

Husqvarna Report

17th Newsletter for the Husqvarna Motorcycle Club - Coming Soon!! -www.HuskyClub.com

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

Huskys Rule!



Andrew Mc Keag, April 2000 at Northwest Vintage Races on a 1974 Husqvarna 400CR - photo by Phil Tanner

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

Husky Champions clear Northwest Passage

Vintage Dirt Racing Northwest in Woodland, Washington has had a great season of Vintage and Evo racing taking place

The April 8th Husky winners are below:

PRE70 INTERMEDIATE
1 DORIAN SLEEPER 12Q HUSQVARNA

125 VINTAGE AMATEUR
4 BRYSON WILLIAMS 6 HUSQVARNA

250 VINTAGE AMATEUR
3 ANDREW MCKEAG 66K HUSQVARNA

OPEN VINTAGE - AMATEUR
2 ED RUSSELL 2 HUSQVARNA
4 ANDREW MCKEAG 66K HUSQVARNA

OPEN VINTAGE - INTERMEDIATE
2 DORIAN SLEEPER 12Q HUSQVARNA
6 REESE DENGLER 95W CZ

OPEN VINTAGE - EXPERTS
2 KEITH WEBSTER 44 HUSQVARNA

Age Classes

+30 VINTAGE - AMATEUR
2 DANNY VINCI 207 HUSQVARNA
3 ANDREW MCKEAG 66K HUSKY

+30 VINTAGE - INTERMEDIATE
5 REESE DENGLER CZ 95W

+40 VINTAGE - INTERMEDIATE
1 DORIAN SLEEPER 12Q HUSQVARNA

+40 VINTAGE - EXPERT
1 KEITH WEBSTER 44 HUSQVARNA

+60 VINTAGE EXPERT
1 STEEN HANSEN 5E HUSQVARNA

OPEN EVOLUTION AMATEUR
3 ROBERT SCHULZ 11 HUSQVARNA

MINUS 40 EVOLUTION AMATEUR
5 KYLE JOHNSON 114 HUSQVARNA

+40 EVOLUTION AMATEUR
6 ROBERT SCHULZ 11 HUSQVARNA
9 HANS MAY 40 HUSQVARNA
10 WESLEY ROBERTSON 176 HUSQVARNA

FOUR STROKE EVOLUTION AMATEUR
2 KEITH TAYLOR 201 HUSQVARNA



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VINTAGE FORK BRACES & MORE

•FORK BRACE #0111 FOR:

Husqvarna '65-'77 (grey & black leg)

Honda CR-250 '74

Yamaha YZ-250 '74

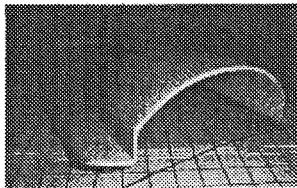
PRICE \$129.95

•FORK BRACE # 0112 FOR:

Husqvarna '82-'87 (gold leg) **PRICE \$ 199.95**

•SEAT BASE #1700 FOR:

Husqvarna '68-'74 **PRICE \$39.95**



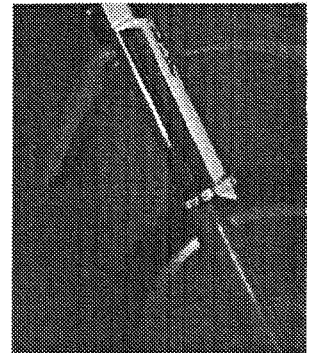
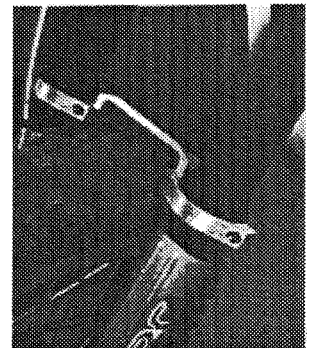
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1st Annual Vintage Husqvarna World Championships

Story by Rod Simmons, Carlsbad, California,
<simmonsr@earthlink.net>

For the year 2000, Southwest Vintage Racing Group decided to supplement it's normal program of monthly vintage events (and hosting of the almost 20 year old CZ World Championships) with championship races for other notable vintage marque's.

Vintage Husky proprietor (and club VP) John LeFevre teamed with Dwayne Scrivnor to completely rework Carlsbad's vintage track in the week prior to the race. The new layout earned rave reviews from both newcomers and regulars (despite the loss of home court advantage). John walked away with the win in the Unclassified class aboard his 86 510 4 stroker, and would have carded a better result in the 125 class had he not missed the second moto tending to club and promotional duties. Our other course architect, Dwayne took the honors in the pre 75 class.

Other Husky champions included - Vic Balch, Ron Yelkin, Mitch Friedman, Ed Stovin, Gene Fetty, and double class winner vin Sievers. Congratulations to all the champions!

Results - March 25, 2000

Pre 84 Husqvarna

| Expert | Intermediate | Novice |
|-------------------------|--|--|
| 1. V. Balch 83 430XC | 1. R. Yelkin -80 390 2. C. Wood- 79 390 3. L. Huff - 79 250 4. J. Prenot - 78 390 | 1. Mitch Friedman-82 430 2. P. Stidman - 80 390 |

Pre 75 Husqvarna

| Expert | Amateur |
|--|--|
| 1. D Scrivnor - 73 400 2. Tim Nash - 74 400 | 1. K. Sievers - 68 360 2. G. Egloff - 67 360 3. R. Wessels - 72 250 4. S. McLean - 73 400 |

4 Speed Husqvarna

| Expert | Amateur |
|---|------------------------|
| 1. E. Stovin - 71 400 2. John LeFevre - 71 400 3. Mike Owens - 67 250 | 1. K. Sievers - 68 360 |

5 Husqvarna

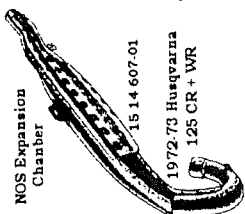
| Expert | Amateur |
|--------|------------------------|
| - | 1. Gene Fetty - 74 125 |

Unlimited Husqvarna

| Expert | Amateur |
|-------------------------|---------|
| 1. John LeFevre- 86 510 | - |

The Carlsbad track is 20 miles north of San Diego and attracts most southern Cal vintage riders. The vintage track features a rubber band start and is a nice wide track that allows adequate room for passing.

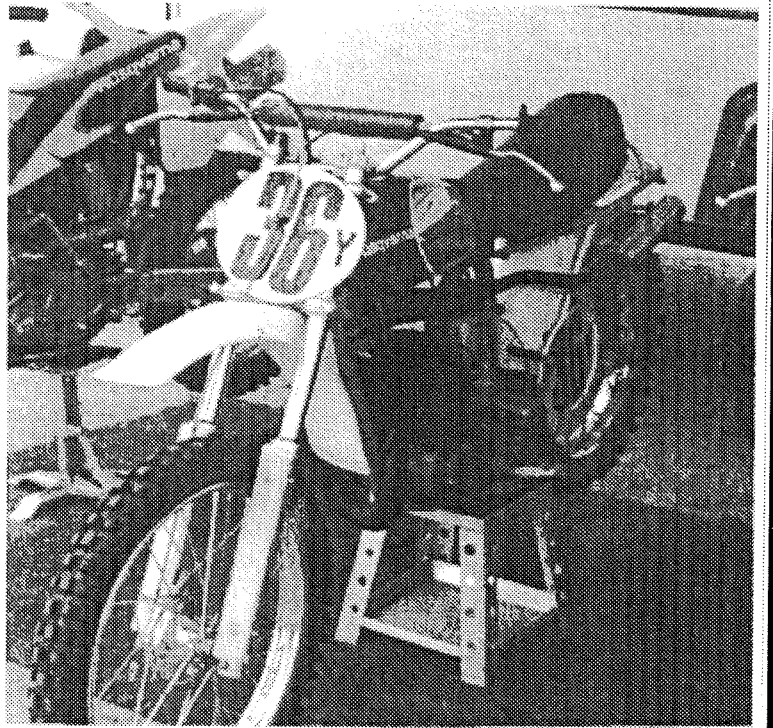
Two moto format, 5 laps per moto (approx 15 minute) Best place to find date for next year is the Husky Club newsletter.



NOS 72-73 Husky 125 expansion chambers \$120+\$20 ship call 304-267-6471 or e-mail - husky@intrepid.net limited quantity!



Sign Up Tent at Carlsbad Vintage Husky Championships



Mike Owens 4 speed 67 250 Husqvarna #36y

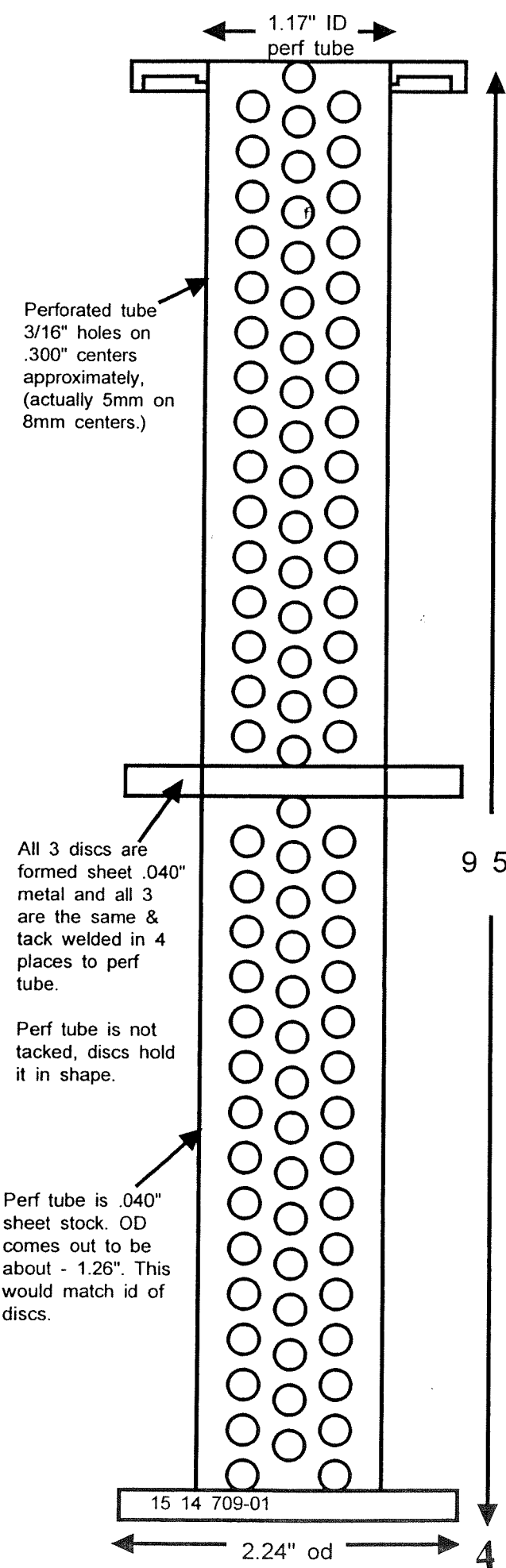
Husqvarna Banners for your Shop or Garage!

These banners are 2' by 6' 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. - 304-267-6471 or husky@intrepid.net



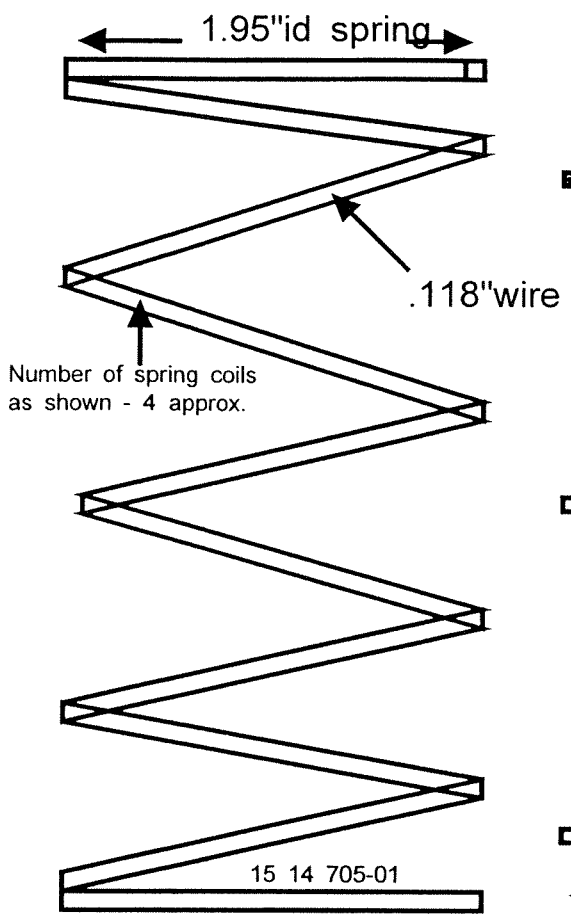


Perforated tube
3/16" holes on
.300" centers
approximately,
(actually 5mm on
8mm centers.)

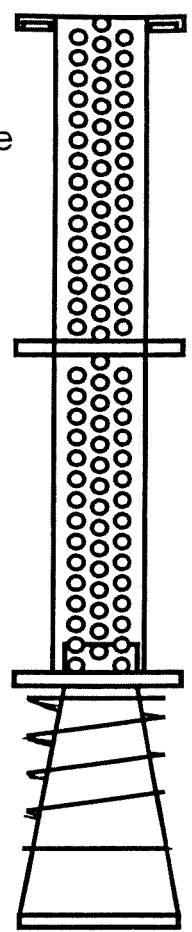
All 3 discs are
formed sheet .040"
metal and all 3
are the same &
tack welded in 4
places to perf
tube.

Perf tube is not
tacked, discs hold
it in shape.

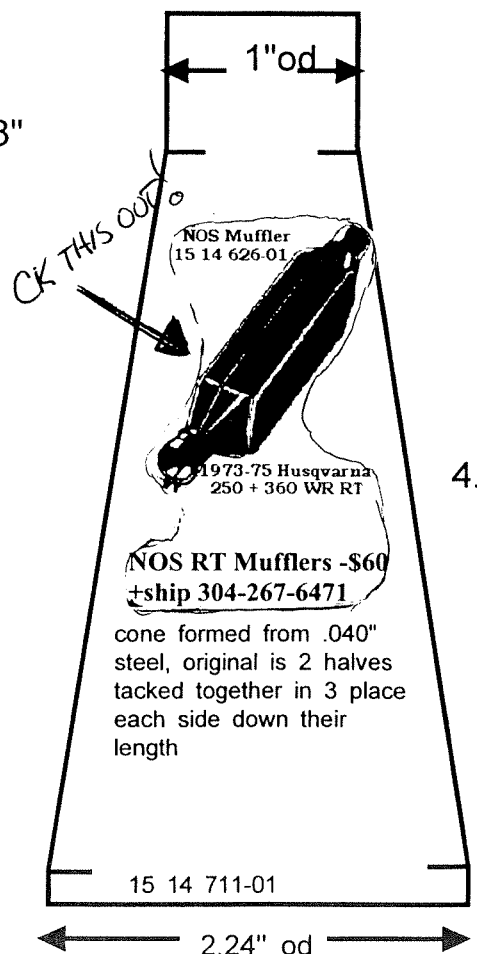
Perf tube is .040"
sheet stock. OD
comes out to be
about - 1.26". This
would match id of
discs.



Number of spring coils
as shown - 4 approx.



Assembled the spring fits
down on the cone about an
inch from bottom. The perf
tube assembly slides over
the small cone end when it
is compressed enough to fit
inside the expansion
chamber end. A snap ring is
used to hold all of this
place. The perf tube is
wrapped with fiberglass cloth,
then a wrap of muffler pack,
then another single wrap of
fiberglass cloth. Tape is
used to hold all packing in
place and ease assembly.



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NOS Muffler
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1973-75 Husqvarna
250 + 360 WR RT

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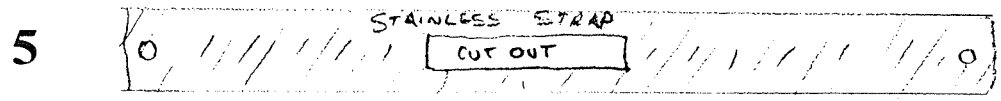
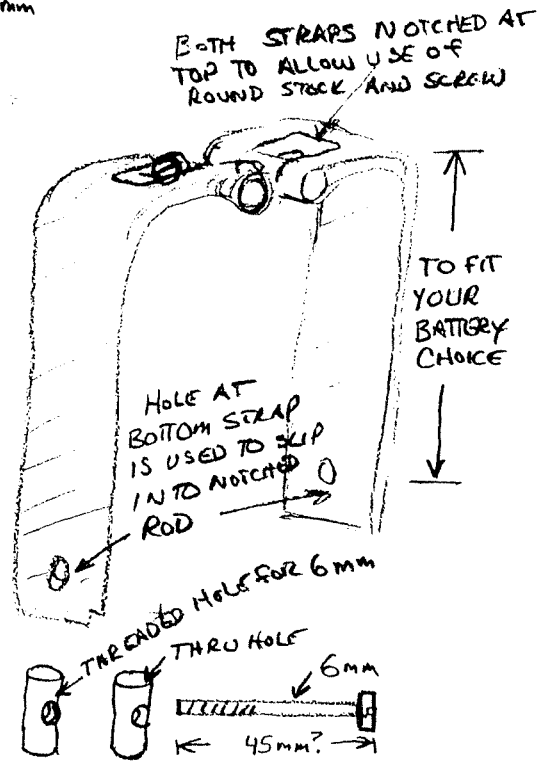
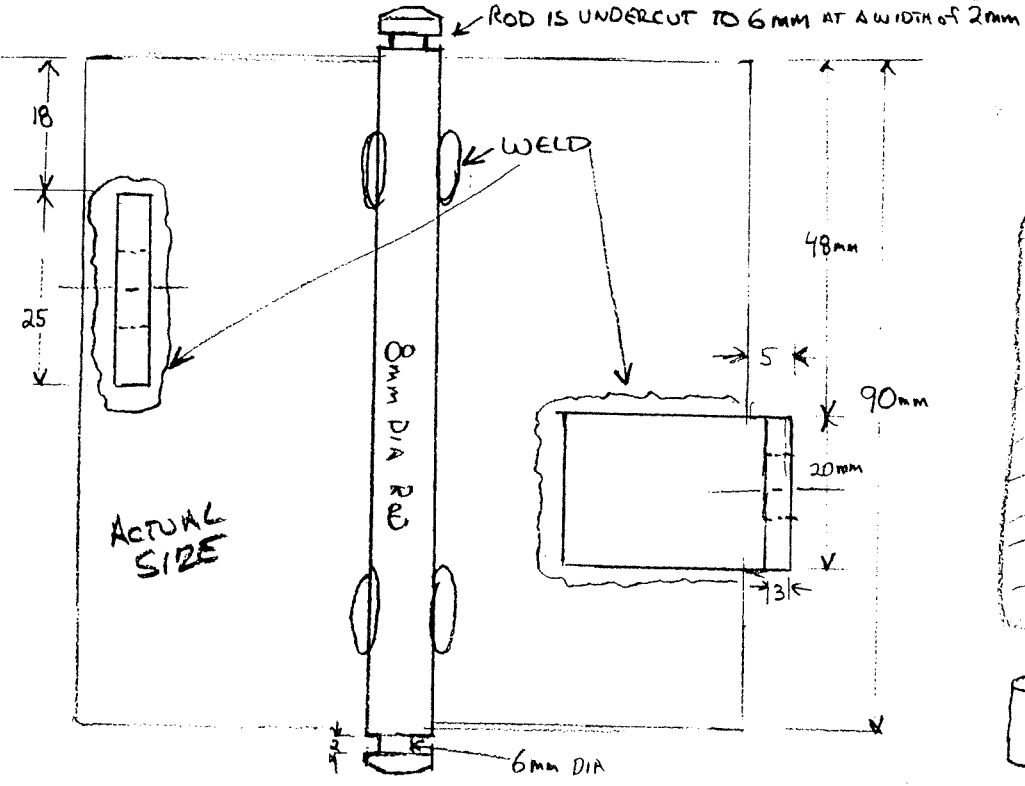
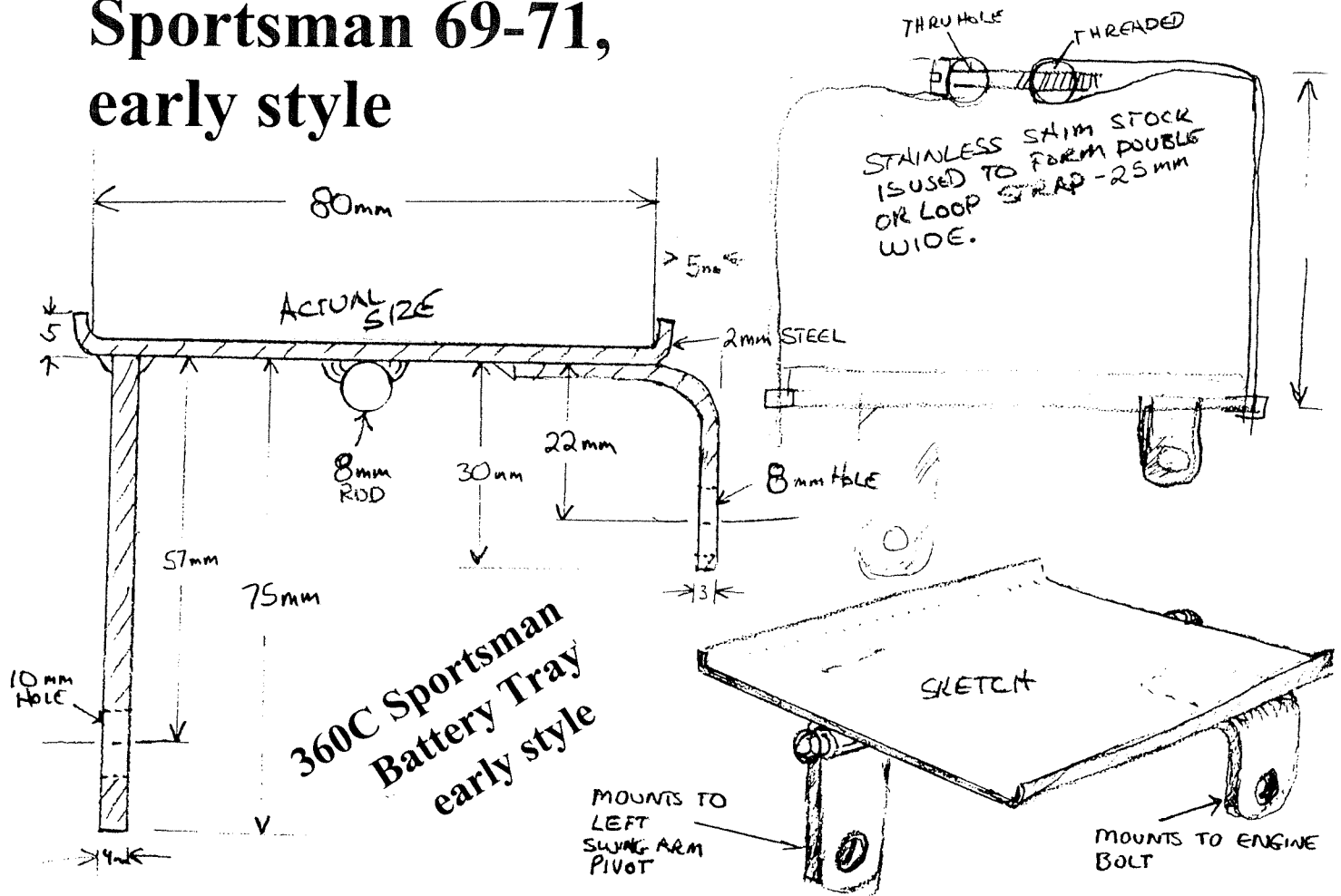
cone formed from .040"
steel, original is 2 halves
tacked together in 3 place
each side down their
length

15 14 711-01

**HUSKY
Muffler
Pieces!!**

These muffler internal pieces fit - 74 125cr/sc, 74 mag 250,
74 400cr, 74 400wr, 74 250wr, 75 250cr, 75 360cr.

Battery Tray for Husqvarna 360C Sportsman 69-71, early style



Excellent Letters

Good People

by Ed Fabis, Aliquippa, PA, 724-378-7117

Have you ever wondered about who you were dealing with at the end of your phone line or PC? Buying, selling, trading parts to someone across the country or state-to-state that you've never met or know diddly about? I always have wondered after I mailed that check if my parts would ever come, or if I was being burned. I know this has crossed your mind before, like it has done mine. So far, I have never encountered a bad experience. If you deal with mail order used parts like I do, you put your trust in "good people." People like ourselves who are trustworthy, talented and gifted are the people who make up the motorcycle club that we belong to. Taking pride in ourselves and what we do, sharing ideas, thoughts, and secrets. Meeting new people, making new connections, is what it's all about. That's why we all joined this club. Having the ability and the leads to accomplish what a man has set in his mind and dreams. Keeping the vintage Husqvarna bikes alive, which I believe are some of the best motorcycles ever built, is one of my favorite hobbies. It is a tradition among ourselves, our families, and our friends to be "good people" and pass onto generations our trust and word to get the best out of life.

Keep the faith in "good people." I do ...

From the Stands

by T.M. Roe, Minneapolis, MN, troe@uswest.net

The Rolling Thunder Show. Let that sink in for a minute. Now some of you just stopped reading and thought this is not what I was looking for. Think about it. When was the last time you made it to a Grand National dirt track race - if ever? If it's been a few years you had better read on.

Every year Daytona rolls around and kicks off a new season and some of us tell ourselves that this is the year we're going to a few races. But alas some noble cause - a new porch, that unavoidable family reunion, maybe even that antique show your wife just can't miss - stops us cold in our tracks. Well, shake yourselves, you're not getting any younger, and maybe someday if the AMA doesn't wake up and smell the coffee it will all be gone and you will have missed some of the most incredible racing on earth!

Oh sure, you say, you go to a lot of other races, maybe a Supercross or two or even an occasional road race. Now let's get one thing straight right now. By no means am I trying to convince anyone not to go to these races, I do it myself.

Take Supercross. I try to attend a couple of events a year and I've even gotten over having beer spilled on my family and me. It's just what happens when you have that many people stuffed too close together for that long. The fights don't bother me as much as they used to either. But as I look around the stadium I am seeing fewer and fewer motorcycle fans. This bothers me. I know we're trying to grow the sport by attracting larger crowds, in more cities, and bring in big-time TV money so that we can start to pay these young professionals what they are worth. But it just seems very strange to me that I am sitting there surrounded by many of the people who were in the stands last week for the big Mud Bog show. I know that everyone who goes to a Tractor Pull doesn't own a tractor and I am almost certain that only a small fraction of the people in the stands for a NASCAR race have ever actually driven any type of race car. But these people are starting to turn me off.

Maybe that's why I always come back to dirt track. The fans actually root for their favorite rider, whether he finished on the podium or misses the main. They cheer for their home state riders, win or lose. They are patient people who will wait through any delay from rain and fog to tornados (Just ask Mike Kidd about the one that hit the short track in Topeka the night before the National). These people will wait out

anything. These folks are true fans of the sport and pretty darn nice to be around, too.

I remember my first mile event - the San Jose Mile in the spring of '75. A few of us were hanging around the bike shop and heard Tom Scales and Max Switser (two desert racing legends) talking about The Mile and how it was the race to see. So a few of us threw some gear into a borrowed van, mooched some gas money and headed off to the Santa Clara County Fairgrounds. I remember walking into the racetrack and seeing the track being wheel-packed by about 20 cars, trucks and vans. It was like foreplay. We sat and watched patiently. We heard people talking in the stands about their favorite rider and who they thought would win. The bikes were lined up single file at the track entrance for practice. At the front of the line sat Gene Romero's Yamaha with that big number 3 on the plate. When they opened that gate Gene eased his Yamaha onto the front straight and picked up the front wheel and carried it all the way into the first turn. The crowd went absolutely nuts! Max and Tom told us that to really get a feel for the speed we should go stand in turn one. So off we went. The first bike that came at us looked like he had no intention of turning left. Only at the last second did he pitch it sideways and scare the crap out of all of us. We heard the guy next to us tell his buddy, "that's Kenny Roberts, he does that every lap." Those road racers in Europe never had a chance.

That race will always be special to me. On that day we saw Rex Beauchamp receive a beautiful trophy for setting the fastest qualifying time. We also saw the King's grip on the Grand National title - which he held for two years - begin to slip. His Yamaha was at the end of its development cycle and the XR-750 Harley was just starting to find its legs. We watched Gary Scott begin his march toward the number one plate after years of being the bridesmaid. We also saw a young factory-Harley teamster by the name of Greg Sassaman from Macon, Georgia win his heat race over the likes of Gene Romero and the King himself. And on that special Sunday in May, he beat the best dirt trackers in the world and won the San Jose Mile. He also etched himself permanently in the mind of an 18-year-old from Las Vegas. It was the first time that I could really see and feel what Grand National racing was all about. I was hooked.

Want to meet your heroes? Go to Springfield or Del Mar. You will most likely run into anyone from Gary Nixon and Mert Lawwill to Dave Aldana and Jim Rice, hell, even "King Kenny" has been known to show up at his old stomping grounds from time to time. And all these guys seem genuinely interested in listening to you and are never too busy to have a picture taken or to sign an autograph. Need a great picture of one of your heroes and maybe even a good story to go along with it? Stop and see Dan and Vicky Mahony. These folks have about a million photos and a great story to go with each one. Go to a Supercross and just see if you run into Bob Hannah or "Jammin" Jimmy Weinert or even see a picture of them! I don't think so, Tim!

Have you purchased a Supercross program lately? It used to be that when you bought a souvenir program it became a treasured keepsake. Being the sick person that I am, I have every program to every race that I have ever been - save one (If anyone out there has a program from the 'Ascot TT in '73 maybe you could help me stop those little voices in my head!). Anyway, the programs you buy these days are now one size fits all. Not even the pictures are current. Every page looks like one big advertisement. What happened to the days of event programs with updated point standings and pictures of the riders on the bikes that they were actually riding or even day sheets? What's the matter with these people? Are they afraid that they might get stuck with a couple hundred leftovers? If you want a program that's worth keeping, look at the ones sold at the dirt track races. They will almost always feature the rider on the cover that won the event last year, have reasonably up-to-date stats, articles and rider profiles. Maybe these dirt track promoters haven't figured out yet that they could save themselves millions if they would just print up one giant generic, out-of-date, uncollectable, ad book. But from my point of view, I hope they continue to provide these one-of-a-kind keepsakes.

I feel fortunate to have been to Ascot the night Aldana's bike caught fire. I saw King Kenny manhandle the TZ at San Jose and I'm going to see Scotty win number 100. I'm a lucky guy, but hey, it's all about getting off the couch, grabbing some buddies, and taking a road trip. By now you can tell I'm hooked. These guys are my heroes. I have a restored dirt tracker in my living room given me by my best friend. I even attended Danny Walker and Chris Carr's riding school (worth every penny) and I miss Ricky. Good or bad, I miss him. I may never know how it feels to peek up from behind that number plate and see turn one flying at you at 130. But I can stand in turn one and feel the ground shake.. And I can talk to Springer in the pits and ask him how it feels.

I know that things are pretty screwed up right now with Project 2000 blah, blah, blah... I wish we had more TT's and short tracks - maybe even a MARS race with right and left handers thrown in. But hey, as long as there are guys like Dave Despain growing the sport and promoters like Steve Moorhead and Davey Duralle (don't give up, Davey) this thing might have a chance. But for now you can still go see some of the greatest racing on earth with some of the most knowledgeable fans some of this country's greatest tracks and even at a reasonable price. So if you are planning this year's road trips, try and include a dirt track or two. You won't be sorry. Now grab some buddies and go, 'cause these guys are good.

Now It's Only Huskys

Dear Husky Club,

I have recently completed a '78 Husky 125cc for my son Travis. I have done a frame/engine restoration on this bike. It came out very nice. Travis can't wait to ride it. I also am working on another '76 360cc with '78 suspension. It's about halfway complete, and expect to have this one done by summer. I wish I had more time on my hands, cause I have four more bikes to build. I try to get two bikes done per year, but sometimes it can be difficult locating the right parts.

I am very interested in late 70's stuff, 76-80, cause this was the era I done a lot of riding when I was a kid. My first bike was a '76 RM 125cc Suzuki and the only reason I bought this bike was because I could not afford a Husqvarna. They sold for hundreds of dollars more. Now I own nothing but Huskys.

Ed Fabis, Aliquippa, PA, 724-378-7117

Husky Bearing Info from Crocodile Peter

Hi there Craig,

This maybe of interest to you, I was talking to Ray Ryan from VMX magazine on Wednesday and during our conversation he mentioned he was after a bottom end bearing for the 250 mag they are restoring and were not able to locate a bearing as they are not available any more, he has checked with John at Vintage Husky and a few others but no has had no luck finding one. I happened to have a SKF bearing manual handy and they do make a crankpin bearing which is the same dimensions as the durkopp part # KfV 25 x 32 x 16 the SKF part # is KZK 25 x 32 x 16. I will be checking the bearing to see it can be used as a replacement for the durkopp as in their manual it is described as a needle roller and cage assemblies for crankpin bearing arrangements from 12mm to 40mm inside diameter so there is a wide range and they are readily available they also have gudgeon pin bearings to suit as well. The manual is readily available too. Happy Huskys Peter.
<fgelectrics@bigpond.com>

Vintage Days Mid Ohio is coming up in July 2000. The Husky Club tent will be up for your use to display your Husky. This has been a very successful and growing event. Please plan to display your bike under a 20' x20' display tent. We will have a bulletin board to post ads or notices, a table for your use for sale of items and plenty of Husky nuts to discuss Husqvarna day and nite.

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No 7 OUT THIS MONTH

Masterpieces of the Millennium - Which Bikes?
AHRMA 2000 Opener - Phoenix
KX250SR Works Kawasaki



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Next issue issue to feature 66-67 Huskys!

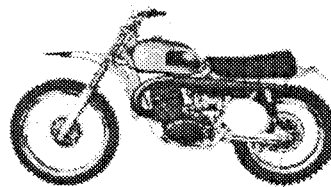
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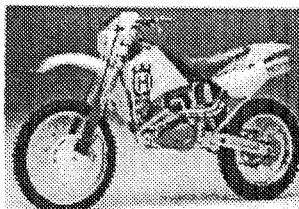
Tuesday 9-7

Wednesday 9-6

Thursday 9-6

Friday 9-7

Saturday 9-5



Mega Classifieds

Wanted: 76-77 360cc Husky stuff: (1) 2nd over and (1) 3rd over piston rings, new or good cond. (2) seats in good cond. Akron front & rear wheels complete w/brake & axle assy in good cond. Anyone willing to part out on 360cc misc. stuff call Ed in PA at 724-378-7117 daytime.

Wanted: 79-80 390cc Husky good used bottom end, complete crank/rod/brg assy. Good top end cyl w/piston & rings. Or complete engine if someone is parting out. Also need pipe w/silencer, & good seat. Call Ed in PA at 724-378-7117 daytime.

Wanted: 79-80 250cc Husky good seat, silencer, good used c-shaft & rear wheel sprocket. Clutch basket complete w/clutches & clutch rod, L.H. flywheel nut & other misc engine hardware, or basket case. Call Ed in PA at 724-378-7117 daytime.

For Sale: 1980 250CR, beautiful original w/very low hours, \$2500. Also, 1979 125CR, easy restoration, runs great, Fox air shocks, \$1200. Call Tony at 914-941-6481

Parts for Sale: Forks from 1980 250CR, 1 set rebuilt and beautiful, \$150, 1 set rough but OK, \$75. Piggy back Ohlins from 1981(?) 250WR rebuilt & never used, \$300. Front & rear brake backing plates from 1980 250CR \$25 each. Call Tony at 914-941-6481.

Wanted: Parts for 1980 125CR new or used, especially interested in any after-market accessories, pipes, carbs, cylinder heads, etc. Have trades. Call Tony at 914-941-6481.

Needed: for 1981 430CR: good seat, fenders, swing arm - 575mm end to pivot, 17.5 in piggyback Ohlins, rear hub or rear wheel (17 in), yellow front number plate, yellow side panel backround - "Pro Circuit" or "Husky Products", good axles - front, rear, swingarm. Call Ken in TX 817-473-4891.

Brand new internal rotor motplat CDI ignition for a **1985 500 CR**. Switched out of a new bike, for an external rotor ignition before the bike was ever started the first time. This ignition is new, still in the original box. It has never been used. First \$200 gets it. I'll pay shipping. Call Howard Malone at (770) 954-1366 in Atlanta or email howiemel@msn.com

86 XC 500 for sale. Almost finished with frame-off restoration. I hope to have this bike ready for delivery in mid-April. This bike is a complete rebuild, including new piston assembly, rod kit, main bearings, all engine bearings, seals and gaskets, clutch, kick starter gear, clutch basket and other small engine parts. New tires, brakes, Ohlins shock, fork seals, seat cover, cables, air filter, sprockets and chain. Bike has Acerbis lights, new bark busters, pro circuit pipe, answer S/A muffler, new bash plate, new alum. radiator guards, odometer, 36mm flat slide mikuni carb, boyesen reeds, 38mm bing carb, stock pipe and silencer, sprockets, clutch plates, cables and more. Asking \$1800 obo. Call Howard Malone at (770) 954-1366 or email at howiemel@msn.com

72-3(?) 125 engine - number plate is gone off case. Mostly all there, including amal carb and manifold. Missing motoplat (does have flywheel), kick starter lever and gear, and shift lever. It does have all the covers, complete bottom end and clutch. Motor turns freely and trans shifts well. Top end was siezed. I have a new cylinder sleeve still in the box. Includes new piston and ring. I also have new .040, .060, and .080 piston assemblies, still in boxes, I am willing to separate. Make me an offer. Call Howard Malone at (770) 954-1366, or email at howiemel@msn.com

Wanted - Dealer or individual who can find me one or both of the following manuals. WXC/WXE 250 94 & WXC/WXE 360 94 Owners Manual, and 93 Front Fork Manual. Call Frank 703-802-9640 ext 2310 e-mail< th401k@planetmail.com>

Wanted for 1972 MJ 450WR - rear shocks, handle bars, rear

splash guard, exhaust pipe, original grenade stinger - email srs@ncd.com or call steve - 408-328-1260

For sale or trade for husky gas tank - 82 420 auto engine cases from a #2085 motor along with internal parts as well as some new stuff for auto trans - call Frank at 734-662-5425

Looking for any & all Husky Auto owners for infor parts & ideas, I currently have Two a 78 390 & 86 430 ,Scott Mac maclab56@bellsouth.net or 850 478-5511 Pensacola, Fl

Large selection of Husky NOS parts plus a selection of good used parts. Call Steve 416 281-8848 or e-mail sray459482@aol.com.

Wanted - ISDT/ISDE Riders!!! If you rode the Six Days I need to talk to you about the 4th Annual ISDT Reunion Ride coming up this fall in Cass, AR. If you are a 6 Days vet or know someone who is, please email me, phone me, write me. Particularly looking for 1973 Dalton vets, but need to talk to any other 6 Days vets out there as well. Help keep the history of this great event going! Jeff DeBell, jeffdebell@aol.com, 8918 Robinson Drive, Overland Park, KS 66212-2119, 913-381-4584

69 360 Enduro: 74 450: 76 CR250 82 430 XC plus Parts: 5 speed, 77-83 6 speed frames, tanks, wheels, forks, shocks, motoplats, carbs, gearboxes, bottom ends, jugs and heads, been there...done that...all for sale. Clarksburg, West Virginia. email: LShep0639@aol.com

I am looking for parts for my **390 OR** air filter, fuel petcock valve, valve box, valvebox to carb connector, clutch plates if you have or know someone who does please e-mail kcca@actcom.net , thanks ken

i have a **1975 hsky 400wr** i'm asking 100 if you want me to put it back together i want 300. thanks bgd6369500@aol.com, michigan.

WANTED: 1967-1971 Husky 400 moto-cross or enduro. Must be perfect and original. I raced a 400 in the NESG in the early seventies and have regretted the day I traded the Husky for a CZ ever since. call Bruce Fernie at 617-308-8898 or email at bfernie@tealuxe.com.

Wanted: Early 70s 250-360 8-speed for restoration. Prefer runners, rough cosmetics are okay. Rocky Mountain region, or would ship the right bike. Contact or e-mail pictures and info to: Pete at columbia@aros.net.

Looking for an air-cooled Automatic in Portland/Seattle area. Newer is better. Very Good condition. pathfind@e-z.net. Dave (360) 574-5000 x263.

1971 husky 360cc 8speed with 2000 miles on it. It is in great condition, except that it needs a throttle cable and some fine tuning. I will sell to the highest bidder. Send an e-mail to me and we will talk. Bdeggett@yahoo.com

NOS, connection tubes for sale, to fit 1983 , probably more years, 125 Husky CR and XC. these are the rubber tube that connects the reed block to the carb. \$25. plus shipping. also NOS, first gear auto, grooved, clutch drums, new \$125. and a little to ship! Also 1985, complete chain rail kit, with bearings, for sale, NOS, call (856) 785-1107. or E-mail, wideglide80@webtv.net

Wanted: 83 xc 250 ,will trade for running 87 Honda xr 600,w/fresh topend,will consider other bikes, wyldfire@ptd.net 570 645 3969, thanks dave

Still have parts inv. pre 84 for husky a ktm,lots used parts and acc. closed up shop in storage.like to sell all, first \$10,000 takes eveything. catologs,shop tools, etc. DW11T@aol.com

1973 Husqvarna 400cr, parts bike with complete parts list - \$150 obo. Also have a new coil for this bike, never used. Purchased from Hall's Husqvarna, their part # 70 900 C, made in Germany by PVL, their part # 105465, cost \$125, asking \$75 - call Bill at 727-381-3094

3 ea 250 Husky 1972 - 73 era, rolling chassis, semi-basket cases, - \$ 800 for all. Call 440-988-7160 Paul in OH,

74 400 cr race ready, with works shocks - \$1200. Also early 2 ring piston 250 16 10 927 with 2 sets of rings - best offer. Call 440-988-7160 Paul in OH

1978 390 OR. (Motor 2067 0119) (Frame ML 24436), white desert gas tank, Malcom Smith bash plate, aluminum CR tank, and spare spokes included. Excellent condition. Came from Southern California. Owners manual indicates it came from Malcom Smith's shop. Would like to trade for 250cc plus Japanese four stroke trail bike or 750cc plus Japanese street bike. Huntsville AL, sdg2650@aol.com, 256-776-9345

Wanted - spark arrestor for an **86 WR 400**. The arrestor for an 82 WR 250 will fit also because I am now swapping back and forth between whichever bike I feel like riding at the time. I am sure the arrestors for 82 thru 86 250's up (possibly 87's) would fit. If you happen to know where a new one or a cleaner used one could be found it would be much appreciated John Perkins. jperkins@sprhill.net

Wanted... **aluminum tank for 81 thru 83 husky**, any color, no dents however. Please E-mail dnr91@yahoo.com or call Dave at (912) 956-0294 Thank you

for sale 72 450 wr, been in back of a garage forever, runs real good, needs some cosmetic work, appears to be all original equipment frame # is mj 01938 & engine # is 2024,0201. If interested e-mail me at katiengerry@uswest.net

wanted--- countershaft sprocket, wrist pin, wrist pin bearing, circlips, front axle (large diameter) for **72 husky 450wr**. please email brendanf@montana.com

I am selling an **86 WR 400**. This bike is in good condition. However, it is in need of new clutch plates and the rear brake assembly is typical of this particular make/model. \$500. If interested, please contact Joe at (937)687-7226 (dayton, ohio area), or send e-mail to hopeh@ameritech.net

1974 Husqvarna 250CR Mag, very good condition, ready to race, all stock parts except for koni rear shocks. Stock fenders, pipe, tank, etc. The king of vintage racing, Must sell due to injury, my loss your gain, \$2900 407-633-6663 or E-Mail at morenmore@mindspring.com

or Sale- 1980 Husqvarna 390 automatic, Taken out of crate recently, 5 hrs, Showroom condition, Ready to collect or race, Tom-Central Florida-321-223-3480 Asking \$3500 OBO

Wanted 1975-76-77 360 Husky Bike must be very nice, fresh, ready to ride, prefer CR but nice WR is fine will buy or have exc. 73 125 WR + extra CR 125 motor call (352) 383-0946 or use E-Mail - MXWFO@webtv.net (CHRIS MCILWAIN)

1990 WXE 250 2-stroke enduro. The bike is very clean has been well maintained, it looks and runs great. It has all stock parts aside from an Answer Alumilite bar and Answer Bark Busters. It is blue and white with yellow plates, and comes with '90 owner/maintenance manual. Price is \$1450 Gainesville, Virginia phone 703-754-7076 ask for Rick. rmorrow@mail.bmsi.com

I would like to have the complete plastic package for an **86 400 WR and also for an 83 250 WR**. Would prefer new stuff but exceptionally clean used plastic will do. Thanks John Perkins - jperkins@sprhill.net

Need top end (piston, wristpin, rings, cylinder) for water cooled

Husky. (I believe it is a **WR400 1986 model** - SER # 842251951H WP14091) motor SER# 2052 0341 in good condition. Or will sell bike for parts. Also have older Husky Watercooled 400 SER# 1 WO17459 parts bike (not mono shock) to sell as parts bike. I am not looking to get rich off of selling these bikes. Email hskelton@kih.net or call (606)-734-6777. I am in KY.

side cover husky 82 left side looking to buy - contact dellison@prent.com

For sale 1986 510TE seat, plastic, light, frame, etc., in good cond. Engine ran strong till it dropped a valve. Needs head + piston. Pat @ (406) 287-3054 or dolan_fam@hotmail.com

1980 husqvarna 250cr beautiful original condition, down to the tires and lever covers, very low use \$2250. **1979 husqvarna 125cr** runs and looks good, fox air shocks, easy restoration \$1100. **1980 husqvarna 125cr** absolutely beautiful restoration on a bike with very low hours to begin with. excellent tank, new european dirt alloy swingarm, works performance shocks, new tires, cables, seat cover, forks from later model white (87 or 88 ?), levers, boyessen reeds, etc. this looks like a "works" bike of the day \$3250. please call tony @ (914)941-6481 - zenapop@bellatlantic.net

1982 CR 500 for sale eng # 2094014 frame# cn18860 and the bike is very very nice I would like \$1000 - Mike Tilotta Houston, Texas w.713-528-7477 h.713-690-6216 email tilotta@swbell.net

Husky 390 Cylinder Sleeves - fits 77-79, also pistons and gaskets, used cylinders, and heads lots more - call 216-486-9075

NOS 390 Auto gas tank - new green 390 auto mx tank, alloy slim tank \$300 call Rick at 216-486-9075

Husky Curnutt shocks - LN, 16 1/2 long, new shafts, seal heads and bumpers - \$150 call Rick 216-486-9075

Husky Ohlins twin shock parts - all parts to rebuild twin shocks and single shock, also core shocks and used parts - 216-486-9075

NOS Husky-Cagiva cases - fits 1988 on up 250 WMX, complete with all bearings and seals - \$400 call Rick 216-486-9075

For sale - **SK00122** frame w/triple clamps, shocks, swing arm, rear wheel, **79 250 WR MM03068** frame with forks, triple clamps, shocks, rear wheel, front wheel, bent rim, seat, swingarm, **83 WR** cut up frame, **82 WR WN03759** frame, **79** black legs forks w/leading axle, **83** white legs forks with front wheel, **73** silver leg forks with wheel, **73** RT and WR pipes, **83** 430XC pipe, **83 WR** WO06865 rolling chassis, 2026 cases for 250 RT, 2066 cases for 79 250 WR, 2085 420axc cases+, 2033 head, cyl, cases, clutch, intake, trans rusty, large Malcolm Smith plastic tank call Frank Iceberg 734-662-5425

Wanted - 82 -83 250 motors - call Frank at 734-662-5425

Wanted, Fuel tank for '79 CR125 (blue). Will pay cash or trade for tank from '79 390 auto. Australia. Contact - fransen@mpx.com.au

1988 Husqvarna WRK125 Great mechanical shape, cosmetically challenged. New PVL ignition, great trail bike. \$1100 obo VMX 703-707-8692 www.vintagemx.com OR vmx@vintagemx.com

1972-74 Husqvarna CR/WR/SC125 bikes and parts, tanks, motors, frames, everything. Call for specifics VMX 703-707-8692 www.vintagemx.com

1971 husquvarna 360 enduro for sale many new parts new fenders mostly correct except front rim is alloy not chrome as new

\$1700 contact (505)898-0375 ask for J.P. - monkeyvomet@webtv.net (Monty Daniel)

for sale; 83 250 cr husky, orig. owner, everything in good working condition, has '84 plastic kit, ready to ride, needs nothing. Ray in NC 704-588-1771 or "e" mail at; ray@klinesales.com

For sale 1973 WR 250 MK 09419 2032 and 1972 WR 250 Heikki Mikkola GP Winning Replica MJ 06672 2019. The 73 is in good original condition bought from original owner in 83 has been garage kept since new. Needs fenders to be near perfect. The 72 is in bad shape most everything is there except fenders. \$1,200 obo for both call 205-680-6614 ask for Rodney or leave message will return call or e mail at luckychop@aol.com

1982 CR 500 for sale eng.# 2094014 frame# cn18860 and the bike is very very nice I would like \$1000.00 my name is Mike Tilotta and I live in Houston, Texas 3307 Lively Ln. 77080 w.713-528-7477 h.713-690-6216 email tilotta@swbell.net

1990 Husqvarna 510 WXE Frame# ZHUTE 5108 LV 000037 engine# 22231043 Need compatible stator (lighting) coil for my 1990 Husky 510 WXE. New or Used, any reasonable price. Please help. Stuck in Honduras without wheels. paradise@globalnet.hn Gabriel Richard

74 husky 250 cr very nice bike perfect vintage bike new metzlers when redone rode 2 times since ---1800 \$ or talk to me im not goin to ride it would trade for a guzzi with boot ???????? 740-922-6130 thanks bill davis KC8FNP@aol.com

85 510 with less than 850 miles on it runs excellent needs nothing only a good home. Located in Oregon in Portland area. Has been titled for street but never converted. \$1300 obo. billalb111@yahoo.com

Set of forks , complete off of 1981 husky 250XC. these are the gold lower legs, forks, 40mm I think. Trple trees and bearings, included, also cable guide. \$150. 1977 CR390 aluminum MX tank. It was painted purple stock, but could use a repaint, nice condition otherwise. cap and petcock included! \$95. parting out 1976 250 WR. E with needs. Looking for a 1978 husky 390 Auto motor or complete bike that is restorable!! call (856)785-1107 or E-mail husky460CR@webtv.net

1979 Husqvarna, 250 cr, strong runner and fast, Ohlins shocks were professionally rebuilt, and the front forks were just rebuilt. Frame #mm05111, Engine #2065. "GREAT BIKE", \$950. contact Bob (505)534-2346 or Sindy@Gilanet.com

Wanted: jetting info on installing a 38mm Mikuni on a 360 Automatic. I'd like to get a good starting point. I've tried Sudco and got no response. Also, is there a way to determine the exact year and model of forks for the white leg models built between '83 and '85. I bought a set at a swap meet and would like to get positive ID on them. email: sachsmx@yahoo.com or phone:419-886-5030.

1976 Husqvarna, 360 Cross Country. Runs, needs some TLC, its all here. \$300/obo. Located in Lake Elsinore, CA. Call Mike at (909)674-6033 or send e-mail to mkun@usa.net.

1975 Heikki Mikkola World Champion Replica 360CR -0-miles, completely restored, std. bore, Mahle forged piston, electronic ignition from an Enduro model (w/original also ncluded), extra engine, 2nd Enduro exhaust also included as well as the skid plate and other extras, 6-speed, original metal cherry color tank w/no dings, machined triple clamp (original included also), all engine and clutch parts coated with either dry lube or plasma-ceramic coating by Polymer Dynamics the people who do

the NASCAR cars, original seat cover w/no tears...many extras... \$3,995. obo. Cris 707-538-5564 or Galipan@aol.com

For sale: Large selection of NOS and good used Husky parts. Engine parts, tanks, seats, frames, wheels, plastic etc. Call Steve 416 281-8848 Toronto, Ont. or sray459482@aol.com.

Wanted: NOS parts for 70/71 Sportsman/Enduro, electrics, chain guard etc and parts for a 78 CR250, plastic etc. Call Steve 416 281-8848 Toronto, Ont or sray459482@aol.com.

NEEDED: 81 430 or 82 or 83, clutch cover,, will buy ,, or have other parts to trade for. wyldfire@ptd.net, 570 645 3969, dave, pa

For sale, 1975 Husqvarna 250CR, H. Mikkola replica, excellent condition, \$1200, Frame #ML01396, Engine #2042 1328, Clearfield, PA, 814-765-0160 or mxfox@clearnet.net,

Nice set of cases for 81 cr 250. Case tag no. 2079 2080. \$80.00 Also complete air box assy. for late 70s 125 \$50.00 Eric Moran Wy. 307-543-2807 kdunagan@wyoming.com

For sale three 1980 husky 390 cr one has not been ridden one needs ignition work and one is in need of kick starter work. All bikes were bought together in 1981. I also have a parts bike 1982 cr 500 and gas tank for 1982 bike dark blue. One new alum intake for 1980 cr with reeds. Danefield@aol.com



Heikki Mikkola Rider Card issued 1975 after 74 World Championship.

Original **MK Husky 400 CR** . Will include owners and service manuals (not copies but the original).\$1500 . Has been in garage since racing days. Also have many parts for the MJ and MK series, tanks, mufflers, shocks, swingarms, carb unused, you name it. Bill Monk. Chula Vista , Ca email cvmonk@abac.com

I have a cr125 water cooled needs some work have many parts for sale contact me at husky125cr@hotmail.com

Wanted - rear wheel assembly for sale off **1974 wr 250** need it all wheel, brakes ,axel,spacers,nuts,and even the brake stay arm .. bradley at Rbranch4@excite.com

1972 Husky 250 CR in excellent condition, lo hours, must see to believe how original , \$950 located in Hagerstown , MD, please call Chuck Banks at 301-745-5133

For Sale 73 RT 250 SK 00122 frame w/triple clamps, shocks swing arm, rear wheel, 79 250 WR MM 03068 frame with forks , triple clamps, shocks, rear wheel front wheel, seat swing, 83 WR WO 17799 cut up frame, 82 WR WN 03759 frame, 79 front fork leading axle, 83 white leg forks with wheel, 73 silver legs and wheel, 73 RT pipe, 83 430xc pipe, 83WR rolling chassis, 2026 cases, 2066 cases, trans, more, 2085 420 axc cases, kicker , cover, 2033 head, cyl, cases, clutch, basket, intake, rusty,, large Malcolm mith tank - new, Waned 82 -83 250 motors - any shape Call rank at 734-662-5425

1999 Husqvarna Husky Boy 50cc, Brand new bike, only 4 months old. Son moving up to larger bike. \$900, (541) 679-7872

1996 HUSQVARNA WXC410, ALL STOCK, LOOKS AND RUNS GOOD, AND CURENT GREEN STICKER \$3,400, (925) 484-4096

1999 Husqvarna WR360 2-Stroke, EXC. COND. ONLY 15HRS-RENTHAL BARS-VERY VERY FAST! NEVER RACED-TUNED AND DIALED IN. \$4,500.00, (707) 765-9253

1988 husqvarna 430, parting out the bike call to reserve parts these bikes are hard to find \$300, (401) 568-2380

1976 Husqvarna WR 360, Excellent STOCK condition and runs strong. Recent motor rebuild and fresh powdercoat on frame. Vintage race ready in AHRMA EVO class. JPEG images avail, e-mail BOSUROB@AOL.COM \$1,100, (816) 478-7455

1984 husqvarna xc 250, Excellent condition. www.claerhout.com 995 (517) 883-9887

1989 HUSQVARNA-CAGIVA 250-MX, NICE BIKE NEW TOP ENDNEW BRAKES BLUE AND WHITE IN COLOR VERY FAST MUST SELL \$1,200, (618) 244-4532

1986 Husqvarna CR 430auto, Excellent condition. www.claerhout.com \$995, (517) 883-9887

1984 Husqvarna WR400, GREAT Trail Bike, New Rear Tire, Desert Suspension, Skid Plate, Bark Busters, After Market Exhaust, VDO Odo, Very Dependable, djohnson@cmdcdata.com \$900 (714) 968-8684Location: Huntington Beach, CA

1985 husqvarna 510 , excellent conditon for this strong 4 stroker. needs nothing only a good home. possibly trade up for nice datsun z car up to 2500 over bike. no time to ride. has been licenced for the street but never fully converted. \$1,300, (503) 605-5210

1986 Husqvarna Enduro, Husqvarna 400cc Enduro, many spare parts, new brakes and cables \$1,200, (810) 749-6422

1999 Husqvarna WR250, Bike in showroom condition, never ridden before. Moving. \$4,700.00, (203) 323-3795

1984 Husqvarna 430WR, Bark busters,Brand new dual ring Wiseco piston,O-Ring chain, Head and tail lights extra clutch,new UFO front fender,new clutch cover gasket \$1,100, (770)461-3140

1995 Husqvarna 610 WXE, M/S Pipe,motopro suspention,new tires,chain,sprokets,ect. many more extras,very trick thumper! \$2,900 (209) 245-6740

1986 husqvarna wr 250, Bike is decent, except for blown engine, due to straight gas. \$150, (215) 794-5583

1998 husqvarna tc 610, like new www.claerhout.com \$3,995, (517) 883-9887

1984 Husqvarna CR250, good shape,rebulit water pump,all new brakes,newer ignition,new chain & sprockets,rebulit carb,new paint & skickes, runs great & lookes new, WILL TRADE FOR BANSHEE, \$1,500, (330) 935-2937

1999 Husqvarna 410 4-stroke, Brand new, Big Gun exhaust, hot start button, every aftermarket accessory you can think of!!!! \$3,900, (304) 538-7523

1985 Husqvarna 500CR, Fast ..fresh fork seals, front pads runs strong , garaged last 7 seasons , needs cosmetics M/Offer \$750 (216) 531-5919

1998 Husqvarna TE 610 Enduro Dirt Bike Enduro, This Bike is in excellent shape and comes with a SPEC after market pipe and a ICO Computer for enduro time keeping. Buyer arranges pick up of bike. Email: MC13579@home.com \$4,100, (843) 884-4387

1979 Husqvarna CR250, Complete bike w/extra motor and parts. stored for 15 yrs. \$800, (559) 277-2502

1983 Husqvarna 250cc dirtbike Husqvarna, very powerful,new carburetor,runs great\$1200 (925) 736-1038

1969 Husqvarna CR 250, Excellent runner,good paint, needs rear fender \$675, (520) 572-9672

1985 husqvarna 510 TE, approx 3hrs on new piston,valves, and clutch,needs minor attention.Price in canadian dollars. \$1,250 (604) 271-1199

1988 husqvarna 430, need the bottom end part of the motor have cash or will trade \$1.00, (401) 568-2380

1982 HUSQVARNA XC 250, very good cond., needs press. plate & clutch discs, \$800 as is or sell me parts, clean, powerful MX, 954-472-1330 or 954-968-2211.

1969 HUSQVARNA 250, no tank, not running, \$100, good restoration project, 562-421-6676

1977 HUSQVARNA WR360, 90% restored, new Metzler knobby tires, Works Performance rear shocks, Renthal handlebars, owners manual, too much to list, must see to appreciate. \$2500. 503-668-5911

1986 HUSQVARNA WP430, AT, stored 6-yrs., blt. trans.sacrifice \$1250, 509-927-8834, SPOKANE, WA

1994 HUSQVARNA 610, low hrs., extras, very clean, half the cost of new, \$3000, 360-752-2985, Rob, eves., Seattle, WA

1996 HUSQVARNA 250, owned by mechanic, must see to appreciate, too much to list, \$3000, call 703-361-3335 days, ask for Bruce, or call 703-443-1411 eves.

1993 HUSQVARNA 360WXC, great shape, runs perfect, needs nothing, \$3000; (810)468-8065 HARRISON TWP

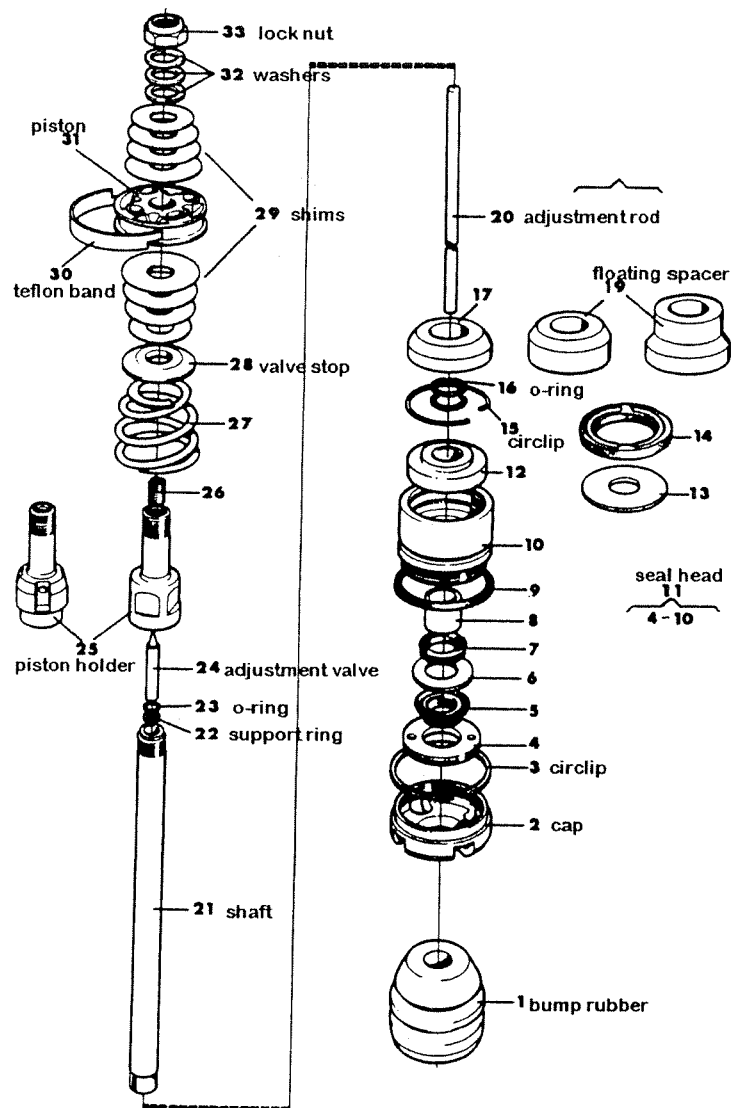
Ohlins Single Shock- Part 1 of 3

I. DISASSEMBLY AND REASSEMBLY OF THE OHLINS SINGLE SHOCK

1. Remove spring and spring clip, use correct tools to avoid possible injury.
2. Back rebound "clicker" adjustment to lightest position. Note: It is necessary to do this in order to prevent hydraulic locking occurring during removal of the shaft assembly from the body.
3. Secure the shock in a suitable holding device.
4. Loosen and unscrew the retainer cap for the seal head assembly. Note: This operation must be accomplished prior to releasing the nitrogen pressure in order to prevent the seal head from turning while loosening the seal head retainer cap.
5. Loosen and remove the schrader valve from the reservoir top. Caution: This valve should be retaining approx. 200psi of Nitrogen pressure. Stand away from the schrader valve while disassembling.
6. After removing the schrader valve from the reservoir top, push the seal head down into the shock body, until the circlip that retains the seal head assembly is exposed sufficiently to allow its removal from the shock body. Remove the circlip with an upward prying motion and set aside awaiting reassembly of the shock. Be careful not to scratch the shock body.
7. Insert the reservoir piston positioning tool through the center of the schrader valve in the reservoir top, and locate the threaded hole in the reservoir piston. Thread the piston locating tool into the reservoir piston.
8. With the seal head retaining circlip removed, it is now simply a matter of pushing down upon the reservoir piston locating tool until the seal head is displaced out of the shock body by the hydraulic action of the shock fluid.
9. Grasp the top of the shaft assembly and gently pull the shaft assembly up and out of the shock body. Lay the shaft assembly aside for future disassembly. Do not damage or misplace teflon bronze bearing band. Note: Pulling the shaft assembly out of the shock body slowly will minimize oil spillage.
10. Remove the shock from the holding device and drain the oil from the shock. Reinstall the shock in the holding device.
11. Remove the reservoir piston locating tool from the reservoir piston and set aside.
12. Depress the top of the reservoir into the reservoir until the circlip that retains the top of the reservoir is exposed for removal.
13. Remove the circlip with an upward prying motion. Be careful not to gouge or scratch the reservoir body surface.
14. Grasp the schrader valve body in the reservoir top with blunt jawed channel lock pliers, and with an upward oscillating pull, work the reservoir top up and out of the shock reservoir. Set the reservoir top aside for future disassembly.
15. Reinsert the reservoir piston locating tool into the reservoir piston and thread into place. Apply a sharp upward pull, being careful not to bend the locating tool in order to extract the reservoir piston. It is possible for any excess oil in the shock to follow the piston. The excess oil will liberally apply itself to anything in the vicinity of the shock. Use a shop towel held around the top of the reservoir to minimize spillage.
16. Set the reservoir piston aside, being careful not to misplace or damage the teflon bronze bearing band.
17. Using only CLEAN solvents clean all parts thus far disassembled. Remember to allow shock body to drain thoroughly.

II. ADDITIONAL DISASSEMBLY OF OHLINS SINGLE SHOCK

1. The operations outlined in the following part II are only necessary if the following conditions exist:
 - A. The adjustable compression dampening no longer indexes ("clicks"). This indicates that the wave washer is collapsed.
 - B. The shock fluid is extremely dirty or contaminated.
2. Mount the shock body in a suitable holding device.
3. Using a phillips screw driver, remove the retaining screw that holds the black plastic adjustment knob in place. Note: There are two loose ball bearings that are spring loaded directly pushing against this knob. These bearings are what the adjustment knob indexes against.
4. Carefully remove the adjustment knob, two ball bearings, and the two



tension springs from the body of the compression dampening adjustment. Set these parts aside for reassembly.

5. Use a suitable spanner wrench and unscrew the body of the compression dampener adjuster from the reservoir casting. Remove the spring located under this body.
6. Remove the small control washer with the 1.5 mm hole in the center.
7. Using a small hook tool carefully insert the hook into the center of the castellated white nylon valve seat and gently pull the valve seat out of the reservoir casting. Set aside for cleaning and reassembly.
8. Remove the remaining control washer, wave washer, and the seat washer, from the reservoir casting. Inspect the wave washer for its form.
9. Carefully clean the parts for the compression dampening control valve in CLEAN solvent.
10. Clean the shock body and all passages in the shock body in CLEAN solvent and dry thoroughly prior to reassembly.

III. REASSEMBLY OF THE COMPRESSION DAMPNING CONTROL VALVE ASSEMBLY

1. Dry all parts after cleaning thoroughly.
2. Use a white colored high grade assembly grease during the reassembly process.
3. Install seat washer against reservoir casting.
4. Apply a small amount of grease to control washer for retention purposes and insert washer into larger side of the castellated white nylon valve seat.
5. Apply a small amount of grease to the wave washer for retention

purposes and place the wave washer on top of the control washer in the castellated white nylon valve seat.

6. Carefully install the white nylon valve seat into the reservoir casting, being careful to be sure that the washers stay in the correct position. Be sure to grease the "O" ring around the white nylon valve seat prior to installation.
7. Align the oil passage in the casting with the opening between the crenellations in the white nylon valve seat: this is important.
8. Install the control washer with the 1.5 mm hole in the center into position in the white nylon valve seat. Put coil spring into place.
9. Apply the assembly grease to the "O" ring seal on the compression adjustment body into the reservoir casting and tighten. Be careful not to damage the aluminum body of the compression dampener adjuster.
10. Apply some grease to the ball bearings and place them carefully into the black plastic adjuster knob, 180 degrees apart, in the indentations in the knob.
11. Put the two small coil springs into the two blind holes in the top of the aluminum compression dampener adjuster body.
12. Using great care, line the two ball bearings in the black adjuster knob up with the top of the two coil springs and carefully seat the black knob against the shaft in the center of the aluminum compression dampener adjuster body. Please note: This operation must be done correctly in order for the adjuster to properly index ("click"). It is quite easy for the springs to be damaged if the bearings do not line up and seat into the top of the spring.
13. Insert the phillips retainer screw in the center of the black adjuster knob and thread into the shaft the black adjuster knob is seated on. Tighten the screw.
14. Continue with the reassembly of the shock absorber in section VII.

IV. DISASSEMBLY OF SHAFT ASSEMBLY OF THE OHLINS SINGLE SHOCK

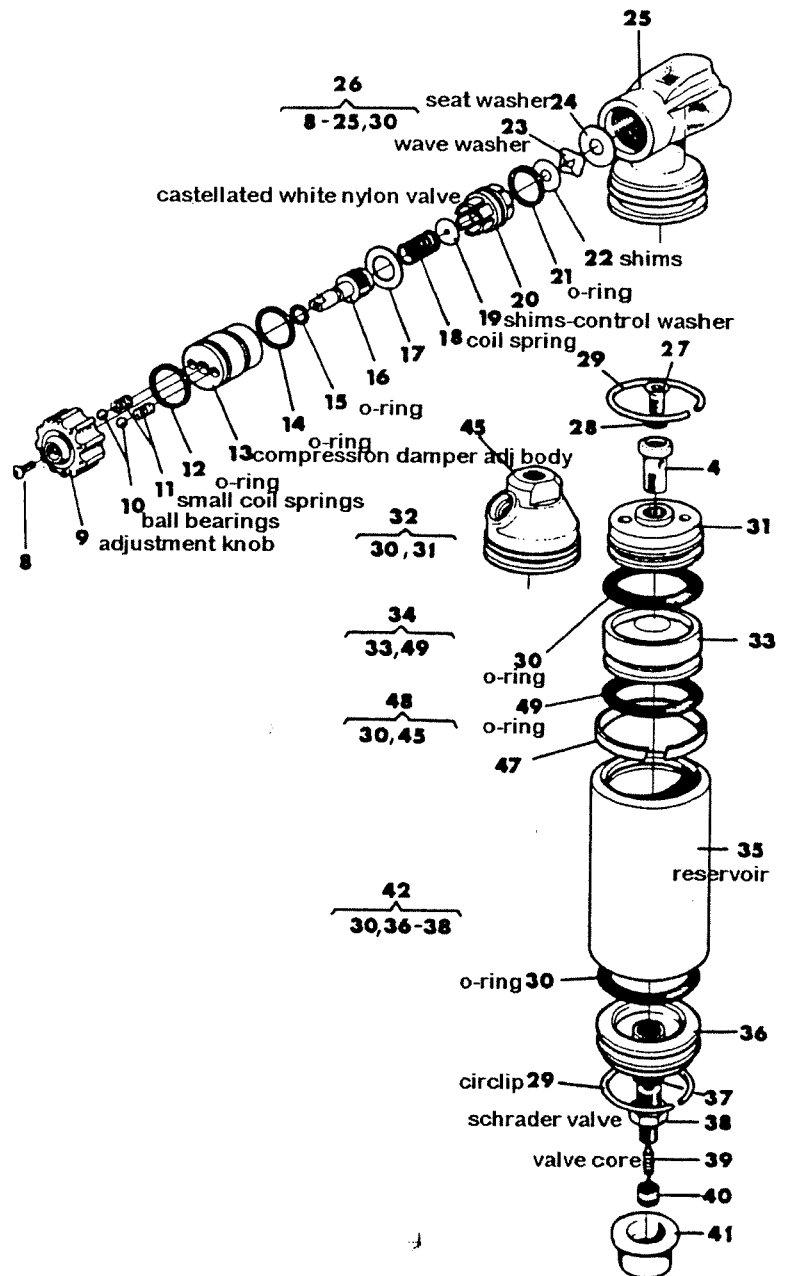
1. Prior to disassembly, place a clean bench cloth or similar on the workbench to lay the disassembled parts on in order of disassembly. This will facilitate the reassembly of the shaft assembly.
2. Clamp the shock eye in a suitable clamping device in an upright position.
3. Remove the locking nut from the end of the piston holder body.
4. Remove the shim stacks and piston in one movement and sort the parts onto the bench cloth in the order of their disassembly as individual pieces.
5. Remove the valve stop from the piston holder body and place on the bench cloth.
6. Use a 19 mm wrench and loosen the shaft from the shock eye.
7. Unscrew the shaft from the shock eye and remove the following parts:
 - A. Bump rubber
 - B. Seal retainer cap
 - C. Seal head assembly
 - Floating spacer
8. To disassemble the piston holder body from the shock shaft will require the shock shaft to be placed in the shock shaft holding tool.
9. Place the shock shaft holding tool containing the shock shaft in a press and apply pressure to hold the shock shaft from turning.
10. Using a 19 mm wrench unscrew the piston holding body from the shaft.
 - A. It may be necessary to use some heat to release the loctite holding agent between the piston holding body and the shock shaft.
 - B. Use caution when heating the piston holding body. This is because there are two small adjuster shaft seals located at the junction of the piston holder body and shock shaft.
 - C. Never apply the heat directly to the shock shaft.
 - D. When unscrewing the piston holder body, be careful not to drop or lose the adjustment valve needle or adjustment shaft.
11. After unscrewing the piston holder body the following items should be cleaned and inspected.
 - A. The adjuster shaft "O" ring and the adjuster shaft white nylon guide ring. If the shock was leaking oil in the area of the rebound adjustment knob, these should be replaced.
 - B. If the rebound adjuster was not controlling the rebound properly, the adjustment valve needle and the needle seat in the piston holder body should be inspected for pits or rust pockets. Condensation can accumulate

in these parts and damage the seat of this needle valve, causing the valve not to function according to design. A jammed needle valve is indicated by a loss of adjustment "clicks".

C. If the rebound adjuster shaft appears to be worn, measure the length of the shaft. The shaft should measure 180.8 mm. A worn shaft will be indicated by a loss of adjustment "clicks".

D. To reassemble the piston holder body and the shock shaft, clean and lightly grease all seals and moving parts. Reassemble the "O" ring and guide ring into the top of the shock shaft and then insert the adjuster needle valve and adjuster shaft into the center of the shock shaft in the correct sequence.

E. Thread the piston holder body onto the shock shaft and tighten. Important note: Use "red" loctite on this threaded connection when assembling.



These Ohlins shock instructions are intended to give you a good guide to working on this shock. The number on the drawings are not part numbers. Please let me know who you have good luck with in buying parts or having your shocks serviced !

Husqvarna Aluminum Swing Arm

European Dirt Inc., Silt CO - (970)876-5277 - Thank you for purchasing a T6 6061 Swingarm from European Dirt Inc.

The swingarm you purchased is sold UNFINISHED and WITHOUT WARRANTY FOR USE OR APPLICABILITY.

*Some drilling (shock mounts) and fitting (bearings, etc.) is required and is the purchasers responsibility.

*For Husqvarna's, 72-76, these swingarms allow an upgrade to needle bearings at the swingarm pivot. The size bearing that is supplied, requires the use of 1977 or 1978 Husqvarna pivot bushings (inner race), or make your own.

*If you desire to use the original style rubber bushings, a 1mm reducer is required. These are available from European Dirt at no charge when requested at time of order, or exchanged for bearings (one or the other must be used).

*Chain adjuster bolts should be 8 x 1.25mm.

*O-Rings are recommended as seals for the needle bearings, size 20x3mm.

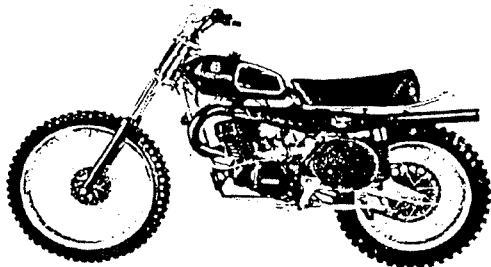
It is advisable to keep a close eye on your motorcycle's components - watching for any cracks, damage, loose nuts and bolts, etc.. Safety is always to be the first consideration. If you have problems with or questions about any product purchased from us, please call during business hours... Mon - Sat 10-6 mountain time. Thanks!

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Husqvarna Rider Cards are quite a collectable item and as you would imagine the early ones are hard to find. Above is Ake Jonsson from 1966 a factory issued rider card! M75202-1. This one is signed and came from a friend in Sweden! The early ones are like a postcard on the reverse side. I believe these are issued for Torsten, Gunnar, Janne, Ake, Arne, Bengt, Heikki, Chuck, Burlerson, and many others

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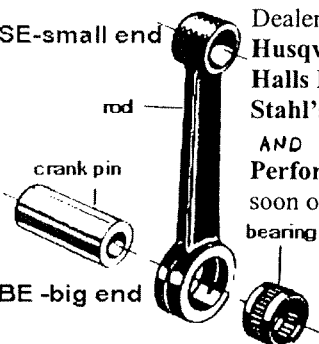


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| 75-83 | 125 | ER1610-38301 | 26 x 97 x 19 | 20 x 48 |
| 85-88 | 125 | ER0610-53192 | 26 x 105 x 20 | 20 x 54.6 |
| 89-90 | 125 | ER0578-60393 | 26 x 110 x 20 | 20 x 54.5 |
| 91-94 | 125 | ER0590-67239 | 26 x 110 x 20 | 20 x 54.5 |
| 88-91 | 250 | ER800L-50632 | 30 x 125 x 22 | 24 x 64 |
| 67-70 | 360/390/400 | ER1619-90201 | 32 x 135 x 22 | 25 x 52 |
| 70-80 | 250-430 | ER1619-82501 | 32 x 135 x 22 | 25 x 58.3 |
| 80's | 510 | ER 4STK-63840 EG | 38 x 127 x 20 | 30 x 59.9 |
| 90's | 350-410 | ER 4STK-63840 EG | 38 x 127 x 20 | 30 x 59.9 |
| 90's | 610 | ER 4STK-67825 EG | 38 x 127 x 22 | 30 x 59.9 |
| 80's | 510 | ER 4STK-63840 EC | 38 x 127 x 20 | 30 x 59.9 |
| 90's | 350-410 | ER 4STK-63840 EC | 38 x 127 x 20 | 30 x 59.9 |
| 90's | 610 | ER 4STK-67825 EC | 38 x 127 x 22 | 30 x 59.9 |

SE-small end



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soon others.

BE -big end

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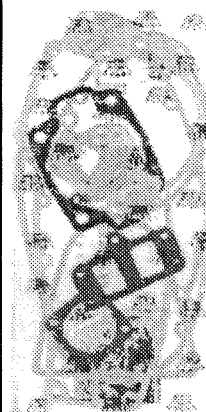
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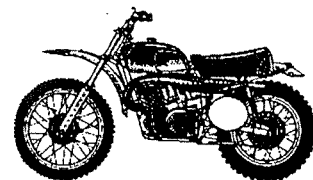
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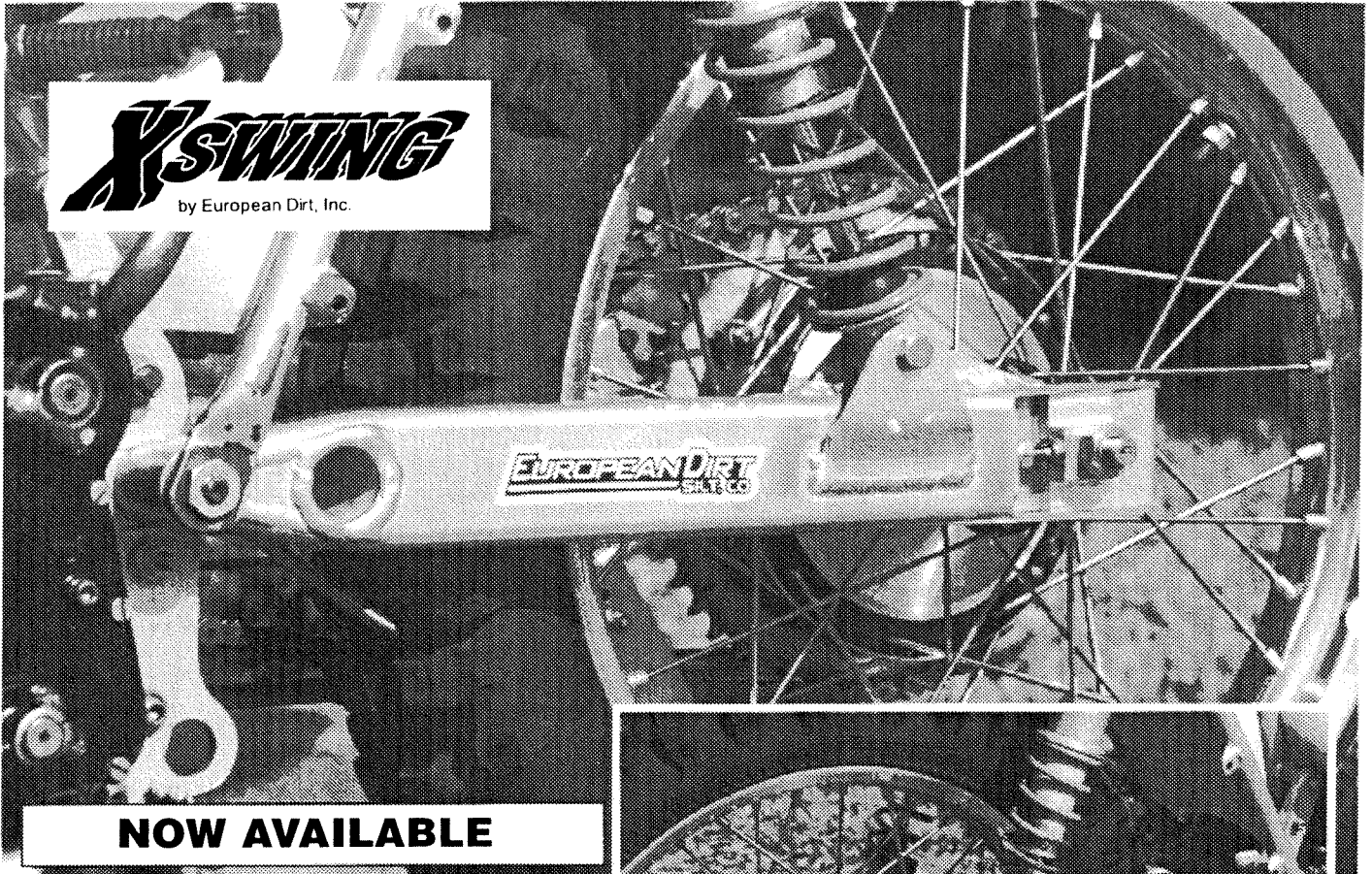
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Butler, PA16001
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Craig's Notes: I just got another set of wheels back from Buchanan's Spoke and Wheel. I sent polished hubs and extremely beat up, original 1958 alloy rims off of a 58 Silverpilen. What I got back was absolutely amazing, the most beautiful wheels you can imagine. These were OEM with SS spokes and Buchanan duplicated what I wanted exactly! Check it out at Hershey this year, Oct 2000.

ALUMINUM SWINGARMS IN 6061 T6 ALLOY

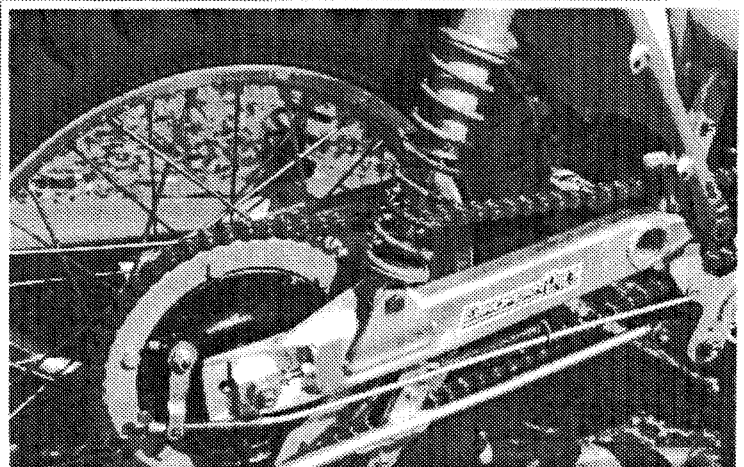


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