or trade for different bike, also i am looking for info on any newer husky off/on road bikes for sale if they exist, e-mail me at artama@afcon.net thanks Arthur S. Bernier, Port charlotte FL.

1979 125 CR engine good and runs less than 10 hrs on rebuild, tank good, frame straight. Robbed the suspension for other bike. good fixer upper or use engine for another application \$400 obo takes it Wilflipski@msn.com Va Beach Va. 757 460-0789

For Sale 1995 Husky WXE 350 new chain and sprockets, G.P. racing suspension TeraFlex rear tire great condition. \$2500 Firm or will trade for WXE 250 or KTM 250 or 300 of equal value email at gamacr@rpi.edu

FOR SALE; Parting out 1973 450WR, 314-645-5803, e-mail, ramtuff@webtv.net WANTED; Parts wanted for a 1969 360 Sportsman. Right motor case cover, gas tank, rear fender, chrome rims, gas cap, parts book, shop manual. 314-645-5803, e-mail, ramtuff@webtv.net

For sale Husqvarna WR 250. Runs great and starts on the first kick. Some aftermarket parts like silencer, pipe and o-ring chain but I have the stock silencer. Just re-built by dealer over \$300 in new parts just invested. Asking \$1500 obo great bike to collect or ride. I would love to keep it but i need a car more. E-mail me at jeremyovey63@hotmail.com or Call (937)-473-2668) Covington, Ohio

Wanted first gear clutch parts for 1986 430 auto, I also need parts manual and owners manual email cjj@planet.eon.net phone 403 4565353 Don Goertzen

1973 Husqvarna WR250 that would be excellent for restoring. The original tank and seat are perfect. The motorcycle is missing piston/rings but the lower end turns over. The bike is very

very clean and I would sell it for the right offer. If you are interested I can send you a picture. email - "Avery boys" <averyhse@jps.net>

Husky 250 WR, ser # 2032-0695. Frame # MK 03369 Black Fenders Chrome gas tank believed to be 1973. Good bike, in good condition, excellent shape for racing. Front tire: ocheng shino 3.00-21 back tire goodyear Eagle, M/X 11, 4.50.18 Reason for selling. Bike is too powerful for user. \$900 obo, James Eades, eades@dcr.net, Frankfort, Ky (frankfort is 1 hour from Cincinnati, OH, can send photos to serious interest. Buy as is, bike runs excellent.

73 400CR that I would like to sell. #MK05954/20301642. It is missing the kick start lever and the air cleaner. The engine is free but it needs work, \$275 obo. Best Regards Rick Lyda 316-444-2106 <rlyda@southwind.net>

1976 Husky 360RT for restoration or parts, #SK00007, correct orange tank, no lights, \$225 or best offer, located in Toronto, ON call Steve at 416-281-8848

1990 Husky looking for flywheel and stator, e-mail me at byronandconnie@hitter.net

1976 Husky 250 Enduro. been in storage, ran when parked. \$400. e-mail ramtuff@webtv.net

1996 HUSKY 610WXC \$3300 i need to sell now! e-mail me at: staltr1@dave-world.net or phone 217-935-5741 IL

For sale 1995 Husqvarna 350 WXC. Excellent condition. \$2,500 e-mail Eddie at fanpan@cybertron.com

I am looking for parts for a 1977 Husky 250 that I just bought. I especially need a kickstart lever. E-mail Rodney at rcnose@juno.com.

I own a 1982 125xc it is getting almost impossible for me to find parts etc. to keep the bike running reliably and strong i need parts etc. in Mich.at - maint2@mcv.enchost.com

74" 175cc husky I need a coil. Can you help me find this part, please? e-mail Tom French at HiConan@webtv.net

wanted rear swing arm and rear brake assy for 1987 cr250 husky. will sell or trade rear swing arm for 1986 cr175 Edward at estem@bellatlantic.net

1974 Husky 450wr, low hours, all original equipment, 2nd owner. Good condition, pulls it up 1-3 gears while shooting out a rooster tail. \$900 obo, contact Scott @954-752-2004 or email @ salderman@hughessupply.com

For Sale Or Trade: husky parts 70-79 frames, forks, engines, wheels always at a good price ITS

JUST A HOBBY e-mail monte@juno.com 714 832-0585 or 714 73-15055

Wanted, 1975 or 76 Husky 250/360 CR or WR engine. Need complete engine, carburator and exhaust pipe. Also need seat, fenders, coil and side stand. Contact Glenn by email ggneal@ix.netcom.com or phone (303) 972-1016.

Wanted parts for a 1983 Husky CR 500 MotoX bike as follows - piston - #16 11 194 01 or 16 11 194 02, gear #16 12 373 01, gear #16 12 375 01 (The bike is 4 speed), plastic side panel left side #15 19 744 01, If you can help please e-mail me back with info. on price and the costs. My e-mail address is niall.bell@dani.gov.uk - Niall in Ireland

For sale - 1983 Husky 500CR - fresh motor, new plastic, new chain, good tires, \$1250.00 / 1982 Husky 250XC - very clean, runs well, excellent tank, seat and plastic \$1100.00 - Consider EVO Class trades - Russ 512-347-7383 or Email at RBecker011@aol.com

1986 Husky 500 CR, Wanted pipe less silencer, nylon valve seat found in upper part of an Ohlins 3a type rear shock. plastic cap for Brembo frt brk master. Inlet boot (between airbox & carb) need rear hub w/ disk brakes, rear master & rr brk pedal so I can convert to rear disk. Please contact Pat in Canada, e-mail, dazzle@vip.net

For sale 3- 1971 400cr frames MI code, 2- 1971 400cr engines, 1- 1976 360wr engine, 1968 250 engine, 1974 250wr engine bottom end, gas tanks, forks, wheels, carbs, mags+more+ vintage riding gear, posters+ WILL TRADE for gsxr, rd/rz, yrsr50 obo h.h.kensler@usa.net

WANTED - motoplant-generator (ignition) for 1986 Husqvarna CR250 E-Mail: xmas@xpoint.at

'74 400CR Tank, no dents, some peeling paint around cap otherwise excellent \$75 incl UPS. '74 250CR Tank good condition, couple small dings & worn paint \$40 incl UPS. MK frame & s/arm \$25. '81 Alloy 430XC Tank, blue, good cond. \$40 incl UPS. Will trade any above items for '69-'71 400'cross items. Thanks. Dorian Sleeper Olympia WA, USA tel 360.943.1559 email doriak@w-link.net

Wanted to trade a 87 K75S BMW for a 96 husky 610 with road light kit. tele: 202.737.6155 E-Mail: archival@cais.net

'75 CR 250 frame and swingarm. Excel shape. \$75 1974 250 frame and swingarm. \$50. Have various backing plates for rear wheels and a couple of spare air boxes, too. kentt@binary.net

'85 400 WR in good running condition. Clean

and mean. Features: freshly rebuilt suspension (fork seals, fresh oil in fork and Ohlin shocks), fresh chain, sprockets and tires, stock pipe with banzi bros pipe protector, Answer S/A Pro silencer, bark busters, non-stock radiator shrouds and side panels (from 250 WR), new clutch plates, brand new clutch side cover and PVL performance ignition. \$950 Mark New Jersey - muth@utrsmail.com

Wanted - Asch pipes for a '80 125CR and '80 390 CR, also looking for Pro Circuit swing arm for '78 - '80 250/390. Please call Terry McDonnell at 607.776.3204 after 7PM or E-mail a tpmcd@hotmail.com.

1986 250 WR, rebuilt Ohlins shock, new cables, new chain, new brakes, new bars, new reed block, original front fender, spares, runs great. Denver. E-mail, brach@concentric.net, or call Glen at 303-932-9003, \$1500 or 1989 KX 500.

Wanted for 1984 WR500 - all plastic pieces, also chain roller assembly call 208-684-4869 Jason in Idaho, also needed rear shocks and springs for 82-84 430XC and wanted also new exhaust for 84 500WR call 208-684-4869

Husky Parts 72-79 frames, wheels, forks, swingarms, electrics, seats, tanks, good prices \$10-250, have completely polished and rebuilt wheels for 72-74 vintage bikes \$225 exchanged email monteci@juno.com, 800-557-5230 -7/1

1976 Husky 250WR very nice condition, no dents in tank, never raced, for sale for best offer \$600-\$900 range - ML11269, engine # 2051-1827 located 50 south of Pittsburg PA call Ray at 724-736-4392

WANTED to purchase 70's restored Husky, 400-360-250, Have cash. E-mail. Must be mint condition. <Paderta@aol.com>

WANTED - motoplat (magneto and coil) for a 1983 Husky 250CR in good and working condition at a reasonable price and any service manuals on this bike. Pl cont Jerry at - jwilkins@ais-gwd.com

1988 Husqvarna 510XC for sale- 4 stroke, ohlins rear, wp front fork, has street legal light kit installed, good shape engine# 22220435, frame zhutx5100j028214. \$1600 obo Southern Ca. Contact John Green at greenj.k@juno.com

Wanted for 1986 Husky WR 400 I need the following : 1) Rod kit 2) Case gaskets, head gaskets 3) second oversize piston, either new or used, contact whaworth@gi.net. phone (970)434-5452. Thanks William J. Haworth

Wanted for 400WRLC 2T (maybe 1985-1987) it is very good motorbike but i can't find some infos in France and also i can't find parts (i need the part between the carburator and the cylinder,

(sorry i can't say it in english, i don't know the name))Thanxx ray_boss@caramail.com

1985 510TE 4 stroke, runs good, good condition \$800. W Chicago, Il e-mail houli@lucent.com or phone (630)293-3260.

For Sale: 1970 Husqvarna 360c enduro #SH1504. Original, 98% Complete and unrestored. Runs great. \$600 firm. Denver, ericm@uswest.net or Eric(303)832-0990

Wanted - 1982 - 1983 CR250 / 500 in good condition. Cash waiting for right bike. Call Russ 512-347-7383.

1975 Husqvarna 360, fully original, in good shape but needs magneto work. The previous owner told me that this bike as a back-up bike for when Brad Lackey rode for Husqvarna. If interested I can e-mail you the frame no. and the engine no Vincent Joseph in Los Angeles, California (626-810-3322)

Wanted complete motoplat (magneto and coil) for 85 WR 400. Charles at smokey@nevia.net

1988 Husqvarna WRK125. Ohlins Shock, Marzocchi Fork, Boyesen Reeds, Renthal Bars. Nimble Mount. \$750 firm. Darrel @ 603-363-4254.

WANTED: 1975 or 1976, WR or CR, 250 or 360 for parts bike. I am beginning a 1975 WR250 project bike and I need an assortment of parts. The part I need most is a pair of forks. Should anyone have a pair they are willing to part with please e mail or call MARK: 408-427-9661 or weagant@cruzio.com

Wanted 76 to 79 Husqvarna 125 or 175 in running condition. Will pick up in New York area, or if in good condition, will ship. Email lzdallas@worldnet.att.net or fax (516) 944-2784

WANTED: complete front fork legs 86-88 WR models only. must be straight, no pitting on chrome tubes. would prefer 86 WR nos but will consider any 86-88 front fork parts. e-mail kikiki@primenet.com. AZ 602-561-2323

Wanted- piston rings for a 87-88 WR-125. Where or who would be my nearest dealer near Gainesville, Texas. ChrisVochoska chris_vochoska@nortexinfo.net

I need a piston, connecting rod, valves and chain of distribution for my Husqvarna 350 TE 1994. The original pieces they are very expensive in Europe (+ of 1000 \$). If you know some thing that can be used for it, please e-mail me. Thank you for help me and sorry my bad english. Tomas Alfayate, Leon, Spain. talfayate@nora.es

Wanted 71 MI400 Cross parts, need cylinder or sleeve, piston, shocks, tank, petcock. Frame

#MI.3129, Engine #403931 e-mail: cowens@together.net or call Chris 518-798-6598

Wanted Husqvarna 4 stroke year 1962 - 1965. Alberto Italy. Email abarsottiusa@yahoo.com. Fax 0039-55-901173

72 Husqvarna 400CR ttl original cmplt, \$2000 (310) 475-2030

73 HUSQVARNA 360cc 8 speed and Yamaha 250 enduro neither currently running. Yamaha for parts, Husky can be made to run easy. Jeff 909640-9013 la275@gte.net

88 Husqvarna 500 Ron Bishop built for Baja, perfect for desert, Fast, registered and ready to go. mrmackie@recyclermail.com (760) 737-7124 \$1200

72 Bultaco Persang 250cc, complete and in good condition, 95% orig. plus 1975 Husqvarna 360cc complete & in good condition. 95% orig. Both bikes for \$600 Must sell immed!! vjoseph@rocketmail.com (626) 810-3322

91 Husqvarna 610 enduro, excellent shape, \$1700 (714) 393-5704

72 HUSQVARNA, not running \$350 (562) 945-4069

96 Husqvarna 610, street legal, protapers, rally guards, and more extras, excellent condition, \$4500 or best offer (805) 269-5636

85 Husqvarna 500, motocross, not running, needs work, good tires, extra desert tank, good plastic, uptights, pipe, \$200 or best (619) 566-1808

82 Husqvarna 250, rns good, nds minor wrk, \$525 or best offer (714) 799-3282

71 Husqvarna 400CC, rebuilt engine & brakes, nice condition, ready for vintage motocross, \$850 or best offer (714) 381-8271

88 Husqvarna, \$1500 or best offer (702) 877-0306

90 Husqvarna 250, very clean, runs perfect, \$1400 or best offer (805) 260-3332

70 Husqvarna, 400, good vintage racer, \$550 or best offer (805) 943-6184

78 Husqvarna nds engine wrk, \$175 (909) 627-2360

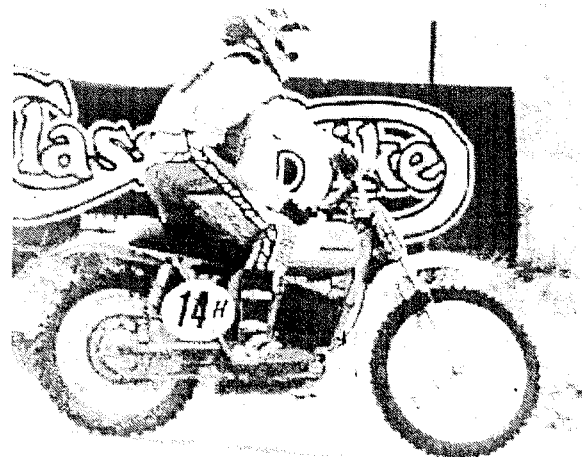
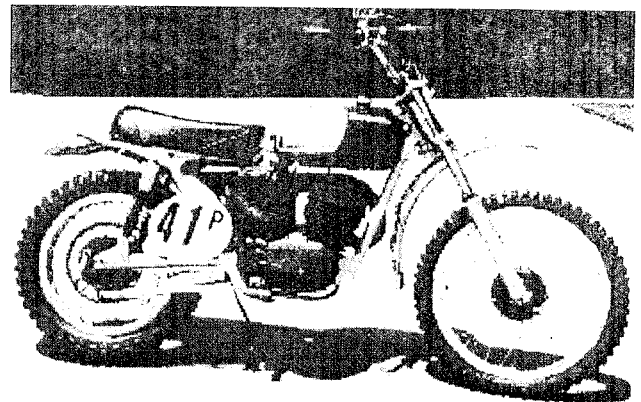
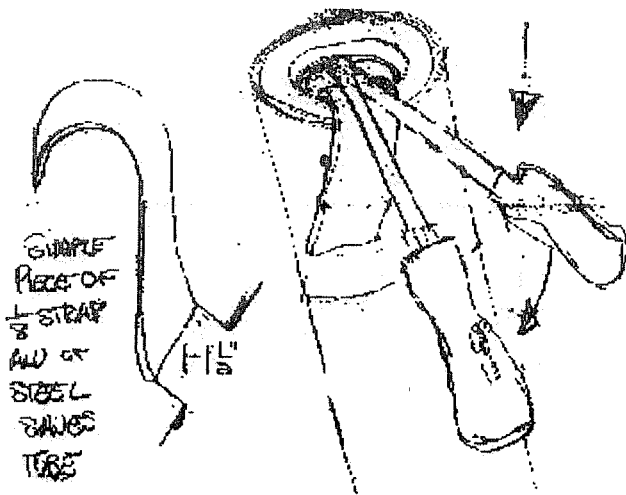
Parts Manuals, Owners Manuals, Sales lit copies, Work shop Manuals, 1938-1994 most models. Call Craig 304-267-6471 or husky@intrepid.net.

Husqvarna Mc Club Cartoonist - Gunnar Linn

Gunnar Linn of Göteborg, Sweden has volunteered to pen Husky Club cartoons for our enjoyment. He currently rides an 1985 Husqvarna 240 and he has an 1981 420 Automatic in his workshop for repairs. He is also on the look out for an earlier Husky Automatic (late 70's). You can reach Gunnar at Riksdalersgatan 27C, S-414 81 Göteborg, Sverige.

my life with a husky by Gunnar Linn

Twelve years ago, I managed to rebuild my 125CR gear box, but I didn't manage to make it downshiftable. So this is what'll probably happen this winter, now that I have to overhaul the gearbox of my 420 Auto...



Members Photos

Above Tip is from Dale Hoyt and will avoid marring fork seals when changing fork seals. Upper right is Bruce Chasmer's show quality 1970 360 Husky. And the Classic Bike banner is the backdrop for a 175 Husky is being ridden by Blaine Stone. Thanks for the photos! Please send me a good shot of your Husky bike and we will run it!

Happy Huskys

Mid Ohio at Its Best

Vintage motorcycling at its best was had by all at Mid Ohio in July of this year. The flea market was packed with Husky items galore and the motocross on Sunday was well attended with many Huskys.

The mx results for Husky were:

+30int 7. Larry Stahl 12. Andy Campbell , +40nov 9. Erick Zanner, +50 exp 5. Wade Summers, +50int 4. Larry Brill, +50nov 1. Norm Carroll, +60 int 3. Tom Ramey, +60nov 2. Clint Swafford, Classic 250int 2. Rich Anderson, Classic 250nov 4. David Brown, Classic 500exp 2. Dave Boydston, Classic 500nov 1. Craig Comontofski, Sport250int 7. Thomas Rogers 11. Andy Campbell, Sport250nov 12. Erick Zanner, Sport500exp 4. Wade Summers, Sport500int 2. Mike Scholl 9. Jerry Peters, Sport500nov 5. Thomas Fagan 7. Dexter Gardenhire, +40int#2 1. Andy Hardin 6. Thomas Rogers, +50int#2 1. Tom Boyd 10. Paul Busick, Sport250int#2 1. Tom Boyd 2. Larry Stahl 4. Rich Anderson, Sport500int#2 2. Andy Hardin.



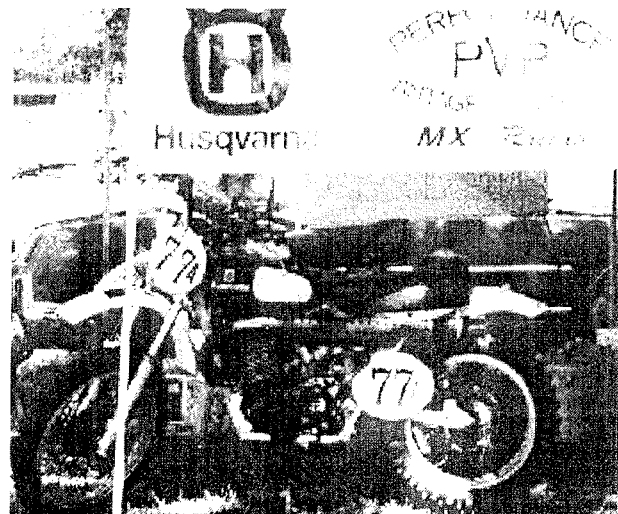
Kevin gives seminar on correct tool usage

Quite an impressive turnout. The pictures on this page and the next show starting line shots of just some of the guys on Sunday. I wish I could put numbers together with names, but if you knew how smart I was, you would know this is impossible!

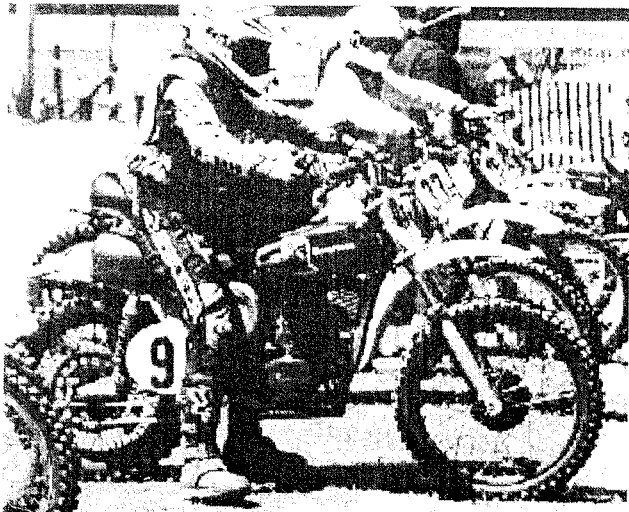
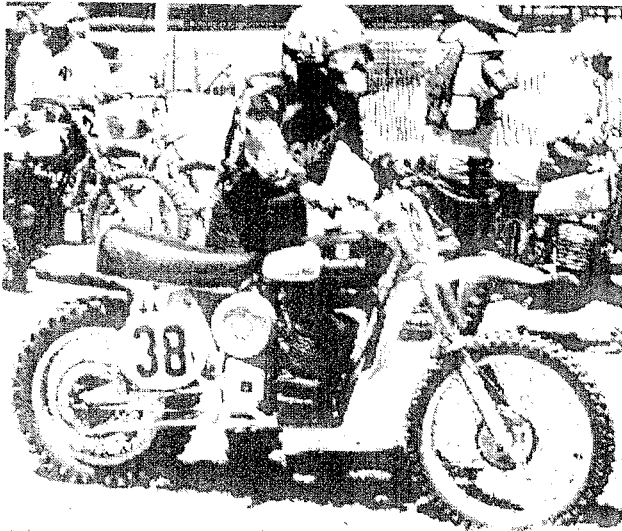
Anyway the racing was great! The trophy presentation shots show just some of our members - back of **Rich Anderson, Tom Boyd, Larry Stahl, Norm Carroll, Mike Scholl, and Andy Hardin**. At the Husky Club tent we had many Huskys on display. **Steve Kerr** displayed a perfect 72 250CR, **Guy Schultz** displayed a beautiful 73 360 RT, **Andy Hardin** had two race Huskys on display, **Todd Ameling** had a real nice 84 250, **Lou Blank** stunned everyone with an 82 250 automatic 258A Swedish Army bike, and Craig showed a 67 360 and 71 360e. **Kevin Grimes** had fun with a 71 SI model that he found in the flea market and we all helped take it apart with a sledge hammer and pliers. I'm not sure who got what, but nothing was left by Sunday. **Bob Mathias** stopped by and shared a wonderful collection of vintage Husky posters, literature and riding gear. We put the gear on display and it got a lot of attention (people wanting to get copies of t-shirts) and the posters were terrific. I am looking into repro services on a couple of these. Does anybody have suggestions on how to get 28"x40" color posters reproduced? Please give me your input. Thanks. **John Pavich, Blaine Puterbaugh, Roy Dahn, Bill Sekulich, Eddie Dubosky, Bob Boisvert, Jim Baltusnik**, and many others were in and out all weekend. Great time! See you next year at this event. Please bring a Husky for display next year.



Husky tent in flea area - lot's of BS



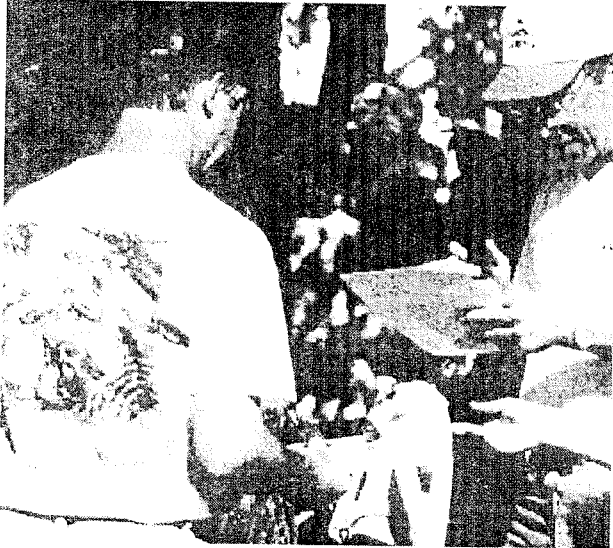
Andy Hardin's tent at Mx track on sunday



Eddie and Craig discuss starting line strategy



Stahl picks up trophy . Winget presents



Tom Boyd wins 2 firsts at Mid Ohio





Andy Hardin picks up a 1st and 2nd. Andy had some trick looking Huskys that were fast!



Dave Boystun and his Classic 500 killer Husky!

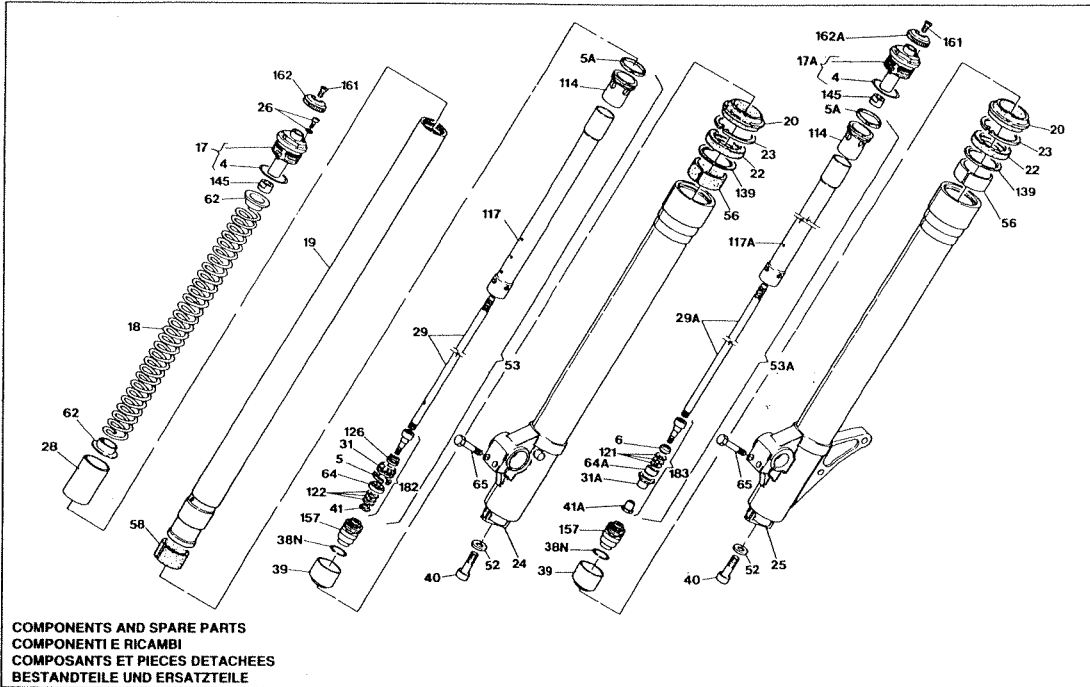


Tech tip was picked up from Dave Boystun of AMS racing during the racing at Mid-Ohio . Take a look at this simple front brake cable bracket . Could be made of stainless welding wire and flattened at the clamp area so as not to dig into the rubber. I thought it was great idea! Thanks Dave!



1995-98 Husky Fork Exploded View & Troubleshooting

37



COMPONENTS AND SPARE PARTS
COMPONENTI E RICAMBI
COMPOSANTS ET PIÈCES DÉTACHÉES
BESTANDTEILE UND ERSATZTEILE

Our Parts Department supplies a kit of seals for a complete overhauling of the fork (850212)
Il Ns Servizio Ricambi fornisce la serie guarnizioni per la revisione completa della forcella (850212)

Notre Service "Pièces Détachées" fournit le kit de garnitures pour la révision complète de la fourche (850212).
Unser Ersatzteilservice hat das Dichtungssset für die komplette Überholung der Gabel (850212) zur Verfügung stehen.

GENERAL RULES FOR A PROPER OVERHAULING

1. After a total disassembly, always use new seals during the reassembly stage.
2. Always follow the sequence 1-2-1 when tightening two screws or nuts close one to each other, i.e. always tighten the first screw (1) after tightening the second screw (2).
3. Use non-inflammable and possibly biodegradable solvent when cleaning.
4. Always position the pumping element washers with the tin opposite to the bearing surface on the piston.
5. Lubricate all parts in relative contact before reassembling.
6. Always grease the oil seal lips before reassembling.
7. Use only metric wrenches and not inch wrenches. Inch wrenches could have sizes which are similar to millimeter wrenches but could damage the screws, thus being impossible to loosen them.

(E) 7

TROUBLESHOOTING GUIDE

This section deals with some troubles which can occur when using this fork. Possible causes are mentioned as well as recommendation on how to possibly solve the problem. Always read the following table before performing any fork fixing.

TROUBLE	CAUSE	CURE
Oil leakage from the oil seal	1. Oil seal wear 2. Scored stanchion tube 3. Dirty seal	1. Change the oil seal 2. Change the tube and the oil seal 3. Clean or replace
Fork oil leakage	1. Faulty foot seal 2. Loose foot screw	1. Change the seal 2. Tighten the screw
The fork is too soft under any adjustment conditions	1. Low oil level 2. Broken spring 3. Too low oil viscosity	1. Fill the oil level up 2. Change the spring 3. Use a different oil viscosity
The fork is too hard under any adjustment conditions	1. Too high oil level 2. Too high oil viscosity	1. Restore the oil level 2. Use a different oil viscosity
The fork has no reactions when adjustment changes are made	1. Plug pin blocked 2. Oil containing foreign bodies 3. Foreign bodies occluding damper valves	1. Disassemble the plug and clean it 2. Clean and change the oil 3. Disassemble and clean damper valves

MAINTENANCE RECOMMENDATIONS

MAGNUM fork is the result of years of experience made on the most important racing tracks. Even though it is a high technology product, no particular maintenance is needed. Since it is designed for a sporting use, maintenance is very easy to perform and needs no special tools.

ROUTINE MAINTENANCE

Use	Competition	Not competition
Dust seal cleaning: CROSS and ROAD	After every ride	After every ride
Oil and oil seal change: CROSS ROAD	After 6 hours After 30 hours	After 20 hours After 60 hours
Air bleeding	After every ride	Each month

N.B.: On muddy or sandy terrain forks should be checked after shorter periods of time (~30%) than those shown in the above table. If protection bellows are used forks should be checked after longer periods of time (~30%) than those shown in the above table.

Late Model 1995-98 Husky Fork Assembly Instructions

10 **E**
REASSEMBLY (see figures on page 36)

⚠ WARNING: before reassembling all components, they should be carefully washed and dried with compressed air. Clean the upper plug and the foot screw paying particular attention.

FIG. 1
 After performing all necessary overhaul operation, reassemble the piston-rod unit in the damper body (117-117A).

FIG. 2
 Fit the foot valve (157) and the new O-ring (86) at the body bottom (117-117A) and push it beyond the stop ring seat.
 Fit the stop ring (38N) into the body seat and push the foot valve by means of the rod until it leans on the ring.

FIG. 3
 Tighten the check nut (145) on the rod until the end of the thread is reached and reassemble the foot pad (39) at the body lower end.
 Reassemble the damping unit into the stanchion tube.

FIG. 4
 Before reassembling the stanchion tube (19) into the slider (24-25), make sure that upper pilot bushing (56) is assembled on it.
 Fit the lower sliding bushing (58) into its seat on the stanchion tube.
 Fit the stanchion tube (19) into the slider (24-25) and push it down to the counterboring.

FIG. 5
 Screw the foot screw (40) with seal (52) and tighten at 50 Nm (36.8 ft.lb.).

FIG. 6
 Fit the retaining cup (139) and the oil seal (22), well lubricated, in the stanchion tube. Use the proper filler B (Ref. R5050) and push the oil seal into the slider down to the counterboring. Then assembly the stop ring (23) and the dust seal (20).

FIG. 7
 Pour "MARZOCCHI SAE 7.5" oil (Ref. 55 00 09) into the stanchion tube making sure that also ducts inside the damper are full. Check that an air volume of 190 mm is left between the top of the stanchion tube and the oil level, with the stanchion tube at its end of stroke.

E **11**

FIG. 8
 Fit the pre-load sleeve (28) and the spring (18) with its spring guide rings (62).
 Lift the rod inside the spring by means of a M6 (Ref. 5051) rod and screw the upper plug (17-17A).

IMPORTANT: the pre-load sleeves up to 30 mm long should be assembled between the plug and the spring while longer pre-load sleeves should be fitted between the spring and the damping unit.

FIG. 9
 Check that the O-ring (4) and all adjustment unit components are assembled on the plug. Screw the plug (17-17A) on the rod until the end of the thread and tighten the check nut (145) against the plug using a torque of 30 Nm (22.1 ft.lb.).

FIG. 10
 Lift the stanchion tube and fit it on the plug making sure not to damage the O-ring (4). Tighten the plug on the stanchion tube using a torque of 25 Nm (18.4 ft.lb.).

ADJUSTMENT

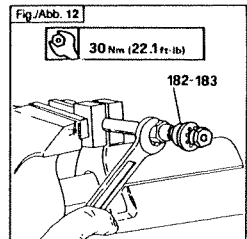
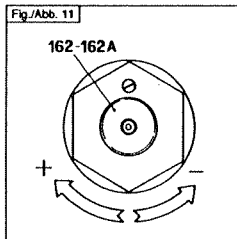
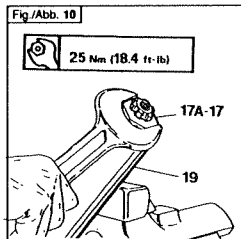
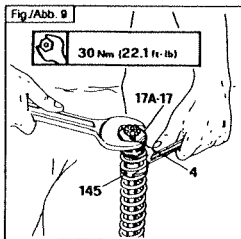
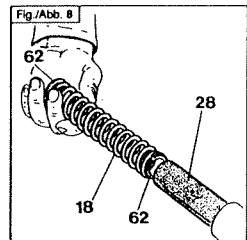
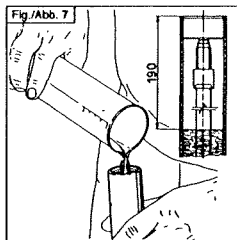
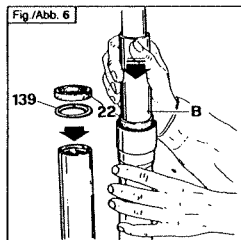
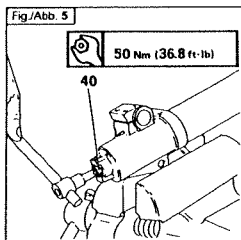
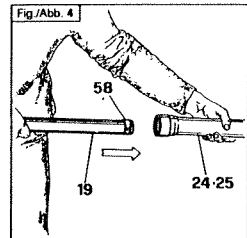
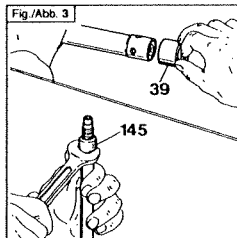
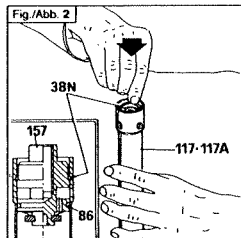
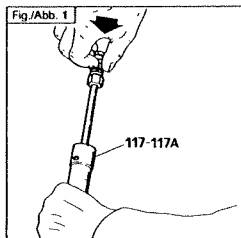
FIG. 11
 Brake during compression (l.h. leg) and rebound (r.h. leg) can be adjusted by turning the knob (162-162A) on the top of each leg. Each adjustment "clicks" in position. In order to change the adjustment unit position, ALWAYS start with the "completely closed" position, which can be reached by turning clockwise the knob until it locks. Under these conditions the maximum braking is reached during compression and rebound. Turn the knob anti-clockwise until the wished position is reached.

WARNING: Do not force the adjustment knob beyond the maximum closing and opening position.

FIG. 12
 Should either the complete compression setting unit (183) or the complete rebound setting unit (182) be replaced, there is no need to remove all components, as specified in the chapter "DISASSEMBLY". It will suffice to unscrew the stud bolt from the damper rod. First warm the stud bolt in order to melt the "Loctite" used during the assembly and then vice the damper rod using the proper aluminium blocks and unscrew the stud bolt complete with the setting unit.

Reassemble the new setting unit on the rod spreading 0.05 g of "Loctite 638" on the thread. Screw the stud bolt with the setting unit and tighten it on the rod at a torque of 30 Nm (22.1 ft.lb.).

REASSEMBLY - RICOMPOSIZIONE - RECOMPOSITION - WIEDERZUSAMMENBAU **36**



Late Model 1995-98 Husky Fork Disassembly Instructions

B E
ASSEMBLY

IMPORTANT: MAGNUM fork should be assembled on the frame in compliance with the motorcycle Manufacturer's specifications as far as the steering elements and the wheel fastening are concerned. An improper assembly can jeopardize both rider's safety and life.

- Assemble the stanchion tubes in the steering base and head and position them at the same height.
- Tighten the fastening screws of the stanchion tubes on the steering base and head using a torque of 21.5-24.5 Nm, following the above 1-2-1 procedure.
- Tighten the fastening nuts of the wheel pin on the sliders using a torque of 21.5-24.5, following the above 1-2-1 procedure.

DISASSEMBLY (see fig. on page 35)

The reference numbers of this chapter refer to the components of the exploded view of the fork shown on page 37.

FIG. 1
Fix the stanchion tube (19) in a vice equipped with protection jaws. By means of a 36 mm Allen wrench unscrew the upper plug (17-17A). Be sure not to damage the O-ring (4) when removing it. Push the stanchion tube into the slider.

FIG. 2
Stop the plug by means of the above Allen wrench and loosen the check nut (145) by means of a 19 mm Allen wrench. Unscrew completely and remove the plug (17-17A) from the damper rod end. Withdraw the spring (18), the spring guides (62) and the pre-load sleeve (28) from the inside of the stanchion tube.

FIG. 3
Empty the fork leg of oil. For an easier drainage of the oil contained in the damping unit pump up and down pushing with the damper rod (29).

WARNING: pushing the l.h. damper rod and pulling the end of the l.h. damper rod, a pressure oil jet will come out. Aim the rod end at a container in order to avoid any damage.

FIG. 4
Vice the slider and unscrew the foot screw (40) by means of a 8 mm Allen wrench. Remove the screw and its seal (52). Carefully slide the stanchion tube (19) out of the slider (24-25).

OIL SEALS AND PILOT BUSHING REPLACEMENT

FIG. 5
Remove the dust seal (20) by levering with a screwdriver (be sure not to damage the inner sealing lip).

FIG. 6
By means of a thin screwdriver remove the stop ring (23) from the inside of the slider.

FIG. 7
When removing the oil seal (22), the inner rim should be protected with a special bushing A (Ref. 536064GG). With a screwdriver exert a pressure under the seal in order to let it come out. Withdraw the upper pilot bushing retaining cup (139) from the inside. Should the pilot bushing (56) be replaced since it is worn out, it should be removed from the inside of the slider. When performing these delicate removal operations, be careful not to damage the seat on the slider.

DAMPER OVERHAUL

FIG. 8
Withdraw the damping unit (53-53A) from the stanchion tube and remove the foot pad (39). This could be still assembled on the slider, in this case it should be removed from the inside of the slider.

Push the foot valve (157) with your fingers into the damper body (117-117A). Remove the stop ring (38N) by means of a screwdriver and then push the foot valve out of the body by means of the rod.

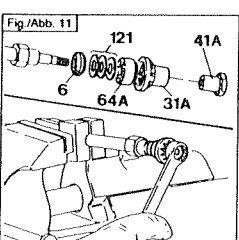
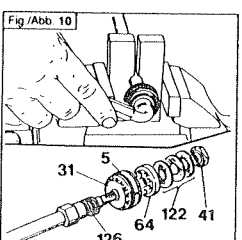
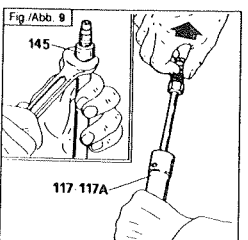
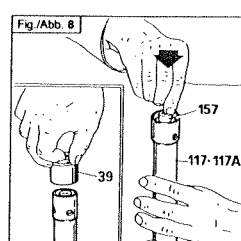
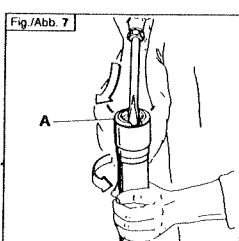
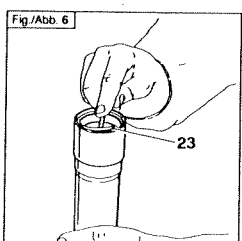
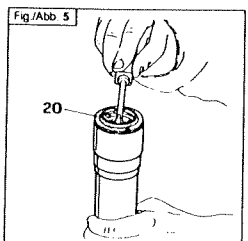
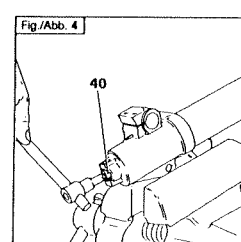
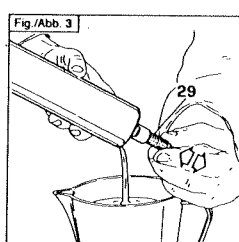
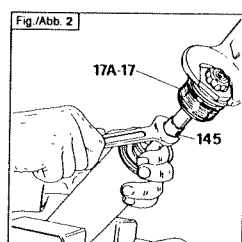
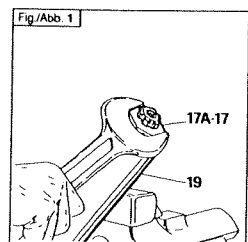
FIG. 9
Completely unscrew the check nut (145) and remove it from the damper rod end. Withdraw the rod and the pumping element from the damper body (117-117A).

FIG. 10 (REBOUND LEG)
Vice the damper rod using special aluminium blocks, then unscrew the piston assembly check nut (41) of the setting unit and withdraw all components. Carry out necessary checking or replacement operations. Reassemble following the order shown in the illustrations.

WARNING: If the rod is viced without using the proper aluminium blocks, it can be crushed since it is hollow.

FIG. 11 (COMPRESSION LEG)
Carry out the same operation in order to check the setting unit components as well. When reassembling the washers (121-122), make sure that the lin is always opposite to the bearing surface on the piston.

DISASSEMBLY - SCOMPOSIZIONE - DÉCOMPOSITION - AUSBAU 35



OFFROAD

3200OR

250OR



Husqvarna

1979

