

Husqvarna Report

15th Newsletter for the Husqvarna Motorcycle Club

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

Husky Supermotard Racing



Contents of this issue:

Mark Jones goes Supermotard.	1
Digby's 83 430 Husky Race report	4
Craig's Rambling Notes.	6
Excellent Letters/Articles	6
Mega- classifieds	6
Overhaul Con Rod Bearing - 1971	11
Acceleration/Passing 360C enduro	14
Wiring diagram 360C enduro	15
Vintage Husky parts Discovered	16
Cagiva/Husqvarna 2000	18
1974/75 Husky 460 CR	20

Back Issues of the Husky Club Newsletter are available at \$3 each, ppd. Send check or money order, payable to Craig Comontofski. Mail to: 1501 West King St., Martinsburg, WV 25401. More info e-mail: husky@intrepid.net

Hackin' It On A Husky

By Mark Jones - duc900cr@pacbell.net

Supermotard, or Supermoto, as it's known in Europe, can trace its roots to the "Superbikers", a made-for-TV event that ABC promoted back in the late 70's and early 80's. It brought the best riders together from all disciplines in an effort to find "the best rider of them all." Sadly, that series was short-lived and seemingly died a death, or did it?

The French carried the idea and now boast the premier championship in all the world. The Germans, Irish and English would soon follow suit and today each of these countries have their own national championships. Not to be outdone by the Europeans, Don Canet, Cycle World's road test editor, had a vision - to bring Supermotard back to its birthplace - and in this he has succeeded, the inaugural championship season is coming to an end at the time of this writing. It has been a great success with entries growing with each race meeting.

SuperTT as it is known here, brings the speed and grace of road racing, and combines that with the sideways hacking of dirt track and the whoops and jumps of motocross. Weapons of choice for the riders are dirt bike hybrids: single cylinder

thumpers and screamers that sport lowered suspensions and 17-inch wheels, shod with sticky rubber. Races are run on half dirt, half pavement courses, and the races are close, hard-fought affairs, not to mention spectacular! There's something about seeing a big dirt bike being thrown sideways into a turn on tarmac, rear tire screeching and smoking as it struggles to find grip! It's exciting to watch, even more exciting to do.

My introduction to SuperTT was aboard an old Kawasaki KLR 250 that I had built from a box of bits. After that first race where I finished dead last, I knew I wanted something faster, so I went and bought a 610 Husqvarna. Now I had the tool that not only was winning the races here, but the bike that stars like French champion Stephan Chambon used. Unfortunately, I wouldn't get even near to the podium on it.

I found the 610 a little too powerful for me, especially on the dirt sections. On the pavement it was fine, my prior roadracing experience allowing me to handle the power, but my lack of results and my struggles began to frustrate me. Advice from those who were running at the front was to get the smaller wheels on and have it lowered, but if I did that, I would only be able to run one class, the Premier, and I wanted something that I could run in more than one race per meeting. So I made the swap to a Husky 410. What a difference!

My new, 1999 410 came with 17 inch wheels fitted by Z Racing, my local Husky dealer, and on my first ride in their parking lot I knew things were better already. The 410 still had the Husky sound and feel, but the power wasn't as snappy, coming on progressively rather than with a bang, and this thing liked to be revved a little more. The difference in ride height and grip from the tires was amazing! I could hardly wait until my first race on the new bike.

I didn't win or get onto the podium in that first race. I realized that I had to learn how to ride this new beast, after all, it was my third bike in one year. So back to school I went with my good friend, Mark Cernicky, a rider who has won one race this year, and is lying third in points. We went to a local dirt track to practice getting it sideways and getting used to its power in the dirt. A couple of sessions there and I was ready for my second race on the 410.

I missed practice due to my late arrival at Mesa Marin, so I used my heat race as my practice. As such, I was lined up on the last row for the race. But that didn't matter, I was ready to go. The flag dropped and by the first turn I had passed 5 riders. As we thundered down the back straight I found myself in the top 10 and feeling very good. I knew that this was going to be a good race for me.

The best-laid plans of mice and men though, sometimes go awry. As we went into the next left-hander, someone in front of the rider who was in front of me got really sideways, causing the guy in front of me to check up momentarily. That was just enough for me to clip his back wheel with my front, and down I went! Next thing I know there's another bike behind me flipping itself over my Husky! Adrenaline flowing, I got up and tried to start the Husky whilst quickly checking it over for major damage. As the 410 burst into life again, I went for the front brake lever, only to find that it wasn't there any more. End of race.

It was extremely disappointing after the great start that I'd got. Even if I had been able to continue, I'd felt confident enough to be able to get a good result. But, as the saying goes, "that's racing!" The 410 is now fixed and ready for the final two rounds of the series. With a couple of good results there, I can

climb into the top 10 of the Middleweight championship, and get a number in the 20's for next year. Of course, I have to keep it upright to do that!

The 410 is standard in the engine department, but it does have a Big Gun pipe fitted. That certainly helps the power a little, not to mention the sound. I've had many people come up after the races and say how much they liked the sound. The 17 inch wheels use the standard hubs and carry a Dunlop D207 on the rear, and a Dunlop KR106 cut slick on the front. The grip is awesome. Future moods planned are to have the header pipes curved. Apparently, this will help with the low end pickup. I am going to fit a 320mm front brake rotor to add stopping power. The standard front disc works fine on the dirt, but when you're barreling down to a hairpin turn at about 90 mph, you need that little bit extra. I'm sure that I will do some engine work over the off-season too, probably put hotter cams in there or something, but for now, that's not in the plans.

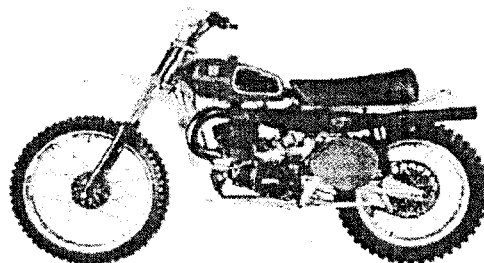
If you have an inkling to get involved in SuperTT, why not check out the website at www.supertt.com? Believe me, if you do, you'll have tons of fun!

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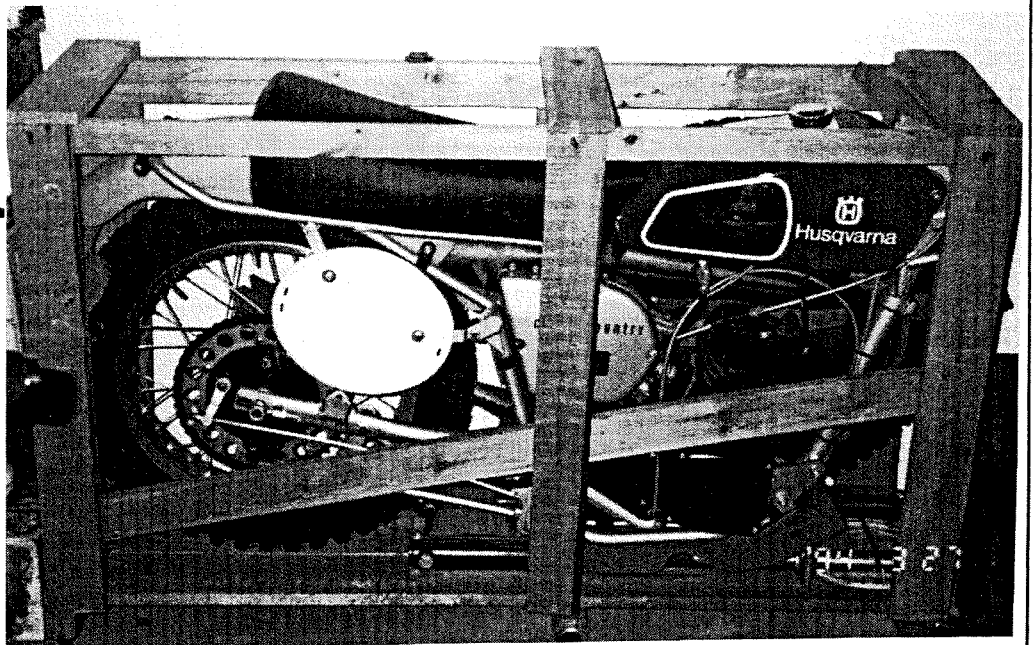
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Email: eurodirt@rof.net

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1975 Husky sales brochure, org in EC,
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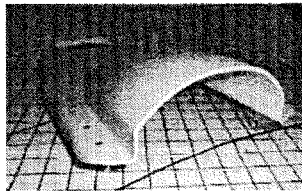
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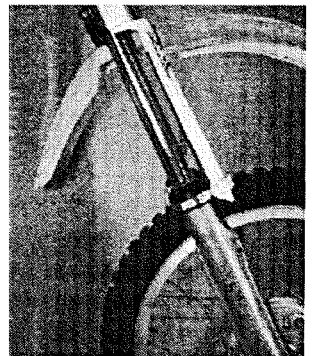
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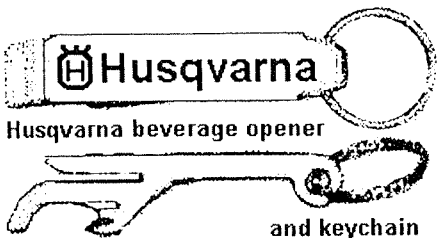
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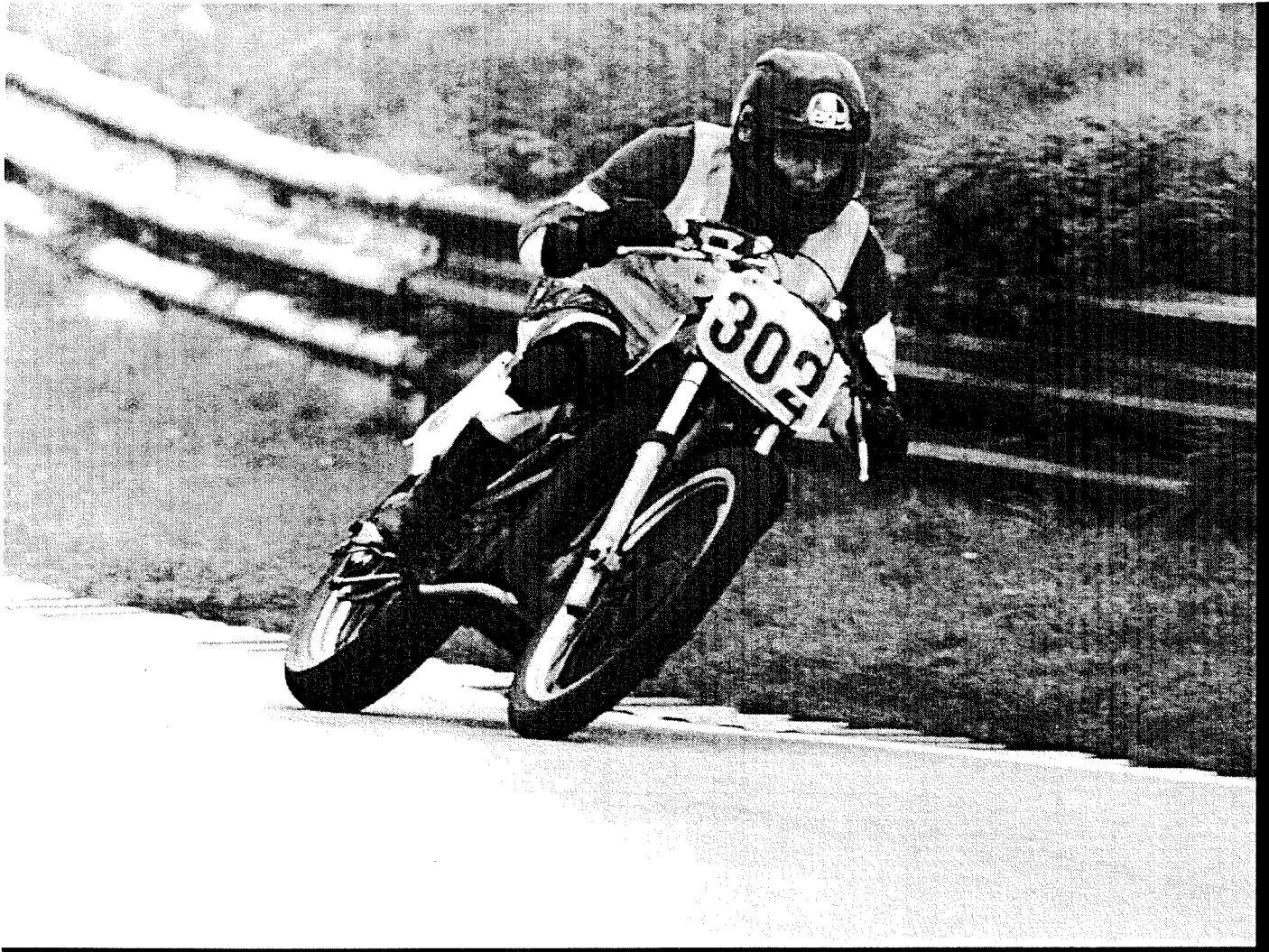
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and keychain



Richard's RoadRace Report

by Richard Digby, England

HUSKY 500 RACE REPORT No.2 - Snetterton 27.6.99 It was the opportunity to race at Snetterton that settled my mind when I was thinking about having a go at Earlystocks. As a youth, I had been taken to Snetterton by a friend of the family who competed in 500 cc production racing, riding a Suzuki GT500. He had won the Championship two years on the trot and a win at Snett would give him the hattrick. The image of him coming through the esses on the last lap round the outside of a Laverda Jota (that was leading the unlimited class) to take the win is indelibly etched into my mind. I was a little worried however as Snetterton has long straights and the best top speed I had seen on my little bicycle speedo strapped to the handlebars was just over 100 mph. I had heard tell that the top RD400's were pulling 140 mph down the straights, so I was expecting to look a bit daft. No matter, the Husky can show most things a clean pair of heels out of slow corners, and anyway, my attempts at motocross have got me used to looking daft. Practice was a big surprise. I decided to try and follow Cass Beardmore on her RD400 to start with and see if I could get a tow down the straights. As we swung onto Revett straight, I tucked in close behind her and to my surprise, I could keep up. In fact I had a little in reserve, so I pulled out

to overtake and as I came out of her slipstream I immediately fell back a couple of bike lengths. I tucked back in and made a mental note to stay in someone's stream whenever possible on Revett straight. Cass's riding skills allowed her to pull away after a bit, but I had learned a lot.

The circuit was a revelation. Blasting down the Start/Finish straight, just nipping into top gear before braking for Riches corner, a smooth 90 degree right hander, which is hardly finished before you have to think about getting round Sear corner. Sear is absolutely critical as good corner speed round this tight right-hander gives you a boost onto Revett straight, the longest straight on any British Circuit. Making the most of another rider's draught, tucking in to the 'n'th degree and tall gears are the order of the day here. Leaving braking till going under the bridge, then swinging left into the esses is tricky enough to judge, but the tight right-hander coming out of the esses seemed to be a different shape each lap and I never did get it quite right. A short blast then to the Bombhole, a right hander with a dip at the apex, and on to Corrams, the fastest corner on the circuit. Coming out of Corrams, you can see the finish line in the distance with the paddock garages to the right, and only Russell Bend left to negotiate. Russell is the slowest part of the circuit and the scene of many a suicidal out-braking manoeuvre, as I was to demonstrate myself later in the day. Despite the weather forecast, the first race was dry



and sunny. I got a pretty good start but lost track of my position as I was concentrating hard on brake points and lines. Scary moment time came at Russell bend, overtaking a couple of slower riders on the brakes on the way in, I just plain ran out of room and had to take to the grass to prevent colliding with another rider. Apparently, from the spectator area this looked pretty desperate, as at one point, I was completely airborne from hitting the kerb. From the saddle though it felt fine. Thank God for long travel suspension. I had a pretty good scrap with Paul Routlage on his Suzuki X7, but although we changed places frequently, his experience got him across the line first. Before I knew it the chequered flag came out and I was told I was fifth. Not bad, but the big achievement as far as I was concerned was that I got my knee down for the first time ever. Then it started to rain. This looked like being an interesting experience.

By the time my next race started, it had virtually stopped raining again, but the track was very wet. I had a terrific start from the back of the grid as the bike just hooked up and drove straight through the Earlystocks and 250 LC's, into the lead, to get a mention on the race commentary tannoy. Quite a few LC's came back round me but I didn't see any more Earlystocks. I was having the time of my life. The bike felt totally planted and was running better than ever with a size larger main jet installed. I built up speed gradually, improving my lines each lap until I got at least one corner right. That corner was Corrams - round which I managed to turn in, apex, and hit the exit dead right, and not only that, I had drifted the bike round with both wheels just breaking traction. The feedback through the handlebars and saddle was terrific. I could feel everything each wheel was doing. I was elated. I felt I had really achieved something special. The third and last race was even wetter. We started in light rain and ended up in a down pour. Quite a few riders had decided to sit this one out. So there were only three Earlystockers, a dozen or so LC's, and a good gaggle of formula 400's. The 400's were away first with a ten second head start,

then the flag dropped for the second grid (Earlystocks and LC's). I didn't get such a good start this time but I was well into the thick of the LC's by the first corner. The rain was pretty heavy by now and the track was awash. This didn't seem to make much difference to the level of grip - although too much throttle coming out of corners was making the back end squirm. Modern racing wets are amazing. The level of grip is fantastic. In comparison, I think manufacturers twenty years ago must have made tyres out of Bakelite. Everybody slowed down for the conditions but apart from a conscious effort to be smooth, I didn't seem to need to slow down, the bike felt fine. Consequently, I soon worked my way through the LC's and caught up the Formula 400's. My riding seemed to be improving with each lap and the bike was quicker than ever in the cooler damp air. I couldn't believe it, I was passing Formula 400's in twos and threes in each corner! I was getting faster and faster. I had a bit of a moment at the Bombhole, where I was too quick to open the throttle on the way out of the corner. As I crested the small rise, the back wheel spun and I was suddenly sideways at about 70 mph. Scary, but this is what off road bikes are made for. A bit of opposite lock, and I was all square again. I kept working at my lines and braking points, and continued to pass Formula 400's at every turn. It's a good job the chequered flag came out when it did, as much longer and I would almost certainly have overcooked it. I pulled back into the pits and was quickly surrounded by friends, family and fellow racers who all appeared to have witnessed a miracle on a par with the parting of the Red Sea. Perhaps they had, who'd have thought that that barmy bloke on an ancient dirt bike would be taking home another first place trophy - unreal. Next race is at Mallory Park on August 1st - my luck cannot last can it?

Richard Digby, RADIGBY@aol.com

editors note: richard's reopr #3 is in and it looks great. It will be part of next newsletter

Craig's Rambling Notes-

Husky Paint notes - I have noticed that several members have started to use the professional paint material that were discussed in past newsletters, but are finding that there is quite an expense for just the materials alone. I will say that this paint process will require quite a commitment of funds to get started, some skill to achieve good results, and a more than one bike to be painted a year to make it financially attractive. You will need at least :

1. Wet or dry sandpaper by the ream in most cases, in 220, 320, 400, maybe less of the 600, 1200.
2. Degreaser solvent - Dupont 3919
3. Laquer thinner by the gallons for clean up. - Lowes
4. Metal Prep solution - 244S
5. Etching primer-activator - Dupont Variprime 615S/616S
6. Primer surfacer and solvent/activator - many types
7. White sealer and solvent - 2680S/2605S
8. Base coat color and activator - Chromabase/7185
9. Clear coat and activator - Glamour clear/7895
10. Medium small professional spray gun - SATA 44 974
11. Paper towels, cue tips, toothpicks, special cleaning brushes.
12. Measuring cups in glass and stainless
13. Filter for supplied air to gun, paint only dedicated air hoses
14. Appropriate breathing gear either supplied air unit or suitable filters for outdoor use.
15. Masking tape, special masking tapes, masking paper
16. Thermometer, humidity gauge and good weather
17. Disposable paper coveralls for use during spray, chemical gloves for use when cleaning
18. Air powered DA sander and associated papers, high speed cut off tools, hi speed grinder for port polish abrasive use, Eastwood port polish abrasive kit with mandrels

This is a good start and it will cost hundreds of dollars, if not more. You certainly do not want to buy expensive, professional primers and paints and then spit them out of non professional spray gear, so I would recommend a Sata 44 974 or something similar. You certainly do not want to be pulling the trigger of Binks #7 or a similar automotive gun with the money you have in paint and the type painting required for most motorcycle work..

If you going to do 1-2 bikes a year, then this may not be a good value. The material keeps for a few years so once you have it and you store it well, it will last thru many projects.

I have not spent a lot of time developing a spray can alternative, but I do know that my technique was to find a suitable silver and then plan on clear coating (via spray can) , just like the two step base coat/ clearcoat.

Taking your pieces to a professional painter is also a great way to get your work done without the hassle of a complete paint shop at home. You can strip , repair, sand and prep and this will most likely get you a big savings at the painter. You may even supply the base coat paint (and retrieve the leftover for future work) if possible, letting the painter supply all else.

I had the opportunity to visit Cagiva USA in Willow Grove, Pennsylvania and what a treat that was ! I got the tour of the complete facility and then got to look for vintage stuff in the parts inventory and my report is found in the following pages of the newsletter. These guys, Larry , Rob and Curtis, are putting in 12 hour days to make Husqvarna a big success for 2000 and beyond. Check out the bulletin in the next few pages of the newsletter as well.

Excellent Letters

Stahl's Husqvarna / Lewis Suzuki

Hi Craig:

I just got back from Indiana, you were right Forest was a real good guy. He was able to find a lower rod bearing and saved me buying a whole rod kit. He gave me a good tour of his shop and I got to see a lot of Huskys I would love to have. The Husqvarna dealer I referred to was in Anderson, Indiana about 20 minutes from Forest's shop. It's a new Dealer ship. Forest said he was able to order older parts from them when he has the part numbers. While at the dealer (Lewis Suzuki) I looked at a new CR 250 the engine case is a lot like my "88" 250 in fact the magneto cover, and water pump cover were the same. It looks like they changed the left case cover so you could access the clutch by removing a small cover that is held on by about 4 screws. The top end was a lot different. Got to go for now .

Bob Cole, Weclin@aol.com

Halldorson's 83 500XC

Craig, the place with all the Mik jets etc is Sudco, not sure of the spelling, in LA Calif. 800-998-3529. They shipped right away and the needle was \$6-7. Oh, I am also using a 2.5 slide. So, a 340 main, 40 idle jet, 7F7 needle, AA5 Needle jet, Needle position, 1 from top, 2.5 slide. I about went through a fence it took off so hard. Now I know why they went to disc brakes. This testing was done at 1000' altitude. I'm going to the sand dunes this week end and I will be at 500' or lower. It's possible I may run a 360. I will let you know. Harold.PS, Graphics, not available any where I could find. Took a pic (I got from you) of the bike to a local pin striper and he cut them out of vinyl by hand. They came out excellent. The husky tank emblem and the word Husqvarna was on his computer (chain saws) and cut by computer, perfect. Curious, what is a restored 1983 500xc worth? hope this info helps the next guy. Thanks again. brrrrraaaaappppp.....uh oh.....

HR Halldorson <hrh@dreamsoft.com>

Shocking Hardware

Craig,

Do you know what shocks were stock on MK Husky 400CR? What was rear wheel travel? I would appreciate it if you would answer this, or if you don't know (which seems unlikely) post it in the next newsletter. Regards, Bob Krus

Thanks for asking Bob,

The 63 -74 Huskys all sizes (125-450) used same shock, with different springs to suit bike size and rider - Girling , 1 7/8" eye to eye (sometimes called 11.9")with shock travel was about 3.5" and the rear wheel travel of all about 4". The Girlings have 3/8" bolt eyes, not metric! 3/8" NF (National Fine) on all Huskys, same as 3/8" NF pinch bolts on fork triple clamps, these 8 bolts were the only non-metric bolts on a Husky 66-76 (maybe later as well)

hope that helps, Craig

Megaclassified

Husqvarna cr250 1973 will trade for small enduro or motocross 80cc or Larger: email:luenw@emailmsn.com

piston-kit from Husqvarna In the following size 2x81.42 \3x81.92 \3x82.42 \3x69.93mm They come from the factory Kolbenschmidt-Germany If you are interested than e-mail me Regards Menno e-mail adress:tinmen@xs4all.nl

'74 450WR Husqvarna. Complete and in good running order. Good restoration project. Usual cometics required: fuel tank,

seat, tires, etc... clear title, located near Santa Cruz, CA, \$500
obo e:mail lindarne@ix.netcom.com

1971 360 Cross 4 speed, Everything completely rebuilt or replaced. Fresh 1st oversize piston, new seals and bearings, 1974 Mag front end, 1975 small aluminum CR tank, new seat cover & foam, new shocks, new brakes. Great AHRMA ride or trailbike. \$1750 John Heger 317-843-0027 / jsh56@aol / Indianapolis / can ship or meet part way for delivery / Picture available

1971 360 C Enduro, All original with less than 600 miles on odometer. All the hard to find pieces are there. This bike needs TLC and not much else. \$600 John Heger 317-843-0027 / jsh56@aol / Indianapolis / can ship or meet part way for delivery / Picture available.

1977 125 CR GP, Bike needs piston and good going over. All there but has not run for awhile, motor turns freely. Perfect project for new AHRMA rules. \$350 John Heger 317-843-0027 / jsh56@aol / Indianapolis / can ship or meet part way for delivery / Picture available

1966 Husky - I need a stock tank any condition, exhaust pipe, kick starter and rear brake baking plate to finish! Pls Call Brian at 949-248-2591 in CA.

I have a mint gas tank from a 1980 husky 390xc the tank was originally removed and a plastic tank was installed. The tank is black and chrome and has no dents or dings. I am asking \$100 please enter it in your classified section. Contact me at brooks@isd.net.

Husqvarna Wall Banners \$30 +\$3.20 ship, 2foot by 6 foot in size, these look great at the races or in your garage or shop, outdoor vinyl quality, 304 267-6471 or husky@intrepid.net

For sale: 1973 Husky RT360. S/N SK00007. Rough, but good parts bike. \$125 US. 1978 Husky CR390 rolling frame. \$200. Call Steve 416 281-8848 or e-mail sray459482@aol.com Toronto, Ont.

For sale: Large supply of NOS & good used Husky parts from the 70's and 80's. Call Steve 416 281-8848 or e-mail sray459482@aol.com Toronto, Ont.

Wanted Husky lit - need 1973 450 DM brochure, 1973 125 brochure, 73 400 CR brochure, 73 250/360 RT, they would say sure quality and be 2 sided - please call Craig 304-267-6471 or e-mail husky@intrepid.net, looking for other items as well and I have items to trade

Wanted - for a 76 360WR - nice tank, countershaft sprocket cover, and a pair of shocks, please call Bob at 816-478-7455

1974 175 husky MX, very low time, very good condition. \$1,200 Sorry no PC! 605-348-6067

For Sale: 1971 Husqvarna 250CR. Frame # M1 2617 Motor # 403654 Complete bike, good compression, no spark - \$300 or will trade for Yamaha TY trials parts. 573-483-2708

Parting out 1969-1971 husqvarna 4 speeds 400cc, 360cc mg-mi frames, wheels, forks, engines, alloy fenders, set of Girlings with chrome covers, part condition good to excellent. Fair prices, will trade motoplat for 76 360 GP, good suspension parts or whatever. thanks gil E-mail huskygil@juno.com phone 714 832-0585

For sale Husqvarna 1968 KAF 256 A Army model original and

unrestored. 6000km on the clock equipped with detachable ski's for winter use. only 1000 made of these. Army log/service book. Runs well. i'll trade it for a Triumph 500cc with unit engine or some army model. Tel. Sweden. 0302-44431

Large selection of NOS and good used Husky parts for sale. Call Steve 416 281-8848 or sray459482@aol.com

For sale Husky parts Call Steve 416 281-8848 or sray459482@aol.com.

parting out 77 cr125 frame #ML16055 Engine #204- 0232 No tank or fenders. Seat pan a little rusty but useable. engine doesn't run, bad crank. I live in Cleveland GA, North of Atlanta. Call or e-mail Bart at (706) 865-1924 Or caputo@alltel.net

Wanted: 1977 250cc wr motor # 2060, 1977 360cc wr motor # 2052 complete with carb, exhaust, electrics and useable. Have brand new Motoplat Ignition Part # 16-14-740-01 (motoplat # on flywheel 0616030 6v35/5/21w56) flywheel and stator, Part # 16-14-714-01 Ignition coil black lead new in wrapper to swap, trade or offers. Call Peter at 61-2-97086699 e-mail me at fgelectrics@bigpond.com.au

For sale 1986 250 cc husky water cooled. Bike is in very good shape. The front disc hose is broke only problem with bike. Would like to trade for a running 1974 125 husky or 75 mag. dirk Williams 541-883-8495 dwill75289@aol.com

Parting out: MK & ML series Huskys. 2+ pickup loads. Please call 616-887-1343 or e-mail daveb@abiz.net for more or less complete list. Dave Brooks

Wanted - 82 or 83 Husky 250 please call Frank at 734-662-5425

For Sale: 1972? 360 4 speed Frame #MH4005 Engine# 402659 M. Says for racing only on steering head. 95% there, has been bored to 400 w/ american eagle piston. Not a bad gas tank. Could be restored or great parts bike. \$ 200. Near Stillwater, Oklahoma. call Greg Van Deventer at 918-387-2837 or "e" mail gvand@ilinkusa.net

currently working on getting a husky running. I have 250 engine #20423124 with modified motor mounts to fit my 1981 frame #wn05895. I need a crank and motoplat and gaskets. I also have 2 more frames #mk15732 and wo1895. Also motors #20330793, 2085118, 20900382. all basket cases. I would trade all but the frame #wn05895 for a good 250 motor that runs. ps the auto needs sprag bearings. fgrimm44@hotmail.com

I'm a Husky rider/collector/restorer. I bought out a small Husky dealership with a small inventory of 80 thru 87 parts. I don't have any CDI's, Magnetos, so don't ask. Right now I'm interested in watercooled 430's and 500's. I have some 250 parts, and might be willing to sell or talk trade. I'm trying to finish out a 86 430XC and need radiators, exhaust pipe, and plastics. Please E-mail me at riggerdave@zianet.com. Maybe we can help each other out.

husky owners now you can have **alum. triple clamps** too with timkin bearings and 5 mm less trail to make that husky turn also stainless steel pinch bolts alum. stem and a special bolt to attach the standard husky front fender the whole assy. is first class and very trick also an added benefit is less maintenance. these clamps will fit vintage up to 1977 husqvarna. for more info or to order a pair, call Tom Heger at 515-984-7911 or E-mail me at Hrhusky@aol.com

DG Kit for 1974 Husky 125cc includes DG Pipe and Carb. No dents in the pipe, just needs a paint job. Carb needs cleaned. \$225.00. Call Alan at 724-539-0176 Penna. or E-Mail at loufox@tcsinternet.net

For Sale: New Tools for Vintage Huskys. Case Splitters and Assemblers, Clutch Puller, Sprocket Puller, Fork Tool, Sprocket Holder. Fully Guaranteed Phone: 616-887-1343. e-mail daveb@abiz.net

have a rear fender and taillight assembly for a 1984 husky wr brand new. also a 70s husky alluminum desert style gas tank in new condition. best offer email or call tom at 513-353-2918 ohio.

rod kit for a 76-77 125cr rod mains and seals also 2 motors 1 with ign \$300 for all . contact cgabarton@prodigy.net , I also have 2 auto motors various cond. 1 complete nice auto runs but slips (clutches) 79 I believe.

I have bikes for sale; 1. '79 390cr, 6spd rebuilt \$1200 or BO , 2. '83 250wr, 6spd runs ex. \$700 or BO , 3. '77 360wr, 6spd project bike \$500 , Husky Bill Porciello , 203-723-1967 <pporciello@snet.net>

1973 450 Desert Master. Bike looks showroom new. Believed to be almost all original. Original fenders, tires, seat, chain guard, silver fork tubes, cables, bolts (Bufo), ect. Number plates and air filter cover (plastic) may not be original. Tank is in perfect condition and is large Desert Master yellow. Frame# MK06704. Motor # 2034 0588. Bought in '92 from Husky collector in California. Bike has been on display indoors, but I have never started it, though I was told it runs. I do not believe cases have ever been split. Only signs of wear are a bit of paint worn off on brake pedal. Asking \$2000 will consider trade for very nice early-to-mid '70's Macio or CZ mx. located in So. Indiana. contact Bill Agnew 812-422-4208 or Wagnew15@AOL.com.

Wanted; Owners or service manual for 1996 Husqvarna 125 WXC, even a copy. Also; Parting out 1978 Husqvarna 390 OR; call (856)785-1107 or Wideglide80@webtv.net

Wanted - 1980 250 OR motor prefer running condition - call Eddie at 717-645-0201

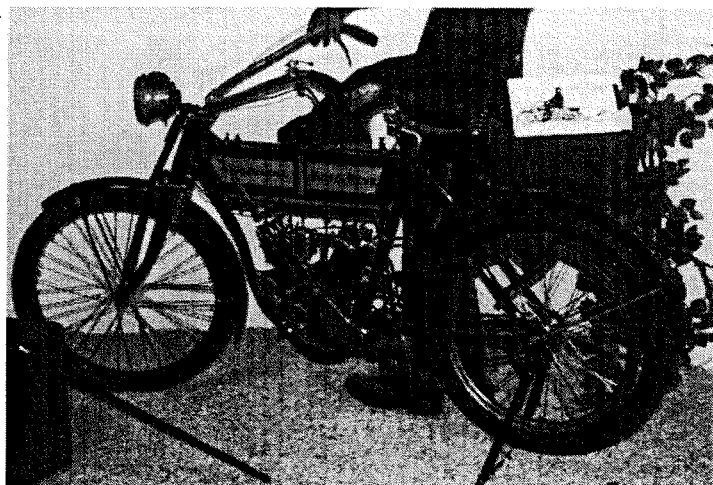
For sale - 1972 MJ250 - complete but needs assembly, many news parts 304-727-2716

Call 914-271-4812 - I have 79 125CR that needs resto \$200 and a lot of other Husky parts tanks, backin plate, etc, \$300 takes all might trade for Hodaka stuff.

Wanted - Owners manual for 250/360 RT models , I have cash waiting, please call 304-267-6471

Husqvarna Owners Manuals, Parts Manuals, Shop Manuals, Engine Manuals, Ohlin Shock Rebuild Manuals, Automatic Engine Manuals, most Huskys for years 1939-1989. Color copies of sales lit for many years of Husqvarna also! Please call for availability and prices. Call Craig Comontofski at 304-267-6471 - 8am-10pm EST or e-mail husky@intrepid.net

Please call when I am in as I will not be able to return search calls. These are copies, I do have some originals to trade as well.



For sale - In Sweden - **1915 Husqvarna model 65** , 350cc V-twin, ohv. Engine restored, Nickel plating okay, new tires, needs front exhaust pipe and paint needs redone. Some spare parts and documentation included. Bike will sell to the highest bid by end of Feburary 2000. Please call Christer Watz in Motola, Sweden at 141-55798

77 Husqvarna, 390CR, good condition, runs great, w original owners manual \$500 661-254-5406

\$200 78 HUSQVARNA, needs work, \$200 Phone (702) 645-8863

Husqvarna '78 Complt w '79 front end, 390 WR, 6 speed, \$350, Ask for Ted Ph (714) 556-8779

88 Husqvarna 430, water cooled, 2 stroke, excellent condition, many new parts, must see & ride, \$1000 or best offer Phone (702) 497-0577

81 HUSQVARNA 250CR, very good condition, \$550 or best offer Phone (818) 957-7835

96 HUSQVARNA 610 WMX motorcross bike, brand new, 100 percent original, never ridden, \$3950 or best offer. (860) 350-6637. New Milford

95 HUSQVARNA 610WXE, less than 2000 mi, \$3000. (203) 452-0530. Trumbull

91 HUSQVARNA 250, 2 stroke, liquid cooled, Dyna port & silencer, like new cond, hardly used, many extras, \$1950 or best offer. (860) 350-6637. New Milford

85 HUSQVARNA 250CC DIRT BIKE new piston, runs great, starts easy, first \$1000 cash takes it. (203) 338-4038 or (203) 393-2768 Greg, Bethany gxpigna@peoples.com. Straford/New Haven

96 HUSKY WR250, recent top end, chain and sprockets, new tank, runs excellent, needs finishing, have title, \$600 firm. (203) 732-2908 . Ansonia-Derby

1983 Husqvarna CR500 auto, good project bike, needs majneto. Has no spark. Needs some work. \$550 or will trade. 770-975-0477

1986 Husqvarna 500 XC, Runs great, Original owner, Needs a little attention \$1,000.00, (607) 625-4522

98 Husqvarna TE410 motorcycle, 4 stroke, perfect shape, less than 200 miles, I need the money bad, \$3500, (704)525-4991

1999 Husqvarna WR 125, Wanted. 1998 or 1999 WR 250 in excellent shape under 4000 and in the eastern Tennessee

area\$4,000.00, (423) 379-6432

78 Husqvarna WR250, new tires, chains & sprockets, needs cylinder, \$550/bo; (315)781-1438

1994 HUSQVARNA 125, runs good, new brks. & pipes, clean bike, \$1900 obo; (630)513-7484 aft 3:30pm

1980'S RARE, Husqvarna Enduro, 125cc, dirt bike, needs work, like new tires, race shocks and carb, some extras, \$300 obo; (612)869-8830

1982 HUSQVARNA 430XC, & 1982 Honda ATC 250R, both in showroom cond. & run great, before you pay more for less, you must see these bikes at only \$1800 for both, 909-875-4083

1998 husqvarna CR125, This is a good stock bike that has never been raced Pro-action suspension \$2,000, (423) 538-1005

1986 Husqvarna 430 AE, automatic.runs great.needs nothing. hard to find model.email at gregT295@prodigy.net.Tucson,AZ. price is obo. \$1,200, (520) 682-5370

1970 Husqvarna 400 Cross, The "On any Sunday" bike. Be Malcolm or Steve when you're riding this mostly original 400 cross. Ppetty fndrs, tank paint stripped, all original parts there & turns over easily. Can win at AHRMA vintage races, through the next millenium. \$495, (619) 222-4071

1980 Husqvarna 250CR, Ex Cond.Wiseco Piston & rings,new fenders f/r white,bark busters ,answer bar pad, chase harper tool pouch,skid plate, lights can be added \$750 (314) 481-8078

1996 Husqvarna 410 xcr, Ex cond aprox 100 total hours of use. Dual Exhaust, custom graphics, Tag bars. Awesome trail bike, or motocross bike. New baby forces sale. \$3,600, (208) 777-3019

1979 HUSQVARNA OR-390, senior owned, ready to ride needs nothing, 4 gal. MS tank w/ 1982 front forks, comes w stock front forks & orig. blk. tank, has dent, \$595, after 7pm, 805-484-8322

1993 HUSQVARNA 360WXC, great shape, runs perfect, needs nothing, \$3400; (810)468-8065

1982 Husqvarna 430XC, Very fast and clean!!38mm Mikuni carb,oversized front forks,dual stahl rear shocks, has more rear clearance than new bikes,vintage rocket \$1,200 (425) 259-2806

1995 HUSQVARNA 610, four stroke, very fast, needs nothing, must sell, \$2200 obo, 770-529-7076, 770-421-9947

1979 Husqvarna 390CR, frame off restoration, many new parts, LN, very fast, must see, \$1595 obo; (440)786-0805 aft 6pm

1991 Husqvarna WMX 125, Excellent cond.,Dynoport Nickel pipe,very clean bike,runs great , E-mail chuckwilso@aol.com \$1,500 (864) 244-5764

1998 Husqvarna TE410, Has a license plate and used for dual sport riding. Has passenger pegs. Excellent condition and never ridden in the mud. \$4,200.00, (360) 293-4526

1996 HUSQVARNA WXC 250, FMF pipe, paddle tire, almost street legal, like new, must sell, \$2750 OBO, 425-803-3972,

1983 HUSQVARNA 250cc Trail Bike, powerful enduro, low mi.,\$700 obo, 770-932-1266.

1994 Husqvarna WXC, WXC 250, 6-speed,2 stroke, pro-tapers, fmf, 2000 gm stic, adult owned, will trade for '91or newer XR600 or other open -class for stroke. \$2,300, (831) 635-9761

1996 Husqvarna 410 4-stroke, excellent condition, easy to start,

dual sport or race or trail ready with tons of extras \$2,800, (304) 263-6502



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Husqvarna Video Extreme Vintage

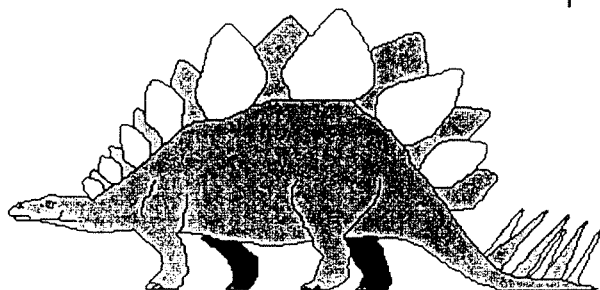
Available Now! 42 years later on VHS



Husqvarna Factory Sales Promotion Film (Video)1958

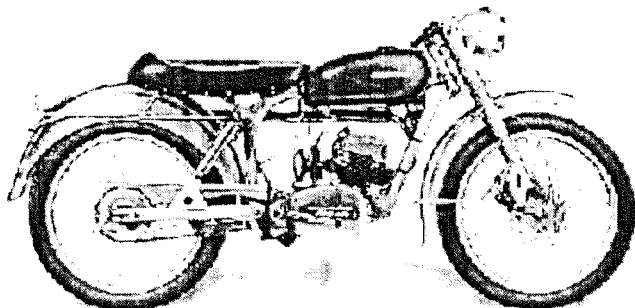
This covers the line of Husqvarna Mopeds, bicycles, Silverpilen, Corona, Colorita, Teddy, +more.

Film shows the various steps in the factory fabrication of engine sand castings and machine work, engine assembly, gastank fabrication, painting on the assembly line, pinstriping, wheel laceup, motorcycle/moped assembly, quality testing on a dyno, field testing (Silverpilen jump and wheelies), and more.. The narration is all in Swedish, but clear and understandable. Music is period upbeat style and the women models presenting the various models are in period dress. This is all color and taken from an old 16mm film, good to moderate video quality and a "must have" item for all Husky buffs. You will not be disappointed. This is great fun and an exciting look at 1958 Husqvarna. This film has absolutely never been seen in the USA. It is 10 years prior to the Husky mx era beginning.



These bikes were only produced a few years beyond this movie issue. VHS, NTSC std., 25 min., color - \$40 plus \$3.20 priority shipping USA, additional shipping outside USA. Mail \$43.20 (money order will ship same day) payable to:

Craig Comontofski
1501 West King Street
Martinsburg, WV 25401



This was back when Nilsson, Tibblin, and Hallman were riding with the Woolly Mammoths !

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Husqvarna Banners for your Shop or Garage!
These banners are 2' by 4' and are constructed of an outdoor quality vinyl. The logo and lettering is silkscreened onto the vinyl, this is not stick on lettering! All four sides are hemmed and double stitched and there is a heavy grommet in each corner to allow you to bungee cord fasten this banner in place. The lettering/logo are white, the background is royal blue. There are also nylon cords sew in to allow you tie into place. **Hang one in your garage! Take one to the races and display Husqvarna !**
Club price is \$30 plus \$3.20 to ship = \$33.20.
(Retail is \$35) There is a limited quantity of these so don't delay - 304-267-6471 or husky@intrepid.net



Millenium Special - 2 Banners for \$55 with free shipping



OVERHAULING OF CONN-ROD BEARING

A suitable pressing tool can be manufactured as per fig 1.

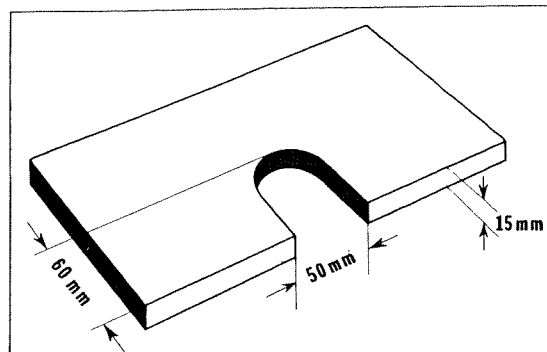


Fig. 1

1. First press out the crank pin from one of the crank discs by placing a support under the upper crank disc. See fig 2.

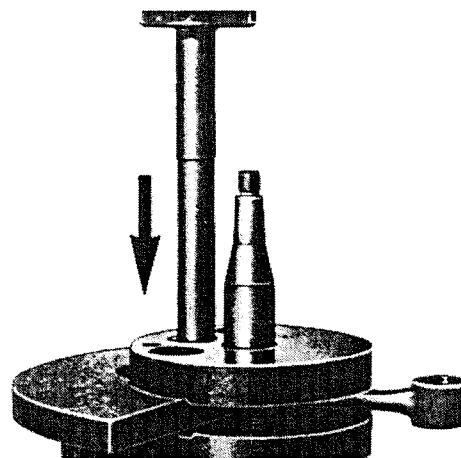


Fig. 2

2. Then press out the pin from the other crank disc in the same way. See fig 3.

N. B. In both cases the pin should be pressed inwards.

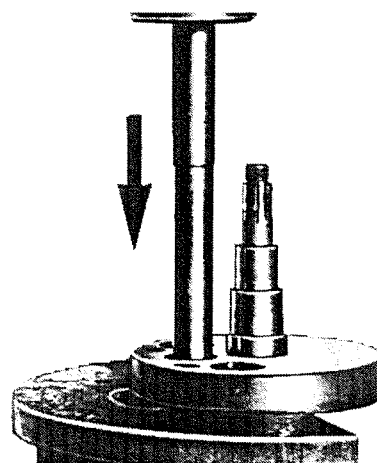


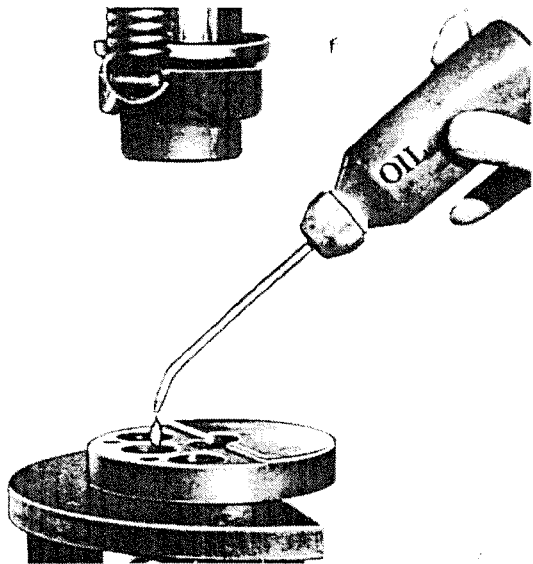
Fig. 3

Issued January 1971

10 17 048-26

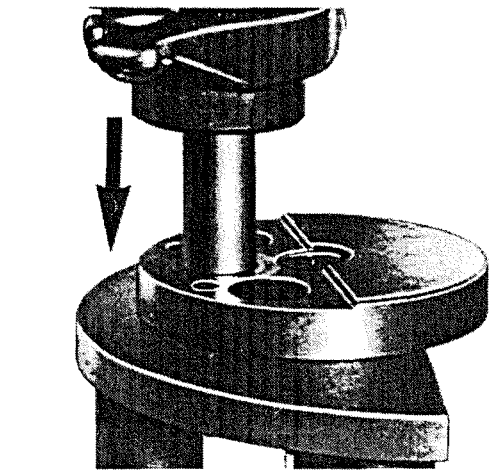
2.5 1-71 Blad 1 (2)

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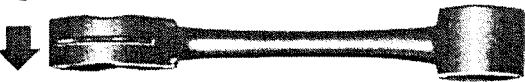
3. Take out the new parts and lubricate the crank pin and the hole. See fig 4.

Fig. 4

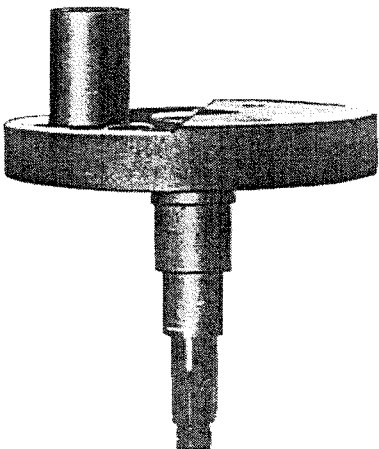


4. Press the crank pin into one of the crank discs from inside. See fig 5.

Fig. 5



5. Mount the needle bearing and the connecting rod. See fig 6. Lubricate the bearing somewhat.



Issued January 1971



6. Adjust the other crank disc by means of a rule. See fig 7.

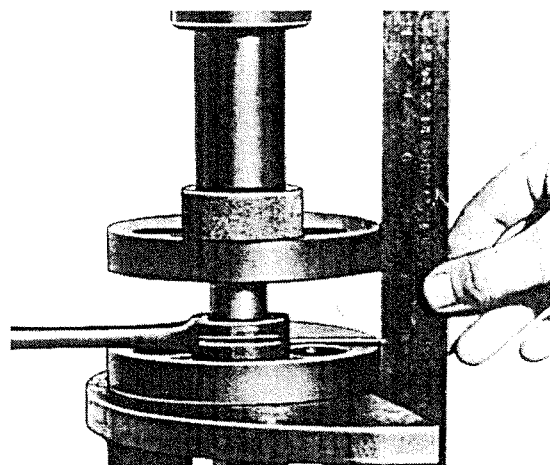


Fig. 7

7. Press on the crank disc until an end float as shown in the table below is obtained. See fig 8.

NOTE! Point 7 and 8 are only valid for the 360cc and 400cc. On the 250cc engine the conrod is guided by the piston, so that in this case the crank pin should be pressed in until it comes level with the outer edges of the crank discs.

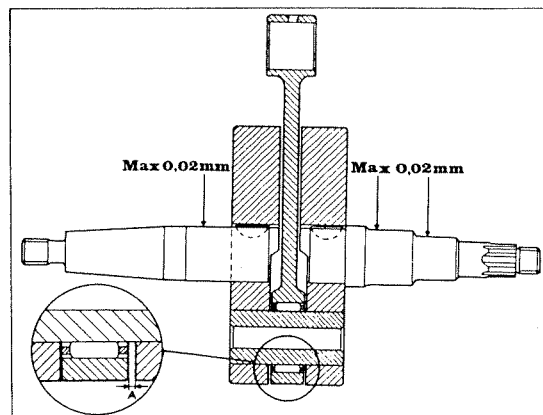


Fig. 8

8. The end float is measured with a feeler gauge as shown in fig 9.

<u>Engine</u>	<u>End float (A) on connecting rod</u>
250cc	As above
360cc	0.15 - 0.28 mm (0.006 - 0.011")
400cc	0.15 - 0.28 mm (0.006 - 0.011")

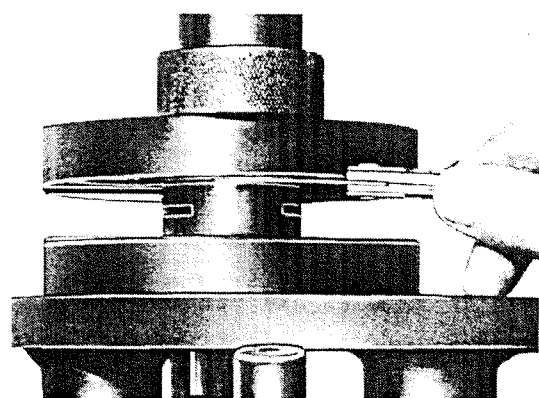


Fig. 9

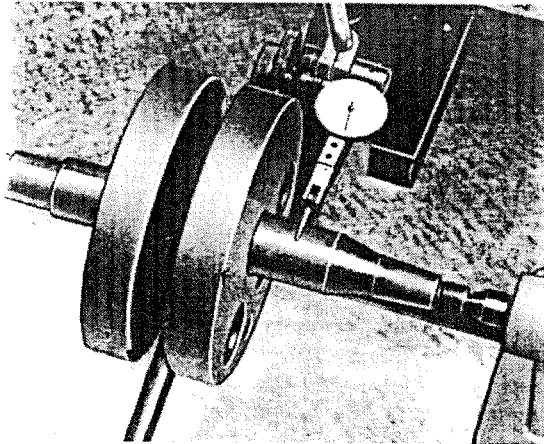


Fig. 10

9. Check the jerks of the crank shaft by means of an indicator clock. See fig 10 and 11.

The jerks must not exceed 0,02 mm at the bearing positions according to fig 8.

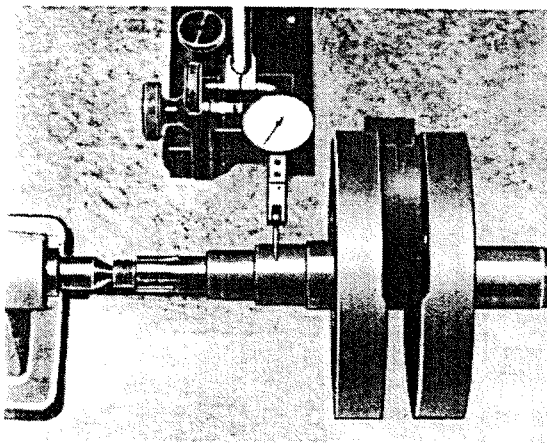


Fig. 11

10. The crank shaft can be tuned by knocking the crank discs by means of a plastic club or the like so that the discs are turning around the crank pin in the correct direction.



IMPORTANT CONSUMER INFORMATION

ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicle to which it applies, in the situations diagrammed below.

The low speed pass assumes an initial speed of 20 mph and a limiting speed of 35 mph.

The high speed pass assumes an initial speed of 50 mph and a limiting speed of 80 mph.

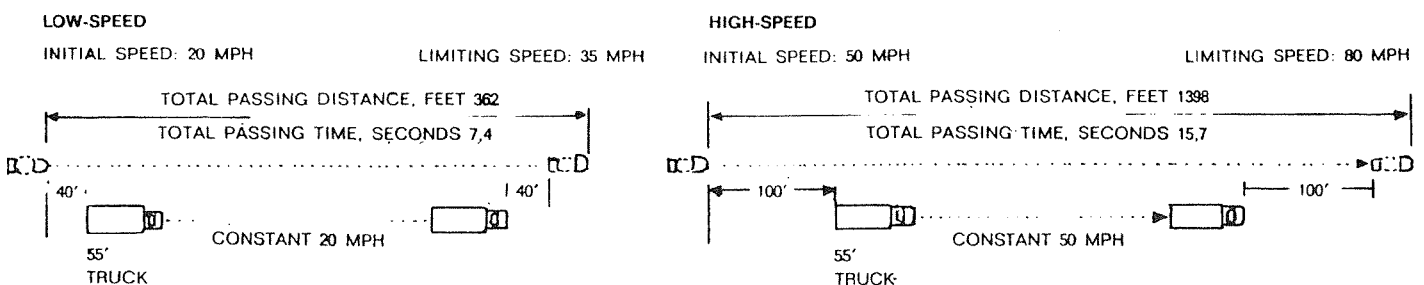
NOTICE The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions and may not be correct under other conditions.

Description of vehicles to which this table applies : Husqvarna 360 C Enduro, Sportsman

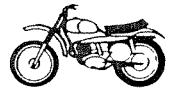
SUMMARY TABLE

Low-Speed Passing 362 Feet, 7.4 Seconds

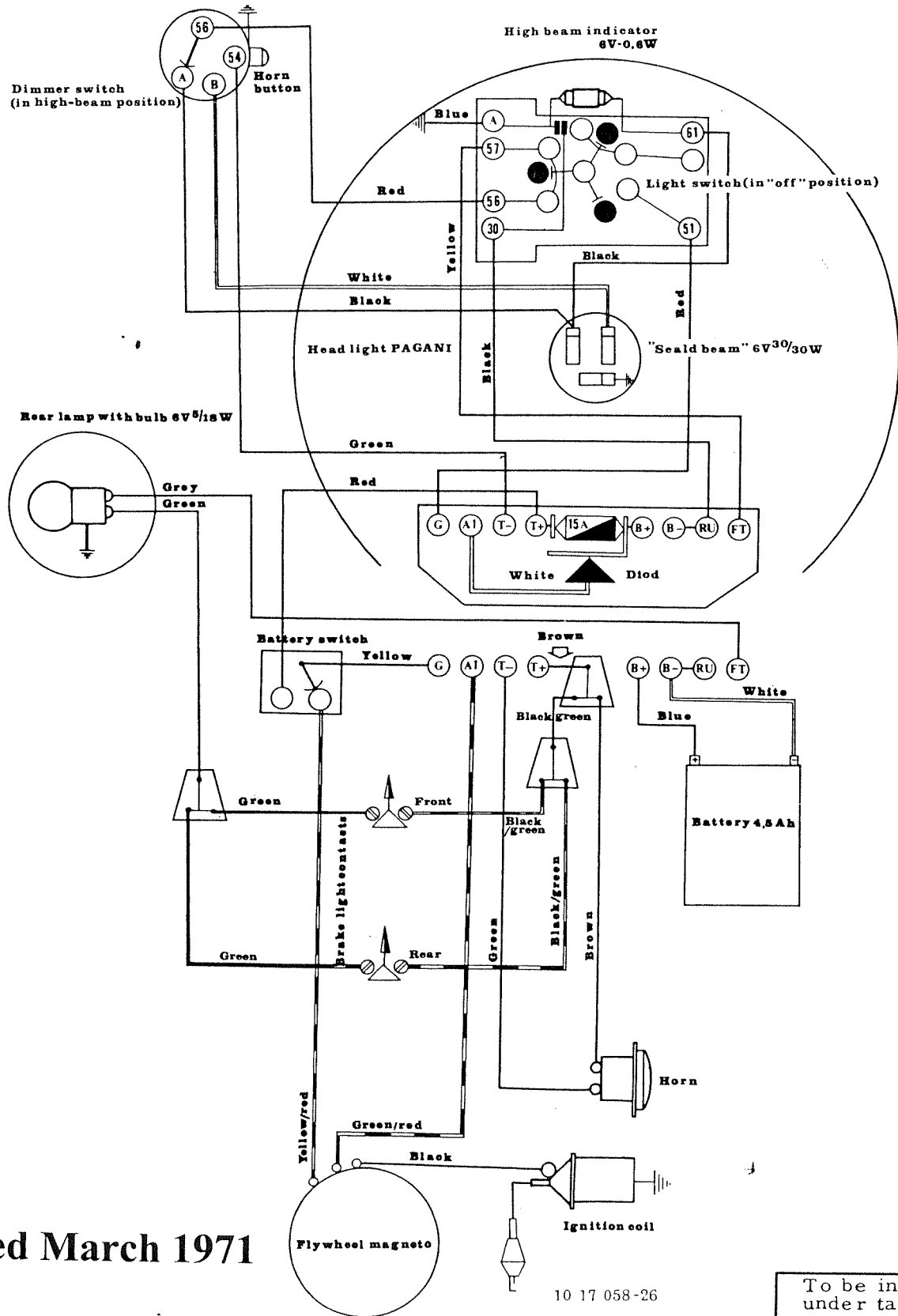
High-Speed Passing 1398 Feet, 15.7 Seconds



Issued with Sportsman 360C Enduro



WIRING DIAGRAM FOR MC 360 C ENDURO. Replaces report no. 69 04 08/2.



Issued March 1971

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under tab. no
Register **4**
Index

And you thought all the good stuff was gone!

Visit to Cagiva U.S.A. - November 1999- please note the new website : <http://www.husqvarnausa.com>

I got a call from Larry Ferracci, in early November 1999 and he very generously invited me to come visit their operation and warehouse in Willow Grove, PA. Upon my arrival at Cagiva USA, Curtis Jurrens, Husqvarna Dealer Development and Special Projects Manager, gave me a tour of the expansive showroom of Ducatis, MVAgustas, Cagivas and Husqvarnas - dozens of bikes - and from there we toured the well-fitted service facility, complete with dynos and full machine shop. Next we toured the warehouse stuffed with motorcycle parts, many of them relating to Husqvarna of all eras. Needless to say, the more I looked, the more excited I got, at seeing rare vintage pieces. Many of these vintage pieces have simply been lost during years of inventory transfers between business owners and were previously boxed away. Anyway, getting to the bottom line - the following list shows Husqvarna parts that I considered important, their part numbers and bin locations, and estimated quantity on-hand at the distribution warehouse. **These parts CAN ONLY BE PURCHASED THROUGH YOUR LOCAL HUSQVARNA DEALER, please do not call Husqvarna USA to inquire about these parts! Thanks!**

Part Number	Description with my possibly correct comment. Never order parts unless you know exactly what the application is.	Qty	Location at Cagiva USA
15 15 174-01	Rear brake pedal 72-74 MJ-MK	4	Row P
16 10 641-01	Rod kit, 250 MG-MH (should suitable for all 66-71 250)	20	Row P
16 14 492-04	Piston, 3rd over 85 250 CR and XC	5	Row P
16 14 492-02	Piston, 1st over 85 250 CR and XC	20	Row P
16 10 394-01	Crank shaft, complete 74 400 WR- should fit all 400 72-75 but Femsa stub	2	Row P
15 10 760-04	Piston, 3rd over - 250 72-73 all, 74 250wr	2	Row P
15 19 814-01	Rod kit	3	Row P
16 14 790-01	Comp. ignit. sys. 82-83 125, 84-86 125/250	5	Row P
16 15 061-01	Crank shaft, complete	1	Row P
15 12 354-01	Gold lower fork legs - looks like 82	20	Row P-1-8
16 19 858-04	Automatic clutch kit	30	Row P
	87? New blue seats, complete - 87, 88, 89 era	10	Row P
16 11 897-01	Cylinder/liner 500 82-84 - air cooled 500	3	Q-5-3
16 13 493-01	Black air clean cover 77-78 w/rubber flap	4	Row Q
16 11 725-01	Cylinder, complete	2	Row Q
16 10 554-01	Intake manifold 70-71	3	Row Q
16 10 357-01	Reed cages, V blocks	10	Row Q
16 15 052-01	Cylinder, Husky 4-stroke air cooled	2	Row Q
16 14 400-01	Crank shaft, complete	4	Row Q
16 11 599-01	Crank shaft, complete, 390 CR/WR 77-79 maybe later	1	Row Q
15 15 827-01	White plastic side panels 86 500 TC		R-5-4
15 19 751-01	White plastic front number plate		R-5-4
16 10 581-02	Piston 450 72-76	1	S-3-2
16 10 581-03	Piston 450 72-76	2	S-3-2
16 19 569-01	Engine gasket set	10	S-2-7
15 14 113-01	New white plastic tank, complete 84-86, w/ badges, cap	4	Row T
16 10 592-01	Ignition cover, early 70's 72-74	2	Z-8-1
16 11 408-02	Piston, 360 1st over , 75-77	3	Z-5-J

<http://www.husqvarnausa.com>

16 10 805-03	Piston, 2nd over	2	Z-5-F
16 10 851-01	Crank stub end, right side flywheel	8	Z-4-E
16 12 753-01	Automatic clutch basket	2	Y-6-C
16 12 656-01	Automatic clutch basket -	8	Y-6-C
16 12 729-01	Automatic clutch basket - 1980 and up	5	Y-6-C
000111422	Husky Products gloves M/L - mid 80's	many	Row O/P
	Husky Products pants - mid 80's era	many	Row O/P
	Husky Products jerseys - mid 80's era	many	Row O/P
15 19 591-01	Husky engine work stand, 70's-80's	16	Row O
16 10 621-01	400 cc 8-speed kit, complete w/new crankshaft - 69-71	1	Row O
15 13 572-02	Yellow seat covers, 83 WR? 4 strokes?	4	Desk
15 13 555-01	Black seat covers, 80-82 ?	12	Desk
	Brand-new, yellow seats, complete w/bottom, foam, cover, 83-84? 4-stroke	3	
	Side panel graphics, stripes, 83-84, all sizes, like 510TX, 250WR, 125XC	many	Varies
	owners manuals for most Husqvarna 1991-2000	stacks	manuals shelf



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These parts are now on the shelf at Husqvarna USA. They can be ordered by any Husqvarna dealer. They cannot be ordered direct from Husqvarna USA. **Who is your closest dealer?** Visit website: www.husqvarnausa.com and check out the dealer locator. Or just call 1-215-830-3300 (hello, Cagiva USA) and ask for Megan, who will be happy to direct you to the dealers closest to you. I hope you guys realize this is only what I could see in a short period of time, there is more stuff there including some new style 1999-2000 t-shirts, jerseys, posters, and other cool stuff.....and you should see the new 2000 Husqvarna motorcycles and minibikes.

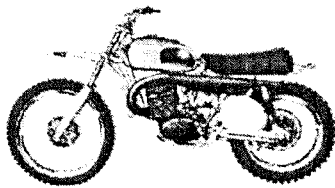
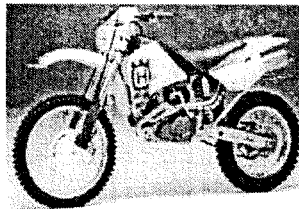
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HUSQVARNA MOTORCYCLE CLUB

is a newsletter club dedicated to Husqvarna and related motorcycle marques. Newsletters will be a 12 -16 page publication with 6 issued per year at a membership of \$15 for USA/Canada and \$24 for all others. To join, send check payable to **Craig Comontofski** and mail to : **Husqvarna Motorcycle Club, 1501 West King Street, Martinsburg, WV 25401**

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

As a member you will be able to post a reasonable amount of free Husky-related advertising. We also desperately need articles about experience, tech questions, classifieds, parts leads, whatever from the general membership, including copies of old literature, and good photos of your Husky bike and you. For commercial businesses, here are the very reasonable rates for your ads: 1/8 page - \$10 per issue, 1/4 page - \$20 per issue, 1/2 page - \$40 per issue, full page - \$80 per issue We can provide artwork for your ads, if you like, for \$40-\$80 (one time charge). Also, if you are a paid advertiser, we will offer you a free, one-time article or maybe even more if there is tech or valuable product info (with photos/pictures if possible) on what you offer the Husky Hobbyists. An E-mail format is best.

TEAM HUSQVARNA USA

Husqvarna is one of the oldest and most famous brands of off-road motorcycles, with a rich history of motorcycling that dates back to 1903. With 21 world motocross championships, 16 world enduro championships, hundreds of ISDE medals, and countless local, regional, and national championships, Husqvarna motorcycles have a history of—and a commitment to—total excellence.

Originally a Swedish company, Husqvarna has been a division of MV Agusta Motor SpA since 1986. Husqvarna motorcycles are manufactured at its facilities in Varese, Italy. In North America, Husqvarnas are imported and distributed by Cagiva USA, which has formed **Team Husqvarna USA** with full factory backing and support.

Team Husqvarna USA will be entering AMA Supercross and National Motocross competition for the first time in the 2000 season. This three-rider team promises to be one of the hottest factory teams in both series, and is sure to be a top contender for titles in both series. **Team Husqvarna USA** will be racing the entire 125cc West AMA/Pace Supercross series, the AMA/Mazda Trucks Outdoor National Motocross Series, and selected other national and regional events.

Team Husqvarna USA is spearheaded by Eraldo Ferracci, who brings to the team over 45 years of experience in motorcycle racing, including dozens of championships as a rider, tuner, and team owner. He is perhaps best known as the founder of Fast By Ferracci, the world-renowned Ducati race team, tuning facility, and aftermarket parts manufacturer. As the owner of the Fast By Ferracci Ducati race team, he won two World Superbike championships and two AMA Superbike championships—titles that catapulted Ducati from an obscure Italian motorcycle company to one of the great marques of motorcycling. Mr. Ferracci also brings to **Team Husqvarna USA** many of the same technicians and support personnel that made Fast By Ferracci Ducati a force to be reckoned with in World Superbike and AMA Superbike competition.

Team Husqvarna USA's riders for 2000 bring to the team an equally impressive list of credentials. Husqvarna's trio of riders—Alessio "Chicco" Chiodi, Paul Carpenter, and Robbie Skaggs—have each proven themselves as top riders in all levels of competition.

Four-time World 125cc Motocross Champion Alessio "Chicco" Chiodi (coming to the United States from his native Italy for his first full season in America) will be the lead rider for **Team Husqvarna USA**. In his career, Chicco has compiled an impressive list of wins, podium finishes, and championships in every level of competition he has entered. The 26-year-old Italian was also the leader of the team that claimed Italy's first Motocross des Nations title in 1999. When not riding his Husqvarna CR 125, Chicco (pronounced 'key-ko') enjoys mountain biking, surfing, and snowboarding.

(Continued...)



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TEAM HUSQVARNA USA

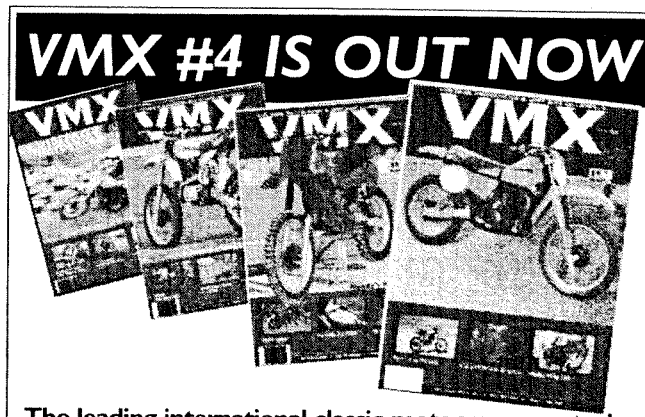
A native of upstate New York, 19-year-old Paul Carpenter is one of motocross' rising young talents. He has been a motocross racer since age 11, and has ridden on factory motocross teams since the age of fifteen. Paul has won many regional and state championships, and, in 1997, he clinched the National 250cc Amateur Championship. He recently spent time in Italy with other **Team Husqvarna USA** members performing preseason testing of the team's CR 125 race bikes. In his free time, Paul enjoys a variety of activities, including fishing, skiing, and shooting pool with friends.

Like Paul, 22-year-old Robbie Skaggs is also a former amateur national champion and has many regional titles to his credit. Since turning pro in 1995, the third member of the **Team Husqvarna USA** triad has had numerous podium finishes in AMA Supercross and top-ten finishes in AMA Motocross Nationals. Though hampered by a string of mechanical problems during the 1999 season, Robbie was nonetheless able to piece together several top-ten finishes in Supercross competition. The Lawrence, Kansas native now resides in southern California and trains with many other top riders. Robbie has also worked as a test rider for both a leading motocross magazine and a major tire manufacturer. When he takes a break from training for the upcoming season, Robbie enjoys mountain biking, jogging, and racquetball.

Although the attention and publicity of being a newcomer to a sport will catapult **Team Husqvarna USA** into the spotlight, the real highlight of this new team will be the experience and the enthusiasm of the organization. The driving force coming from everyone—from corporate headquarters to the riders to the crew—will lead **Team Husqvarna USA** to the podium.



Husky BicClic pens - 5ea for \$15+\$2.00 ship Mail to Craig Comontofski, 1501 West King Street, Martinsburg, WV 25401



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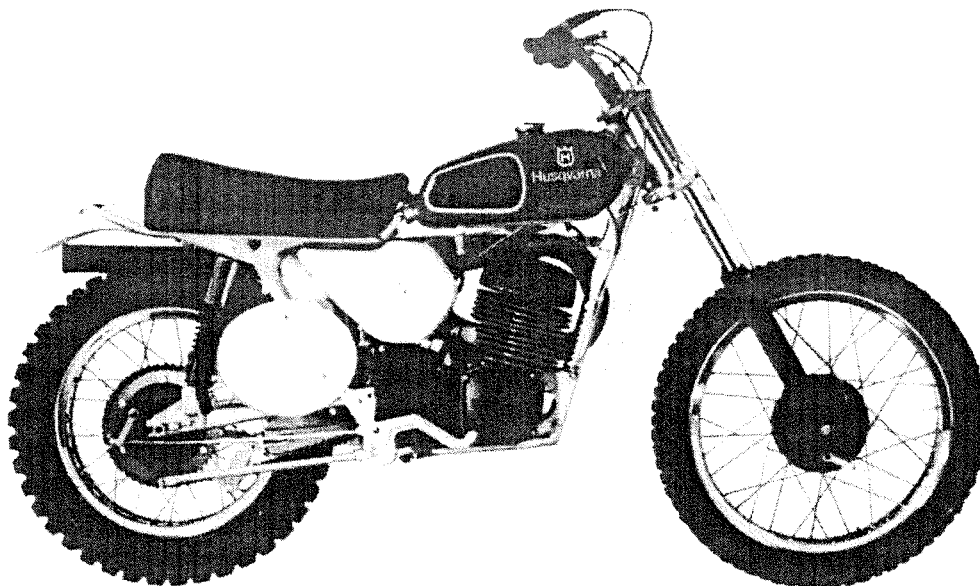
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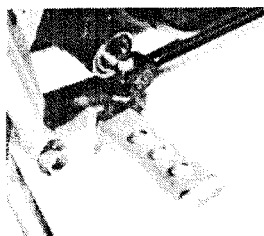
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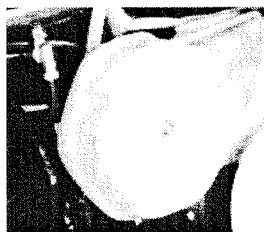
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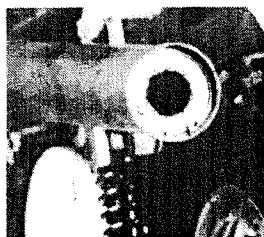
New features



New Sure-grip folding foot-pegs.



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



Quiet, more efficient exhaust system.

Husqvarna 460 CR

Direct from the championship motocross tracks of the world . . . The New Husqvarna 460 CR. Competitionproven engine in a bike that has the unmatched combination of acceleration, handling, speed and reliability. Excellent front suspension damping and new rear suspension design combined with refined details like nylon lined control cables, new designed foot pegs and redesigned exhaust system give you power plus and the confidence to take on all comers. From the starting gate to the checkered flag, the new Husky 460 CR will give you that winning confidence which makes champions.

Technical Specifications

Engine: Single cylinder 2-stroke.
Displacement: 454 cc.
Bore & stroke: 84 mm x 82 mm.
Compression ratio: 8.81.

Power transmission: 5-speed.
Clutch: 5-disc wet type.
Chain: 5/8" x 1/4".
Gear ratios: 1st 14.20, 2nd 10.80, 3rd 8.67, 4th 7.30, 5th 6.14.

Fuel system: Gas/oil mixture.
Capacity: 1.85 Gal. (7 lit.).

Carburetor: Bing 36 mm central float chamber.
Air filter: Paper element.

Electrical: Motoplatt.

Frame: Swedish chrome-moly steel.

Rear suspension: Swing arm with Girling shocks.

Front fork: Husqvarna.

Travel: 7".
Fork legs: Upper fork legs made of hardened chrome-moly steel. Pressure cast lower fork legs.

Wheels/tires/brakes:

Front: 3.00 x 21" - 160 mm brakes Ø
Rear: 4.00 x 18" - 160 mm brakes Ø
Rims: Light weight Akront.
Spokes: 4 mm Ø

Dimensions:

Length: 2100 mm 82.½"
Height: 1110 mm 43¾"
Width: 875 mm 34.½"
Height at saddle: 800 mm 31½"
Ground clearance: 225 mm 8¾"
Wheel base: 1400 mm 55"
Weight: 105 kg (232 lbs) approx.

Additional features:

Wide flexible plastic fenders in white.
Nylon lined control cables.
Trim: Maroon red tank with silver frame.