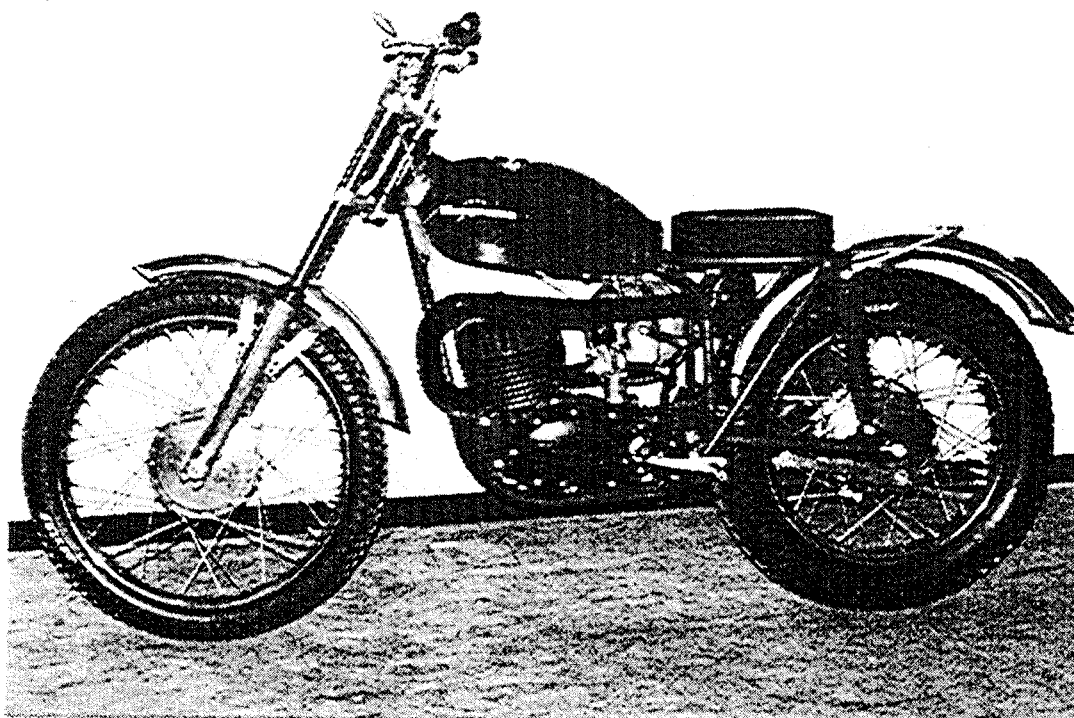


Husqvarna Report

12th Newsletter for the Husqvarna Motorcycle Club - Apr 99 - May 99

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

Husqvarna Trialmaskin



Denna Husqvarna trialmaskin visades i Brian Leask monter. Ramen är engelskbyggd och av märket Cotton. Troligtvis kommer Leask med någon annan ram, men principen om en byggsats för skallhan lansera under alla förhållanden. Leask hoppas på över 100 Husqvarna trial sålda i England nästa år. Motorn - det är HVA:s armemotor på 16 hkr som vässats upp något litet (omkring 20) och försetts med en exakt anpassad trialväxellåda. Jodå, maskinen finns att få tag i Sverige med - Sportdepån, Partille och Sävdalen åtager sig att skaffa fram såväl ramar som motorer till hrr trialrävar. McNytt 11/67

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Husqvarna Trials Bikes

There have been many Husqvarna trials motorcycles custom built, most during the early years of 1950 thru 1973, however since trials competition is such an unknown sport, even today, there is not much that the public has ever been aware of. Most of these custom trials Huskys were built by HVA dedicated riders in Sweden like Gösta Andersson, Bengt Bjorkland, and others and were primarily based on the Silverpilen modell. Generally they had a custom leading link front end using rubber band springing and separate oil dampers. The bolt together tail section would be made to suit the rider and also tended to be similiar in period style with Girling shocks similiar to mx bikes of the day. However the frames were smaller tubing sizes and attention was paid to reducing weight as need be. Above picture shows the Brian Leask Husqvarna Cotton from 1967. Brian , of course, was the pioneer of many custom Husqvarna race models. He was THE British importer of the era and very enthusiast about the

potential of the Husqvarna engine. The picture is not great quality, but you should be able to pick out important details like: Small diameter "Metal Products" front forks, alloy upper t-clamp, Motalloy hubs, fiberglass tank, expansion chamber replaced with simple exhaust, 67 Husky 250 engine, alloy fenders, full length skid plate, Cotton frame is very lite weight with rear set pegs. It also appears the wheels may be painted rather than chrome or alloy. I am not sure of how many of these were built, but Brian had planned for a run of 100 in 1967. Since most of this equipment is readily available, it would seem natural that some of our club members should pursue building these great models.

Members with AHRMA Husqvarna Trials bikes or in Progress:

John Lefevre - California - Vintage Husky- 760-744-8052 sucessfully campaigned a bolt together , " like 64" 250 Husky at Steamboat, his bike is currently classified as "Classic" but since it is a like design for 63-64 it might be better placed in Premier.

Tom Ramey - Utah - 801-768-4363 - has built a 71 MI 250 and is ready for Mid Ohio. His modifications include steering head angle change to steepen the angle for better lo speed turning, lo speed gearing, footpegs/controls relocated.

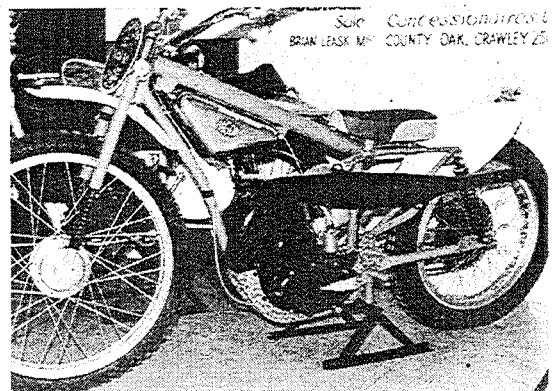
Craig Comontofski- West Virginia - 304-267-6471, currently working on Premier class trials Husky based on 1955 Silvernilen



A Silverpilen trials bike from 1964 with 250 Flink kit, Ceriani forks, custm bolt on tail frame, Metisse tank and fenders



Gösta Andersson on his Silverpilen trials bike in 1963



Grass track Hagon-Husqvarna 1967

Husky Trials bike - John Lefevre

photo by Reese Dengler taken at Steamboat



Announcements - NEW HUSKY stuff!!

John at Vintage Husky would like to announce New 4 speed aluminum clutch drive plates, he also carries the friction plates as well. A full coverage of new manufacture gaskets sets for all Huskys, cables grey for all models, aluminum fenders custom fabricated, and New Husky rod kits for most vintage years. 760-744-8052

Forest Stahl, Advance Tool and Die/ Stahl Husky announces 430 pistons and 390 pistons in 040, 60, 80 Wiseco pistons, Rod kits for most of the older Huskys. Individual gaskets are available thru Forest and also a full line of vintage Magura grips and levers and throttles are in stock. Call 765-284-7653

VMX , Chis Huhn is now carrying a full line of Husky shop tools for disassembling and assembling your Husky motors. www.vintagemx.com or 703-707-8692

Summers Racing - Wade Summers announces New Mudskin Fork covers and a plastic liteweight, indestructable seat base for 68-74 Huskys. See this issue for pics and price. Call Wade at 502-732-8675

Jays Husky - Jay Hall is pleased to announce Rod kits for 250, 400, 430, 390, 360 fitting the 16 10 642-01 application, 1982-88 16 19 825-01 Husky rods and also fits 16 19 902-01 rod. New release intake manifolds for 86 --88 250/430 made from billet alum with a replaceable rubber spigot - continuing to stock full line of automatic items. Call 217-789-0107.

Special Awards for Husqvarna

The following Awards were recently given:

A Vintage Husky restored 67 360 Husky owned by John Homan of Northwest Maico/CZ won the Dick Klamforth special award at Vintage Motorcycle Days.

A 67 250 Husky was spotted taking Third place expert in an AHRMA 250 GP roadrace at Sears Point in April.

Eldon Blasco won Best of Show with his Early Husqvarna Model 301 at the VMD West in April.

Megaclassified

1989 WXE125 need front and rear fenders and the side panels please call Lisa at 205-655-9686

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

Wanted - Pre 75 Husky 125,250, or open class bike. Does not have to run, or be together, just complete and restorable. Prefer within driving distance of Ohio, but may want to ship if right bike. Call Bill at 330-698-0101 or mail to Bill Rodi, 9033 Emerson Rd, Apple Creek, OH 44606.



Husky pistons- 2 piston kits 82-83 Husky CR 500 , also Husky CR-WR 450 piston kits call Randy 918-422-0020 in OK

Retored 450 CR - engine rebuilt with elec and carb by Vintage Husky, cost \$1250, also restored tank, restored frame, swingarm, forks, metal parts sell all for \$1000 call 918-422-0020 in OK.

Husky MJ 450 CR rolling chassis good condtion \$300 918-422-0020 in OK

7 ea 450 motors, some run, others ? Call 918-422-0020

Wanted - Owners manuals for 74 250CR , 1977, 1978, 1984, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999 please e-mail husky@intrepid.net

For Sale: nos 82/83 430 XC gastank, aluminum, black with gold trim/lettering \$150, 75 250WR pipe, ok, used, \$50 plus shipping Norm Carroll, 509 N. Division, Polo, IL 61064 ph 815-946-3874

Wanted 1973 Husky 400CR please call Mark Shubin in UT at 801-943-6425 or email JMBRO9@aol.com

Wanted - rod kit for 430 Husky #2086 series please contact Donald at 972-570-0906 in Texas.

Husky NOS inventory, make offer call Randy at 918-422-0020 in OK

Heikki Mikkola and Kent Howerton posters from 1976 era - watercolor style, black and white, shows close up of rider with Husky bike in background, approx 16"x22", both for \$12 plus \$5 shipping , rolled into priority "triangle" tube. e-mail husky@intrepid.net

Original 2 panel Sales lit Set for 1977 series Husqvarna 125,250,360,390,Auto - want to trade for 1979 sales lit or other Husky literature , e-mail husky@intrepid.net

76 360 CR - Expansion chamber/silencer complete, used but looks like new - will trade for Husky literature or fork tubes complete off of a 76 - e-mail husky@intrepid.net

Wanted - Seat , Tank, Sidepanels for an 83 XC-500 call Tim in CA at 818-342-2346

Wanted - 1972 400CR - have cash waiting - will pay big money for a good bike call RK at 416-757-4780

91 250MX Husky ZHUMX2505MV000747 motor#01470 w/ new Michelin tires frt/bk, new sprockets, bark busters, new cyl/piston/rings from Hall's Husky - would like to trade for 85-87 400,430,500 Husky. I need a bigger bike. Call Jeff in MS at 601-234-5608

1974 Husky WR250 six-speed, very good condition. Later model steel CR tank with good paint, 38mm Mikuni carb, Vintage Iron fork springs, Progressive Suspension shocks, GP250"Mag" swingarm. Very reliable motocross bike. Asking \$1000, interesting trades considered. Photos available. Call John (505)624-9596, or email <bergener@dfn.com> or call Bob (970) 963-2361, or email

<berg@sopris.net>

Genuine Malcolm Smith Gold Medal Racing Products motocross pants, size 32. Heavyweight red nylon & leather with yellow leather stripes down legs. Right leg says "SUZUKI" in red leather letters. Zippered calfs, snap-in hip pads & knee pads for inner pockets included. VERY GOOD overall condition, some minor spots, some scuffs & scrapes in leather, but nothing serious. These are very classy "Old School" vintage motocross pants! \$50 plus postage. Call John Bergener (505) 624-9596, or email <bergener@dfn.com>

1974 Husky 250 Mag restored and race ready. Excellent bike - \$2250. **1975 Husky 250 CR GP** some restoration, very nice, \$1200, will consider other Huskys in trade. Call Tom 517-349-0326 evenings in MI

Wanted - Husky automatic, any year or size. Prefer one that is running but will consider all. Also looking for owners manual, headlite and turnsignals for a 73 RT 360 Call after 6pm at 750-645-2947 Ask for Rick

Wanted for 69 MG - rear fender, aluminum tank, brake shoes, sprockets, cables, rubber for kick and shift, sidestand call Mark at 256-883-7910 oe e-mail greenmtn@hsv.tis.net

73 Husky 360 RT, Frame No SK00007. For parts or restoration. \$150. Call Steve at 416 281-8848 or e-mail sray459482@aol.com.

77 Husky CR125 GP Frame No ML 17004. Not currently running but can be made to run. \$225 OBO. Also lower end (2035), front, rear wheel and tank for 74 CR 125. \$175. Call Steve at 416 281-8848 or e-mail sray459482@aol.com.

76 Husky WR 360 Frame No ML 08177. Some missing parts plus extra engine. \$250 or best offer. Call Steve at 416 281-8848 or e-mail sray459482@aol.com.

Wanted - 1970 MH 400 parts - need kick starter lever, mine is stripped out, please call Doug in TX at 713-464-8733

Wanted: I have a 1970 Sportsman 360 and a 1971 360 Enduro. I need parts, preferably NOS. Electrics & cosmetic needed mostly. Call Steve at 416 281-8848 or sray459482@aol.com.

1976 Husky Automatic, excellent condition, lo hour original bike \$1800 for best please phone 818-652-1645 in California - gavinat@home.com

1984 500 xc crank and rod kit wanted or at least a good rod, not oversized. frettedfred@prodigy.net Fred 727-787-3749

89 250 wmx, manuf by Cagiva (05/89). Runs great and super fast, needs minor things. I would like to know more about the bike and where parts are available. Any info would be appreciated. frame # ZHUMX2507LV000098 engine # (found 2 nos?) 0319047 or Cagiva 48103 My phone # is (937) 585-9307 DeGraff, Ohio e-mail calump@loganrec.com

1995 Husqvarna 250 WXC, almost perfect, owned by suspension tech at Performance Engineering, New top end, Fresh suspension revalve and service, New tires, New top and bottom T-clamps and steering head bearings, new rear fender, not ridden since total chassis service \$3000 or trade for a Jeep CJ 7 Call (919)661-7845, Garner, North Carolina
1979 husky cylinder and head \$100, fox shocks rebuilt \$200, black alloy tank, good shape \$100. 1979 maico 250 \$1,000

516 767 7533 or E-Mail mcyrwld@aol.com

Information, Please: Would like to hear of any experience running Weisco or Tarabusi pistons, especially in a 125. How much clearance? Any difference in performance or reliability? They seem to be \$80-\$100 cheaper than the original Mahle. I'm wondering if it's for a functional reason, or is German stuff just expensive. Craig in CA (310)202-9224h. or (310)252-3651w. or <bf138@lafn.org>

wanted: 1985 500cr piston kit(piston, ring,pin,clips 87mmApprox.)thanks gil 714 8320585 Montei@juno.com I'm in ca. ps.I'm parting out 1985 510 excellent plastic,wheels ,other parts.willing to trade - 4/20

Wanted for 1986 510 TE Frame IXP08526 Engine 2083 0313 the following: Side covers, head light and tail light, original carburetor, complete set of rings (92mm), oil filter cover. e-mail - lhummel@ix.netcom.com or call 480-641-4545.

Required, complete motor for 1972 CR125 - Paul McMonnies" <PMcmonnies@free4all.co.uk>

1989 250 Cagiva that I'd like to find an aftermarket or stock (in good condition) pipe for. Thanks for your help. Greg Hamilton gihamilton@worldnet.att.net - Phone (309) 697-8545

Parting out 1985 510 xc with blown engine if i cant get new head or good used head anyone out there got a good top end ..bike is in excellent shape rebuilt shocks and fork, gd plastic tank,fenders, electrics gil 714 832-0585 Huskygil@juno.com

76 Husky WR 360 Frame No ML 08177. Some missing parts plus extra engine. \$250 or best offer. Call Steve at 416 281-8848 or e-mail sray459482@aol.com. Wanted: I have a 1970 Sportsman 360 and a 1971 360 Enduro. I need parts, preferably NOS. Electrics & cosmetic needed mostly. Call Steve at 416 281-8848 or e-mail sray459482@aol.com.

Wanted piston rings, crank bearings, for 88 Husky 250 - <ricnd@theshop.net>

1984 husqy very fast must sell asking \$600 phone at 434-4796 or e-mail at beeksbunch@aol.com

need of a big gas tank for a 1986 Husky 510 TE If you can help please let me know where i can find one. New or used, any 1986 parst and accessories. -Klvnather@aol.com

1976 360 WR top end incl. barrel, reed valve, head, piston etc. Rear brake backing plate . Bits and pieces. Will pay for shipping to South Africa. Contact David at farmer@global.co.za

Need 1985 CR 500 parts bike or equivalent. Call Alan at (831) 642-9525 or alan@redshift.com

wanted: flywheel/stator and upper coil for 1985 WR400. Please respond to fred.cobb@cwix.com or call Fred at (319)648-3040

Wanted: ignition coil to fit 1982, 250 xc, part number 16 14 714-01 looking for working coil, also trying to keep costs down.Jesse Nelson gizmo15@hotmail.com

1974 Husky CR 250 MAG, Excellent Condition, WP Shocks, Mikuni Carb, Powder Coated Frame, Race Ready, \$1,950

OBO. 248-857-2015, or TJack57530@aol.com. Michigan.

Wanted: rear shocks to fit 1982 husky cross country, gizmo15@hotmail.com, Jesse Nelson, 801-768-4713 frame#xn12107

For sale, 1974 450 WR. 2nd owner. Titled/w tool kit & owners manual. Contact Nigel at nigel@eclipse.net . Asking US\$ 650. Located in Phillipsburg NJ.

1987 Husky 250 cross-country for sale. Very clean, many new parts; needs ignition. \$600 obo. If interested call Jim at 805-967-3610 or e-mail at tierraverde@worldnet.att.net.

1992 350 WXE 4 stroke for sale/trade. Also a 1982 CR430 sell/trade. My name is Tony....tonyad@zeus.jersey.net

One complete rolling chassis for a 1976 Husky. Two tanks: one CR one WR (painted green for the auto and in good shape.) One 1972 250 CR (about 95% there). E-mail me for details and prices or... Thanks, Ron - roncon@simplyweb.net

'91 Husky 250 MX. New cyl. and piston and rings have receipts . Would like to trade for '85 through '87 430 or 500 Husqvarna or sell for \$1,600. Jeff Costner 114 Hillside Drive Oxford, MS 38655 (601)234-5608 e-mail: omclc@dixie-net.com

NOS Husky Expansion chambers with built silencer and also with separate silencer for Husky 125 cr and wr years 1972 - 1975. The items are brand new, original Husky made. Price \$ 80 plus shipping. Albergo Barsotti. e-mail: abarsottiusa@yahoo.com Tel. Italy at 39-55-901173

Husky Decals - repro side panel decals 125, 175, 250, 360, 390, 400, 420, 430, 450, \$10ea. Husky countershaft decal for 81-87 \$10ea, Husky frame warning decal \$10 ea, clutch cover decals 125 thru 450 WR+CR \$10ea call Rick 440-729-0678

Need 1985 CR 500 parts bike or equivalent. Call Alan at (831) 642-9525 or alan@redshift.com

2-1982 CR 500 Husquvarna's for sale, one is in near showroom condition, the other needs some cosmetic, fork and shock work both run excellent (208) 238 - 0176 Idaho \$1950 OBO takes both.

For Sale 83 Husqvarna CR 500, Frame #CO06154, Runs Good, \$800 OBO, Houston, TX., 281 486-0444 or DECZR@AOL.com

Wanted - In need of a left side cover and stock seat cover for 79 250 CR. Dean AJDJNJO@aol.com

MJ-MK Husky items - rolling chassis MJ , Jugs, heads, crankcases, good 400 crankshaft, frames, wheels, lots more stuff I need to sell as one lot - \$100 or best offer - located in Southern WV - contact Pat at 304-727-2716

Wanted - piston kit for 85 Husky, the technical data I have now - piston MAHLE 138 ,diam.69,42 mm 70P25 ,engine 0973-0274, frame W020958, production year 1985 , I am located in Europe, please e-mail me at "T D" <dostom@hotmail.com>

1971 Husqvarna 250 cross 8speed - MI 2976 engine #260428 8M - will sell for best offer or trade for street bike, located in Florida, call Rick 850-626-8469

Wanted - looking for 86' 500 CR parts bike must have at least spark and suspension components. I'm after the stator, Ohlins piggyback shock and a good pipe for a 86' 500 CR. I would appreciate any help that anyone can give me. Thanks. Pat (250) 494-0674 or dazzle@vip.net

1981 430 Enduro. Adult driven. Never raced. 500 actual miles(Not a misprint) Like new condition. \$1400. Bill Lott 405/946-7955 Sallott@aol.com

Wanted - 1970 or 1971 Husky 400 cross MI. I would prefer race ready and I would like to see photos. guys@ikelectric.com

Wanted: Swingarm for '73-'74 MK series 125-450 (all same). Stock unmolested condition. Part # 15 10 361-01. The one I have has been hot rodded sometime in the past. Craig in CA (310) 202-9224h. (310)252-3651w. <bf138@lafn.org>

1979 250 OR For Sale, Prestine, all natural, original parts and condition,needs jetting in carb cleaned,sitting for a long time, spare bash plate, cables,filter,tubes,new tire on rear, can't go wrong for \$1,100 Salt Lake City, Utah.

Planning on buying a new 610, so my 1991 WXE 350 is now for sale, extremely clean and well cared for, brand new tires, excellent running condition, if interested email Mike at MLeigh01@aol.com , Reno

1970 Husqvarna 250 - MH2636 - 252596M - dent free nice tank, runs well, plastic fenders, akront rims, \$750 obo or will trade for 60's era Honda street bikes , located in NY long island area, no e-mail , call George at 516-924-8863

1975 Husqvarna CR250GP MAG 6-Speed; ' 78 Husky forks and thru-the-frame pipe, Mikuni carb, Fox AirShox. Looks great, runs even better! Orig forks and Bing carb avail from a prev owner. Photos avail. \$1300 or trade for mid-' 70s Maico 250 or 400 (prefer AW series). Charleston, WV. Call Mike -- (304) 776-4045 or e-mail MaicoMike@aol.com

1977 Husky 390 CR. Works shocks, seat recovered, plastic in excel shape. New tires, cables,brakes, fork seals,air filter, number plates. Orig owner's manual. Extra complete ignition system. Purchased from original owner in 1982. Runs great. Lots of power. \$675. Racine, WI. 414-638-9382 or mewefler@scj.com

Wanted - fork seal holders , part#15 12 353-01 and seals part# 29 65 650-01, also seat or at least platform all for a 1978 125CR. Call 816-741-0770 or e-mail jacuef@aol.com

I need a piston for my 79 390 OR....any size , just love to get it running!! I also need a complete bottom end for a 85 500 XC,or a complete motor that would bolt in Dean AndersonBlkcwbyhat@aol.com

I need a piston kit for a 1991, 260 cc Husqvarna Part # 800061789-3 It is a bore size of 71.45 mm If anyone knows anything Please let me know Phone# 770-449-3278 My name is Walker <pwew@bellsouth.net>

Husky 175cc blue alloy tank excellent cond. \$120 incl. UPS, CR-390 Ohlin remote res. shocks 16.5" w/springs rebuilt & ready to go \$175 incl. UPS, nos Metzeler 130/90 x 17" Uni-cross rear tire \$70 incl UPS, Possible trade for Husky 400cc 4-speed parts. Thanks! Dorian 360.943.1559 WA, e-mail doriak@w-link.net

87 cr 430 husky, professionally dope new top end, stator, coil, seat cover. extra parts to go. if interested call mike at 937-832-4756. "Mikey R. Smith" <smithm@dmapub.dma.org>

Need help finding a 3rd gear set for 87 430 XC. The ratio is 20:26 and the numbers on the gears are 385 and 349. Thanks for any help you can offer! MikeCAPTISIZZLE@aol.com

1976 360 Husky in a Champion nickel plated frame with some type of lovely Allum. forks and triple clamps. This is really nice looking but I am too wrapped up into old Ducatis to keep it. \$ 1,500 obo Roy Kidney - 818 879-5466 - <rakmep@earthlink.net> -3/23

1995-1999 Husqvarna 410 or 610 WXE/TE wanted. Any condition and within 10 hours driving distance of Columbus, Ohio. Tim ph# 614-855-8446 (email:TRooney519@aol.com)

For sale 1967 Husky Viking 360 stored 15 years rebuilt motor runs perfect good condition needs very little only things changed since new is seat, throttle cable, and air filter cover best offer contact Richard at 847-566-6354 or e-mail vintagemud@att.net - 3/23

WANTED: 1983 Husky 250XC Connecting rod kit and crankshaft. MitchWalter@chiwest.com or (541) 881-7432. Ontario, Oregon. (Would consider selling the bike. Needs the above parts)

Wanted: 125 Front fender, standard Husky plastic to fit Betor triple clamps; and '75 - '77 small standard Husky CR alloy tank, any color, no dents in knee area; all to fit a '73 125. Also, any advice or trick tips for racing this bike. (Thanks, John in Ohio!) Craig in CA. (310)202-9224 h. or (310)252-3651 w. <bf138@lafn.org>

Beautiful 1976 Husky 360 Cross-Country. Extra tank and pipe. Formerly owned by a Husky factory racer. Cornutts, Malcolm Smith skid plate, Mikuni, Goki air caps, all the best mods. \$1675 OBO. Ron (760)738-4077. ronconnors@hotmail.com

1990 510 wxe, needs top end, and valve job. Bike has been well maintained, Some new parts. Looking for 4- speed MH or MI parts, Specifically fork bushings and speciality tools. Leave message for Al at Habarth@bellsouth.net

'76 Husky 360CR Motocross with Ny state title. Frame #ML 08733 and Engine # 2055-0566. I have had it for 14 years and 2nd owner. Bike is complete with original seat, tank, wheels and motor. No dings, dents. New side cover and shifter linkage, lower trail arm just re-bushed. Ran fine last year. May take a little clean up to run. If interested e-mail at BCPerkins1@aol.com or call 607/2721228 evenings -- 607/8448604 week days

Wanted for a 400CR 1972 Frame No.MJ 01326 - Control cables - p/n16.11.999.02 clutch, p/n15.15.007-01 brake, p/n15.15.220-01 throttle, I am also looking for a gas tank and cap, in

good condition or restored and a front fender brace. p/n 15.14.040-05 gas tank, p/n 15.14.008.02 tank cap, p/n 15.18.016.01 fender stay. please contact Tim at e-mail - <PrestonT@spe.ch>

Wanted-kickstand, all or parts, for 85-88 husky Jim pjbrowser@alltel.net 724-545 9865 pa.

Wanted, '83 500 CR or XC bottom-end. Any conditon considered. Also need reed cage for same. E-mail responses to carl.schuur@boeing.com, or phone 206-655-9261.

Wanted: ANY parts for a 1983 XC-500.I need side panels,airbox,lower triple clamp,seat,tank,and anything else I can get. Tim Nicotra 818-342-2346 E-mail to : GOIN2BAJA@AOL.COM

Needed - 2 tank badges for my 86 auto. part #1514 120 02 This badge is 3.25 inches tall and held on with a screw. It is hard plastic. anything? Don Goertzen<cjg@planet.eon.net>

1974 Husky WR250 6spd, very good cond. Later mod stl CR tank w/gd paint,38mm Mik carb, V I fork springs, Prog Sus shocks, "Mag" swingarm. Very reliable mx bike. Asking \$1000, trades considered. Photos avail. Call John (505)624-9596, or email <bergener@dfn.com> or call Bob (970) 963-2361, or email <berg@sopris.net>

'84 510 TE Evo-legal woods weapon. New fork seals, piston, oil valve, bark busters, cables, etc... Kicks easy, runs great and is very reliable. Too much bike for me. Sell for \$1200 or trade for 81-84 evo-legal (air-cooled, twin shock, drum brake) Husky 175-250 two-stroke. Jeff (P) 770-908-8819 or Email at jhprocess@aol.com

WANTED 1982 430 XC gas tank in good condition also need shocks, motor or 430 cly,plastic. did this bike have gold forks? # NX17472.mike 360-577-4493 - MOTOMIKE@prodigy.net

1982 Husqvarna 250 CR dirt bike .Good cond.Runs very good .Needs only exhaust \$600 Silvio Marekov 215- 856- 0264 after 6 pm -Philadelphia PA -<marekov@concentric.net>

Wanted: Husky 400cc 4-speed motor. Also good gears & shafts, crank, cyl, piston, tank &/or related pcs. Would consider complete bike at fair price. Thanks! Dorian 360.943.1559 WA emai doriak@w-link.net

1975 heikki mikkola replica 360 nice fast sound bike \$1200.00 husky parts currnetts works tank 2 other husky tanks brake shoes forks cylinder and head handlebars etetc make offer on parts. husky riding gear make offer vmx250@mailcity.com 724-368-9191

1972 450WR, also completely restored, \$1500 1981 500CR, fresh topend, good looker, \$700. G.D.arenaz@m.cc.utah.edu - Gil Arenaz 801-532-2328

Wanted- 1969 MG series Husky 250cc, 360cc or 400cc for trail riding . Please contact Lee StClair in Montana at "Lee St. Clair" <w7ax@montana.com>

Bonjour, Pouvez-vous fournir le matériel ci-dessous, et si oui, à quel prix : 1x Stell full tank for HVA 250 MXT 1971 1x Exaush pipes , Merci <christophe.devanthery@span.ch>

From France. I have a husky 250. Type: UXC2501JV Year: 1989 or 1991 I need the electrical diagram. Can you help me MERCI ! didier.cassan2@wanadoo.fr

Wanted VDO spedo & cable 75-77wr, 77wr forks straight legs. 75&76 ARE different than 77. Any good aftermarket expansion chamber& baffle for 75-77 360wr. Preston petty headlight numberplate white. All parts must be in fair to good shape. Motor for 73-74 mk. perfer #'s 2030,2021,2034 but #'s2038,2024,2031 might do as well. That should help out for now thanks Al Russ ohio , days 440-953-3812 eves 440-953-0133 email twiffy1@aol.com

1974 250 MK Mag Frame, great shape \$200, 250 Mag Exhaust some dings \$50. John Heger Indianapolis, IN 317-843-0027 Ph / Fax jsh56@aol.

For sale, 1977 Husky 250, doesn't run, good bike for restoration project or parts. I bought it last summer in this condition so I don't know any history about the bike. Make offer. Call or e-mail Rodney at (301)-293-6813 or doors5@juno.com -3/11

Need complete trans for 1987 430XC Husky. Captsize@aol.com

71 Husqvarna 400 Cross MI series. It is in Very Good condition and runs excellent. Original Tires in good shape to give you an idea how little time is on the bike. Second owner since 1979. If interested contact me @ this e:mail or the owner of the bike; Paul at 713-991-3618 or pager 713-612-2108. Make offer.

Need a clutch basket for a 1985 CR 500. Also looking for a six speed transmission for the same or one from an OR 500, WR 500 etc. Monterey, CA, Alan (831) 642-9525; alan@redshift.com. Thanks

96 WXC 610, I bought it brand new and it has never been ridden, i have all the spares, lighting kit, title, manuals, ect, ect. i paid \$6,400 a few years ago and am asking \$4,250. please post this for me and my name is Gary and the # is 203-263-0798.

Xcellent Letter/Articles

VMX Magazine Website!

G'day Husky Club,
Our website is fired up and running. Hope you enjoy what you see. You'll find us on: <http://www.vmxmag.com.au> . We have shown The Husky Homepage as a link on our site. All the best!
Ray Ryan, VMX Magazine, Victoria, AUSTRALIA
<mondo@iaccess.com.au>

Riding Huskys for Profit

My name is Jeff Barber I am the co-operator of Cliffside Off Road Park in Cumberland MD. We are currently hosting a hare scrambles series called the Ironman. **The series is currently being supported by HUSQVARNA USA. Husky is offering a contingency program to anyone competing on 1998 or 1999 Huskys.** The program is open to all classes and Skill Levels. For further information contact me at (301) 729-2101 or Western MD Off Road Riders at (301) 724-6738.

LAST 250 GP WIN

Subject: Mike Guerra

Within your web site, you failed to mention the accomplishments of American moto cross racer Mike Guerra. Guerra raced for the factory in 1978, aboard a 125. he moved to the 250 class for 1979 and 1980. Finishing 7 and 8th in the US National eries. he raced in Europe in 1981 and 1982. In 1982 he won the Spanish 250 Grand Prix. The last 250 GP win for Husky.

Leftduke@aol.com

MK400CR >> MK 400 CR

Dear Husky club,

I have been compiling detailed photographs and weights before and after a serious weight reduction program for the Husky MK CR 400. Having not seen your newsletter I am not sure if you are interested in our contributions. I've got a lot of stories and examples of weight loss things that work and some that don't. Some of the ones that don't may prove to be more interesting than those that do. The old flanged Akront rims are actually 1/2 pound lighter than the new style. Some of the things I have done are:

Showanized Husky forks that work like Showa cartridge forks , yet look like original, Helicoiled triple clamps and rear hub to reduce bolt length and eliminate need for nuts, dished and drilled gears for weight savings, lightened frames, fabricated aluminum spacers for wheels, lightened cranks and plugged crank holes for better transfer. We even bored out the guts of a Husky drum shifter to save about 3/4 pound.

Future projects include replacing the steel liner with aluminum/Nikosil for weight savings and an aluminum seat base to replace steel. Do you think there is any interest from club members around weight reduction products for vintage machines?

Sincerely

Wade Summers, Summers Racing Components, SRC, Carrollton, KY, 1-800-272-9917

editors note:

I called Wade, as I was excited to hear about his Husky weight reduction tips. He has agreed to share his tips and I have included one this month. Wade is focusing on the MK 400 CR but these tips work for most year Huskys 55-87.

Hej pa dig Husqvarnafantast

Hej Husky Club,

My name is Jonas Hagren and I am a motocrossjournalist, and visiting Gunnar Lindström right now. I read in your **Husqvarna Report Vol. 2 No 5** about the Swedish team at Trophee des Nations, and I can help you with some information. The Year is 1964 and the race was held n Markelo, Holland. The riders are from left standing, Ake Jonsson, Cenneth Lööf, Jan Johansson and sitting Torsten Hallman, teammanager Arne Lowendahl and Olle Pettersson. All riders on Husqvarna this year.

The three crowns is a symbol for Sweden and is used by many sports. Most famous is our ice hockey-team, who even is named The

Three Crowns. But still today, our Motocross des Nations-teams is wearing the three crowns on their shirts.

Basta Husqvarna-hälsningar

Jonas Hagren

Editors note: check your #9 newsletter page 8.

4 Stroke Sputter and Spark

Hello Husky Club,

I have some info which may be of some help to one of the guys chasing an ignition system for his 86 510 TE. He has your email address on his add, so maybe you can forward the info on to him. I am near completion on the restoration of a '83 510 TE and have been through the mill searching for an ignition.

The first husky 4-takt in '83, had a standard ignition which bolted to the crank cases. Due to the heat generated by the 4-takt, it literally cooked the ignitions resulting in many failures. As a result, in 84,85,86 they reversed the ignition so that the stator bolted to the ignition cover. This ran much cooler and was more reliable. When the water cooled 4-takt was released, this also ran much cooler, therefore they reverted back to the standard setup whereby the stator bolted to the crankcase. They continued with this up until the mid '90's when they changed over to the ducati electrics once sem packed up. I would imagine it to be almost impossible to locate either a new or working second hand "reversed" sem type ignition. (I know - I have been trying for 3 years). As a result, I have retrofitted an ignition from a '91 510 TE. Any system from '97 onward would also probably work as long as it is a 510. (I believe the 610 has a different power curve). These should be available as there are quite a few of these being wrecked from time to time. These conventional ignitions will work fine providing you modify the rotor by milling slots into it and running vent pipes up into the air box. (If you look at some of the pictures of Jacky Martens TC610 works bikes in the early '90's you will see what I am talking about). This mod allows fresh cool air to circulate throughout the ignition cavity and prevent the ignitions from being "cooked". If he fails to locate an original 510 sem ignition, he should also search for a complete electrical system off a yamaha XT550 from the early eighties. (These are reasonably easily available) This system will fit after slight mods to the rotor and stator to fit the Husky .

Good Luck,

Paul Berdal , Australia

<hardrace@faroc.com.au>

Remember San Diego 1969?

Hello Husky Club,

In the late 60,s I lived in San Diego Ca. I used to race at a track on a Hodaka Ace100 called De Hesa. Bill Silverthorn was the top rider in that area and he rode a Husky. I was just a kid 15-16 and wanted one but had no money of kind. I knew a fellow whos father was a doctor and he had a 69 250 cross. He would come out to the "Rice Canyon" area and people would get a laugh out of him because he had a first class bike and would ride it wearing slacks, sweaters and penny loafers.He let me ride his bike a couple of times and it was great. At some time in late 69 a fellow named Bill Pienta showed up at the Rice Canyon site with a brand new bike.. It was the first Husky 400 to ever come into the U.S. Bill and a pal of his both had them. They

had heard of them coming out and put down full cash deposits months before from Honda of Lemon Grove. You would not believe the excitement this cycle caused.. There were 360 Huskys around,CZ,s 650 Triumphs in Rickman frames, Bultaco El Banditos ect. Lots of fast bikes but this new 400 Husky was the top of them all. There was a really tall hill at this spot. It was called Pepper Tree. Most small Jap bikes like my Hodaka could only get up at the top in first Were talking about a 60 degree grade that had to be 150 yards long and hard packed. The top of the canyons loomed above about 300 yards high. A cycle that could take the hill in second was a real performer. Bill Pienta took on Pepper tree in third gear and went all the way up over the top.That was really something else. Everybody wanted a ride and those with money wanted to buy this new 400. I rode Bills bike a couple of times. To me getting on the throttle in 3 or 4th gear was like a earthquake hitting! The rear wheel would break loose and the front end would get light and there was a tremendous roar! Bill would take his girlfriend around on the rear with her legs wrapped around him kind of pappoose style. He would hit the throttle and do wheel stands for a long way while in 3 rd or even 4th gear! He took the bike out to the sand hills area in the desert and beat every 650 Triumph that would take him on in the sand drags. I moved to Virginia in 1970 and in 1971 bought a new 250 MI.In the early 80s I bought a 1973 Husky 400 and had it a few years. I used to ride at the Budds Creek track in is conception in the early 70s and also Hollywood Maryland and Clarkburg Maryland.. As I remember, Bill Pientas bike had a decal on the tank that I though was "405 CROSS" I may be wrong but I remember this first 400 being called a 405 husky. My 250 MI had the H. Mikkola decal on it as you show on your site. I am attaching a picture of myself on my 250 MI (1971) Husky If you would like to see it on attachment.

D.B. Luskin Ches1bay @ Erols.com

Motoplatt Conversion Info

Hello Husky club,

I'm not sure if you got my earlier email about the possibility of adapting a later model motoplatt to earlier four-speed Femsa models. Anyway, I have done this. I adapted a small flywheel motoplatt from a 1972 450 Desert Master to my MH 400. I had to change the crank stub, which was no big deal, but after I re-read your column (page 7, Dec 97-Jan98, "Motoplatt option") something else surfaced in my memory. The backing plate on the Motoplatt is smaller in diameter than the stock unit, as you are aware. To adapt this unit to my bike also required that I machine an aluminum adapter plate. This was no problem for me at the time since I was working in a machine and fabrication shop. It might pose some problems for the average home mechanic, however. Even so, the plate (as I recall) was a simple adapter which allowed the motoplatt plate to sit in it. The hardest part was machining slots in the adapter to allow for adjustment. I made a simple pivoting jig to do this. Any competent machine shop should be able to perform this task with little effort.

If you'd like some more info on this subject, you can call or email me. In all probability I am just re-inventing the wheel and someone has already done this. I did my conversion in the fall of 1973. As I mentioned in my earlier email (which you may not have received) I didn't like the effect it had on my bike's powerband. It was faster and revved quicker, but lost some bottom-end torque. Us squid riders need all the power band we can get. With the various carb and porting mods I made, and the 8-speed conversion I installed, my bike was a real missile on the dry lake beds of Barstow-to-Vegas in 1974.

Thanks again for the back issues of the newsletters. They're great!

Austin Dane <azaustin@worldnet.att.net> phone 760-663-3347

Husky Rod Kits, Read how to do it yourself !

Hello Husky Club members,

New oval number plates are available from White Bros, which are real close to vintage all colors are available. If vintage can't be found. Also the 250 I asked you about, dealers couldn't tell me also, 125mm long connecting rod is a '74 mag 250, which has a 360/390/430 dia. exhaust port. This is a pretty spunky motor with a 390 pipe.

A connecting rod for this 250 Mag motor can be fabricated by using a new Kawasaki rod kit Hot Rod #423102 this is 86 KX-250, you use the rod only. The crank pin is a Yamaha YZ 250 1983, the bearing you use Consolidated brg. K-25x32x16. You have to have the lower rod thickness ground the same as the Husky - 15 mm and the crank pin shortened to 52 mm. I did my home work looking in L.A. Sleeve catalog and taking a chance, it works!

And maybe this info will help someone out too.

Husky Bill Porciello <pporciello@snet.net>

80 Sunburst Rd, Naugatuck, CT 06770

G'Day, Spark fix from OZ

G'day Craig ,

I was reading through the Mega Classifieds in the last newsletter and saw your request for help locating the company down here in OZ that repairs SEM ignitions. The Husky dealer here in Western Australia send their repairs to this guy <http://www.rosh.com.au/scr/>, they are in Victoria which is on the east coast, where Ray Ryan is living now. Banner arrived the other day also , it is now hanging up in the workshop.

Regards, Brian Watson, Phone 61+08+9323 4118 E-mail : brian.watson@mrwa.wa.gov.au

Ed note: I looked at this company page and here are the details:

Small Coil Rewinds Pty. Ltd. 50 Edols Street,
North Geelong, Victoria. 3215. Australia. Phone: (+61 3)
5278-8454

Fax: (+61 3) 5272-1659

e-mail - scrbert@geelong.starway.net.au

Tank Badges for 84 Huskys

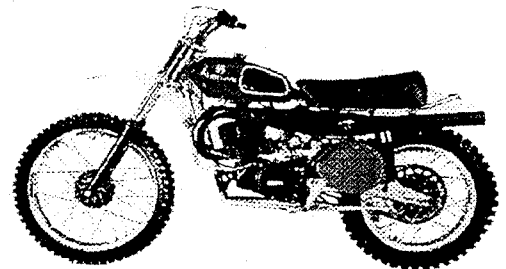
For what it's worth, While looking for tank badges for my 84 500WR, the guys at Tapeworks - www.tapeworks.com/ said if I sent them a template they would make a sticker that would work same size, expensive though about 10 bucks a pop. Would be a quick fix thought to fill the hole till I found the badges (if ever), apparently they must have some type of digital system to reduce and enlarge the logos to what ever size you want. The logo was number H-1. Might be worth something to someone in the club, too if you wanted to pass this along.

Terry Dodson - Wichita, KS

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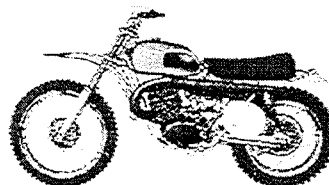
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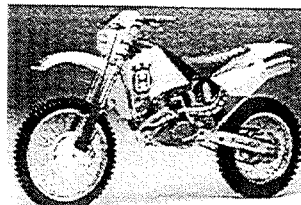
Tuesday 9-7

Wednesday 9-6

Thursday 9-6

Friday 9-7

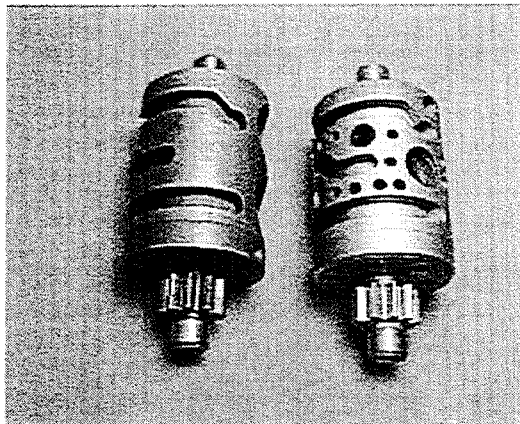
Saturday 9-5



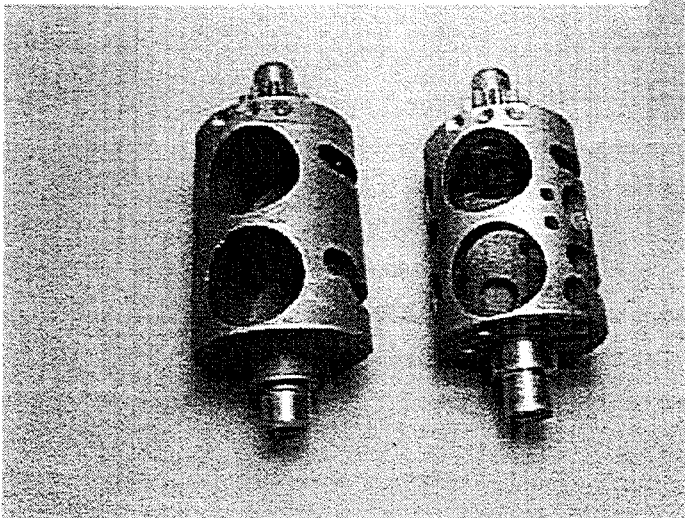
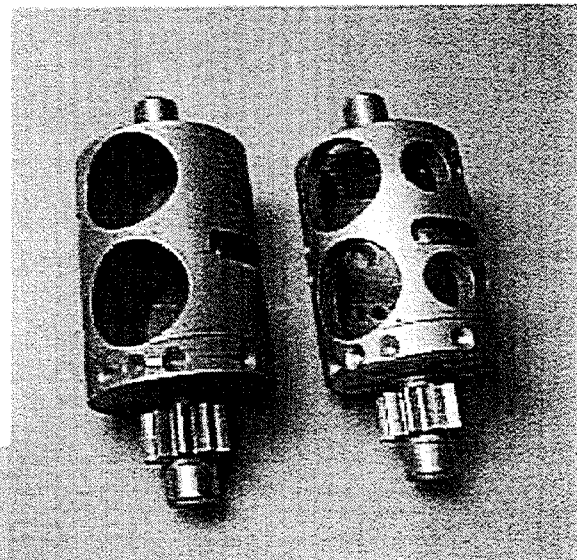
Summers Racing Components - Wade Summers, provides the following Husky article

VINTAGE HUSKY SHIFT DRUM 1974 CR-400

Shown are both the stock shift drum weighing over 2 lbs and a bored and drilled drum weighing almost 1 lb less. The weight reduction was accomplished by boring out the opposite end from the gear to a diameter just less than the depth of the shift fork slots. A new end was machined and welded back in. Lightening holes were also drilled around the circumference. For comparison a Honda XR-600 shift drum weighs 0.73 lb.



While it is not shown in these photos, the shafts were also bored out to further reduce weight. Additional and/or larger holes could be provided without effecting the functioning or performance of this part. Remember nothing is lighter than a hole,



not even titanium or unobtainium. Cost is about 4 machine shop hours or \$140.00.

TIP: Inexpensive WCCo* concrete bits can be used to drill holes in hardened steel. *Tungsten carbide

© Vintage SRC 3-19-99

Wade Summers 1-800-272-9917.

Summers Racing Components - Wade Summers, provides the following Husky article.

THE VINTAGE HUSKY CLUTCH

After the first season of racing the vintage Husky ('74 CR-400), one of the primary goals was to improve the operation of the clutch. After many years of experience with contemporary HONDA clutches of all sizes of engines, the more noticeable things about the vintage Husky clutch were that it is huge in size, is made entirely of steel and lacks a spring damped backing plate. The sheer size alone adds unnecessary weight. The fabrication of the basket as well as the inner hub from steel rather than aluminum doubles the weight of these components when compared to contemporary clutches. The lack of a spring damped backing plate causes shock loading to the external tabs of the friction plates. These friction plates have surprisingly narrow tabs, at least by contemporary standards. Failure of the friction plate tabs due to the frequent shock loading will not only cause clutch failure but the loose tabs can become entrained in the oil and get caught in the nip of the primary and secondary gears. Damage to main bearings and the resultant two piston skirt failures were attributed to broken off clutch plate tabs. Frequent attention needs to be paid to the friction plate tabs!

The next generation of Husky clutches (as seen in Mag case engines) incorporates all of the contemporary design considerations.

The improvements desired were both a reduction in force required at the lever and reduced drag when fully disengaged.

The initial clutch work was to lighten the steel inner and outer baskets by drilling holes, see Figure 1-2.

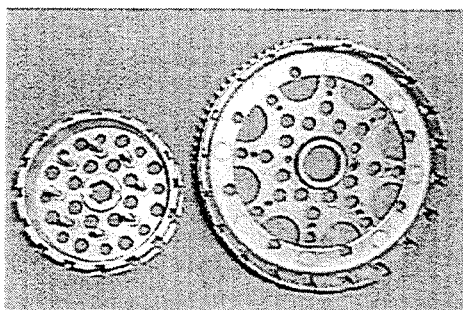


Figure 1 Lightened clutch components by drilling holes using inexpensive tungsten carbide drill bits

MECHANICS TIP: Use synthetic 80 (75W90) weight oil for transmission and clutch for improved wear and clutch release.

NOTE: weight reduction holes drilled in primary gear. Two are the OEM taped holes for pulling gear from shaft.

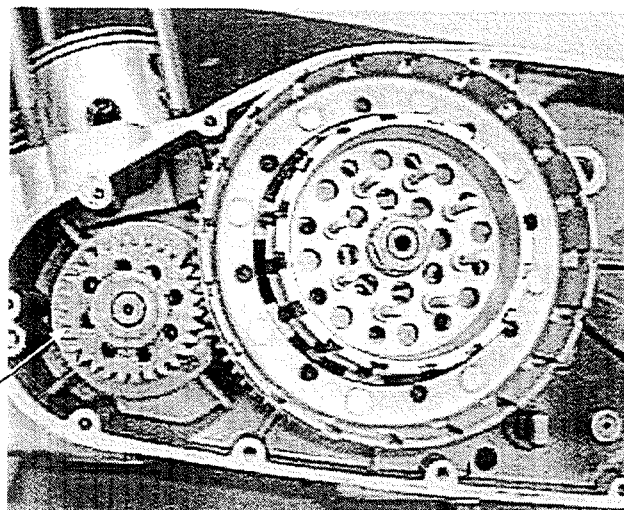


Figure 2 Partially assembled clutch

The next modification to the clutch was to add dowel pins to each of the spring compression bolts that are part of the inner basket (see Figure 3-5). Contemporary clutches do not leave it to the discretion of the mechanic to properly and uniformly compress each clutch spring. Any variation in the compression of the springs will result in non-parallel release of the clutch pressure plate, which will result in clutch drag. The clutch compression nuts can be bottomed against these 14 mm length dowels, thereby insuring uniform spring compression. The bend-over tabs previously used to prevent un-wanted rotation of the nuts can be eliminated.

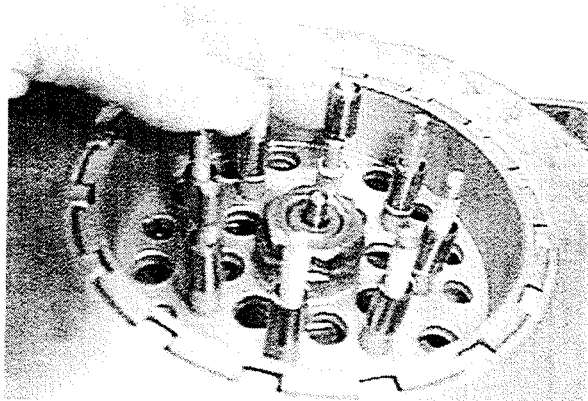


Figure 3
Honda dowel pin
Part # 94301-08140

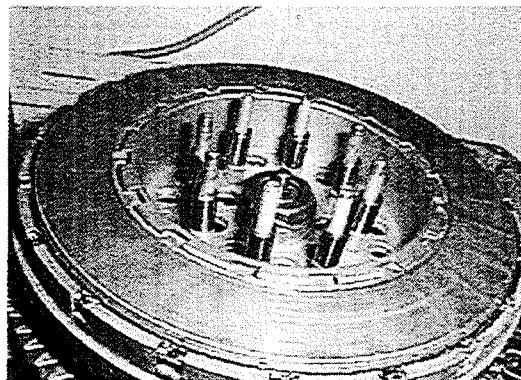


Figure 4
Partially assembled clutch

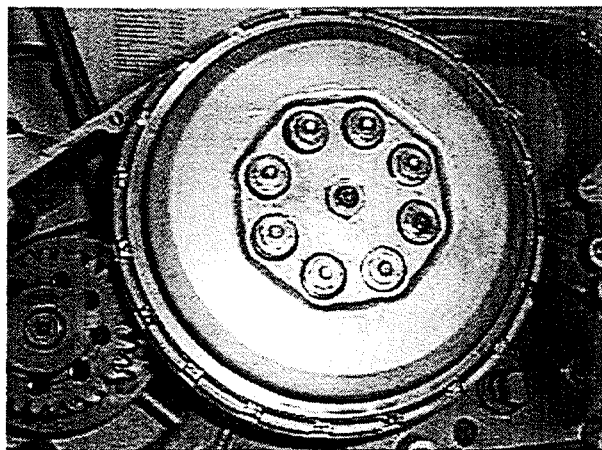
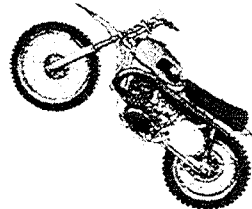


Figure 5
Assembled vintage Husky clutch with
bend-over tabs removed



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MECHANICS TIP: If the thrust washer between the inner and outer baskets has been deformed like the one shown in Figure 6, it is because the outer basket was not pressed onto the primary transmission shaft sufficiently. Hammering the clutch basket onto the bronze bearing isn't enough. The result is inadequate clutch disengagement and gradual loss of adjustment as the hub properly seats itself upon use. Suffice it to say, the inner and outer hubs should be able to rotate independently after the center nut is torqued, if not the outer hub is not properly seated! A deformed thrust washer may be reused but the deformation by the shaft spline should be up and not against the spline, otherwise excess play will be possible.

If you lack the proper Husky shop tools to press the outer basket onto the bronze bearing, you can use the following technique. After hammering the basket onto the bronze bushing as far as it appears to want to go, place a large ID flat washer between the thrust washer and outer clutch basket (see Figure 7). The washer should have an ID greater than 25 mm (the spacer from the right side of the crankshaft works good). Install the inner basket onto the primary transmission shaft and tighten the nut. The nut becomes the pressing tool. You should be able to feel the outer basket move an additional 1/2 mm onto the bronze bearing. Once the nut has bottomed out remove the over-size washer and reinstall thrust washer (be sure to locate any spline marks on washer toward the side of the inner clutch hub), inner basket, lock-washer and nut. Once properly torqued, the inner hub and outer basket should rotate freely independent of each other.

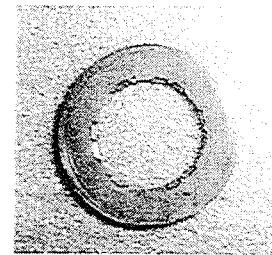
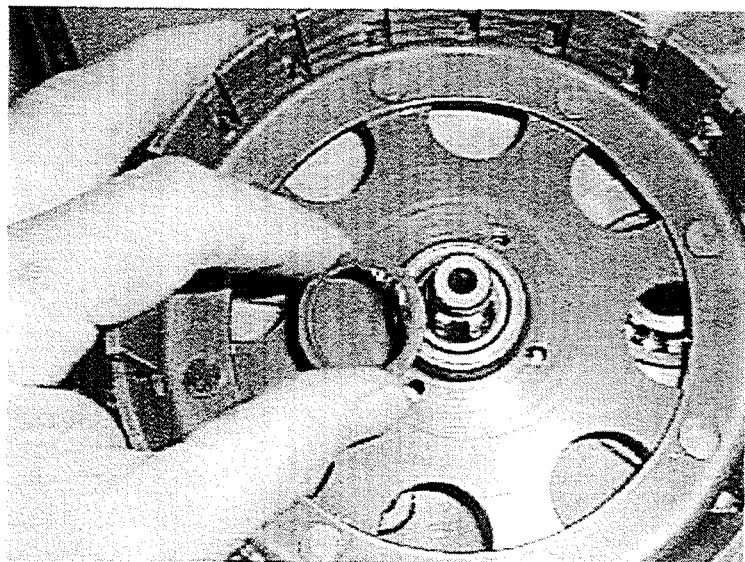


Figure 6 Deformed clutch thrust washer

Figure 7
Using a large ID washer as a temporary bushing, press inner hub completely onto bronze bearing



The force exerted by the rider for actuating the clutch can adversely affect rider performance and lead cramping (arm pump). In

our next episode we will explore reducing clutch pull. A hydraulic clutch option? Or just better mechanical advantage? What will a Honda CR lever, longer actuation arm, less spring compression and needle bearings do to the force required at the handlebar? About 50% reduction in force! And a funner ride. © Vintage SRC 4-18-99

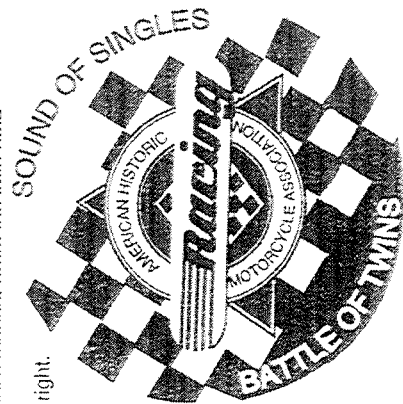
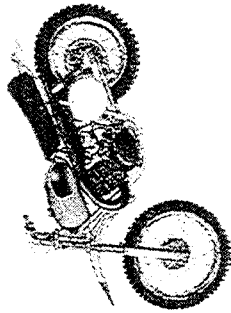
The Husqvarna motoCross-Word

ACROSS

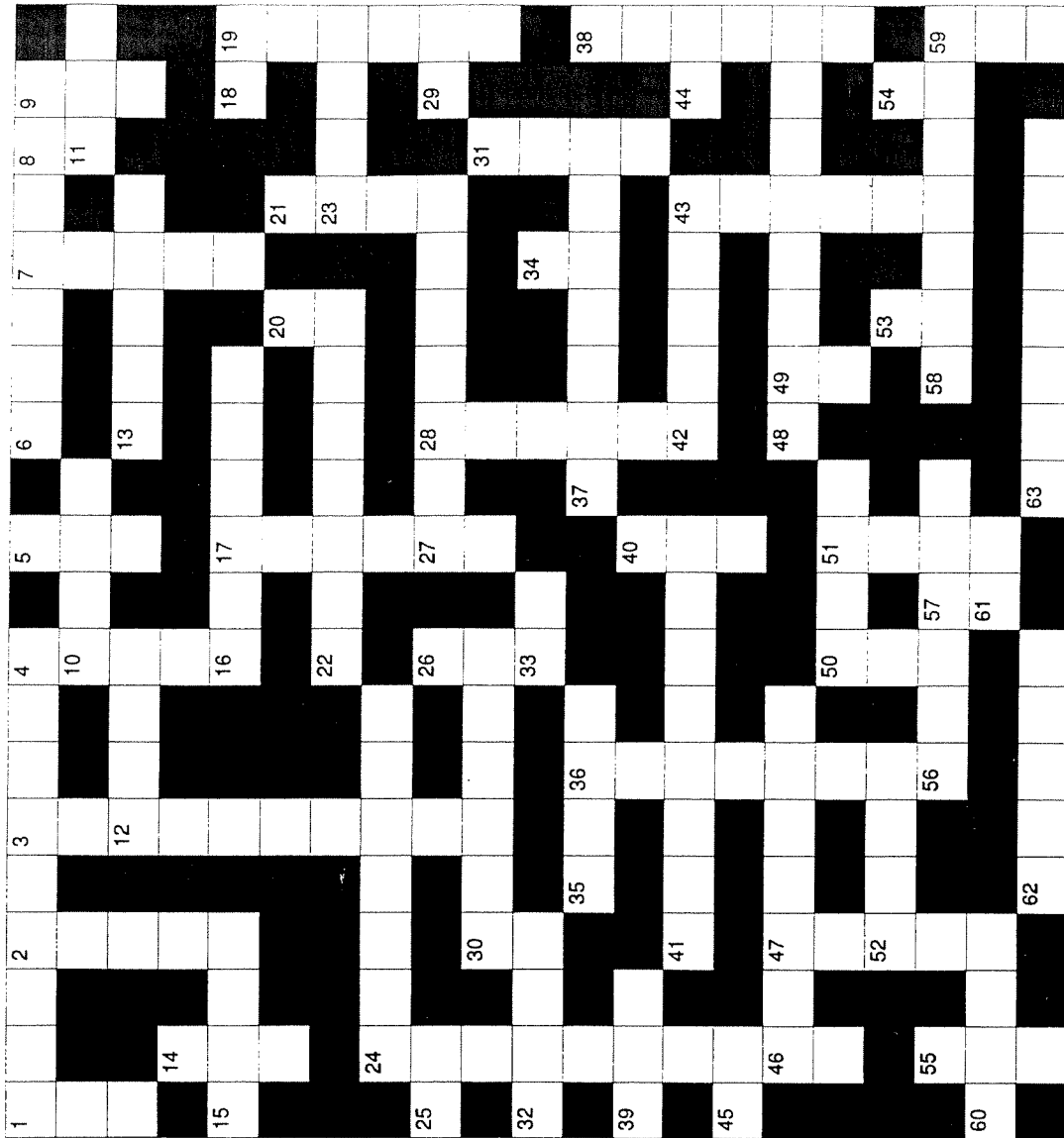
- Husky's original hometown in Sweden.
- "Mister Moto-cross", 4-time 250 World Champion on Husqvarna.
- Color of '76 175 cross country tank.
- First forward-mount shocks on a Husky were on the '74 250 _____.
- What you cut down with your Husqvarna chain saw.
- Brand of forged German pistons used by Husqvarna.
- In side-float and concentric form, these German carbs were found on Huskies for years.
- The _____ brothers. Bob rode for Husky in the early '70's, Billy in the early 80's.
- Initials of the 1976 500cc U.S. moto-cross champion (on a Husqvarna, of course!).
- first name of "On Any Sunday" star and long-time Husky guru.
- A shift-free engineering marvel and favorite of East coast enduro riders, the Husky _____.
- 2-time 500cc world champ and Baja 1000 winner who also sold some cool gloves.
- In 1979, the WR and CR got a desert-oriented brother, the _____.
- These gold Norwegian rims with a deep center channel were introduced in '78.
- The enduro model of the Husqvarna four-stroke line was known as the 510 _____.
- Standard equipment on Huskies for years, this German company designed the Power-Lever, the trapdoor throttle, and the infamous rubber dork kill switch.
- According to the pics in your Husky manual, Swedes wear this type of footwear when changing tires.
- Initials of multi-time Baja winner and ace Husky four-stroke pilot.
- Well-known Swedish hockey company that sold a bazillion mouth guards to mx'ers.
- English shocks used by Husky for years. In conjunction with Husqvarna, designed the first reliable production gas-charged shock that allowed fade-free action in the lay-down position.
- Swedish ignitions found on Greeves and Husky four-strokes, this company built an ignition that allowed the '87 250 CR to be the first production two-stroke with a solenoid-actuated power valve.
- This Spanish company built reliable ignitions that allowed Husky owners to be some of the first moto-crossers that didn't waste time messing with points.
- This infamous British company built levers and switches for on/off road Huskies.
- The Husqvarna _____ models, King of American enduros for nearly two decades.
- Late '70's ad slogan, "Husqvarna, ___ Win!"
- '60's - '70's desert racer and stunt man.
- This factory rider owned the American enduro scene and was the first U.S. 500cc moto-cross champ.
- A part of the classic Husky styling was the mud _____ on the aluminum front fender.
- Husqvarna was the first manufacturer to use the hi-quality Dutch _____-Air filters on a production model.
- First name of Whirlpull throttle king and former editor for Dirt Bike magazine.
- After-market dez racing shocks that came stock on '79 OR-series Huskies.
- '78 250 and 390 models were the first Huskies to sport a 17-inch _____ wheel.
- Initials of an American moto-cross legend that honed his World GP skills as a Husky factory rider in the late '70's.
- Earlier Huskies countershaft sprocket was mounted on a _____.
- Obscure French carbs used on mid-seventies WR models.

DOWN

- Short swingarms resulted in a handling phenomena known to desert racers as "Husky _____".
- Perennial Husky factory rider, this Swede was always a contender but never World Champion.
- What does the "AB" stand for?
- 1969 and 1970 World 500cc Champion, a master at turning Husqvarnas.
- Husqvarna usually favored a conical _____ to reduce unsprung weight.
- Odd brand of full-width hubs used on various 125, WR, and Auto models.
- Edison Dye's contribution to bring moto-cross to America, the Inter-_____.
- What old guys do between motos.
- Husky put a sticker on the gas tank insisting that the owner use *Vegetable "RACING" _____*.
- Outstanding Swedish shocks first used on the '78 390 CR, now a household name in World GP racing.
- This Baja-winning after-market expansion chamber used on many desert Huskys in the mid-'70's.
- Initials of the "Flying Finn", 250 and 500 World Champion on Husqvarnas.
- Brand of translucent plastic fenders that were stock on mid-seventies Huskies and a rage in Europe.
- Swedish knobs.
- Acronym for a Husqvarna innovation that eliminated oil pumps on their new four-stroke engines.
- Head fins on Huskys were _____ design after 1974.
- Frame series just before "MH".
- In 1973, Husqvarna changed their _____ to the current "gunsight" version.
- Abbreviation of the exotic metal used in early seventies factory frames.
- To reduce rear wheel chatter while braking, Husky favored the full-_____ rear brake.
- These trick Spanish aluminum rims came stock on Huskies throughout most of the '70's.
- Husky acronym for their rising-rate, linkless, *dual-shock* suspension introduced in 1983. It worked!
- Homeland for Husqvarna and a hotbed of classic motocross technology and talent.
- Limited fork production around '72 lead to the use of these Spanish forks on the 125.
- Husky always used an _____-pipe. Burned your leg but didn't get flattened in the rocks!
- '76 and later WR models had rubber straps over their radial heads to reduce _____ noise.
- These British carbs found their way onto 125, 175, and on/off road Husqvarnas.
- Means "closed" on the German Husky petcock handle.
- If you wanted turn signals on your '73 Husky, you bought an _____.
- In 1934, Husqvarna hit the road racing scene with a potent 500cc _____-twin.
- Means "NOTE CAREFULLY.:" in your well-translated owner's manual from the latin *nota bene*.
- The color of your Bosch W240T2 when your Bing jetted right.



Husqva. a motoCross-word Puzzle



Motocrossword designed and built by Henry and Valerie Schnackenberg.
 Everett, WA - 425-347-5412 - Excellent job and thanks from the Editor.

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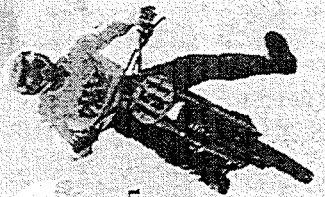
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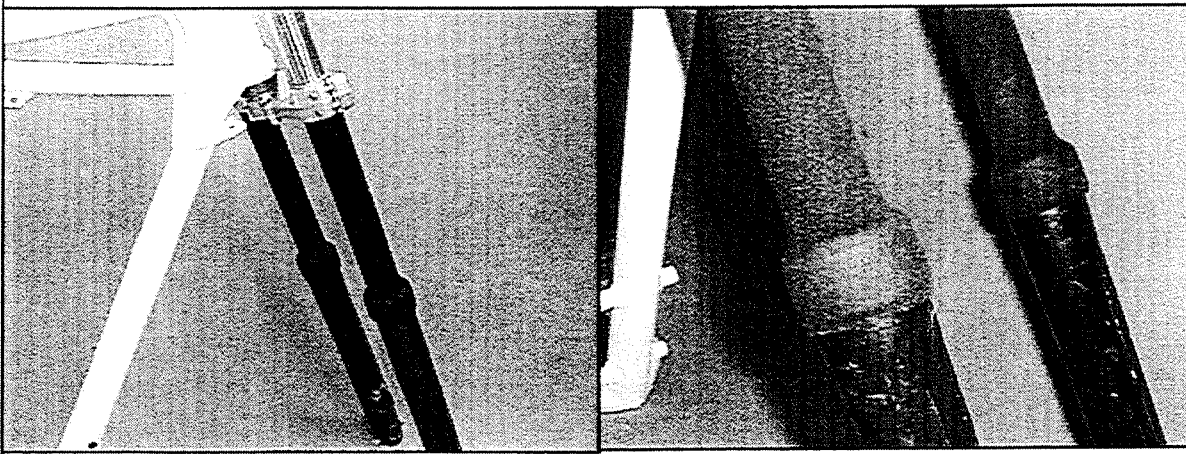


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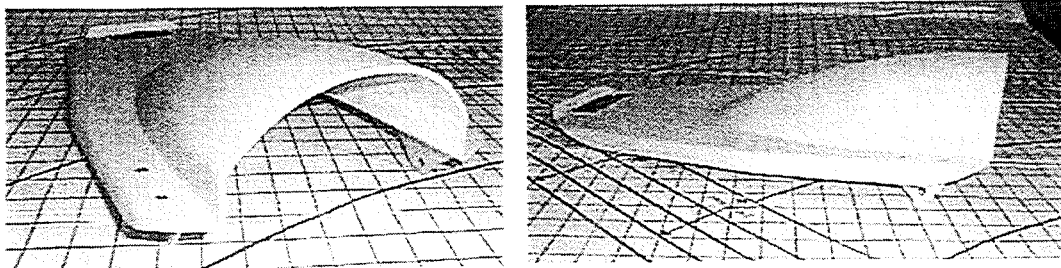
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