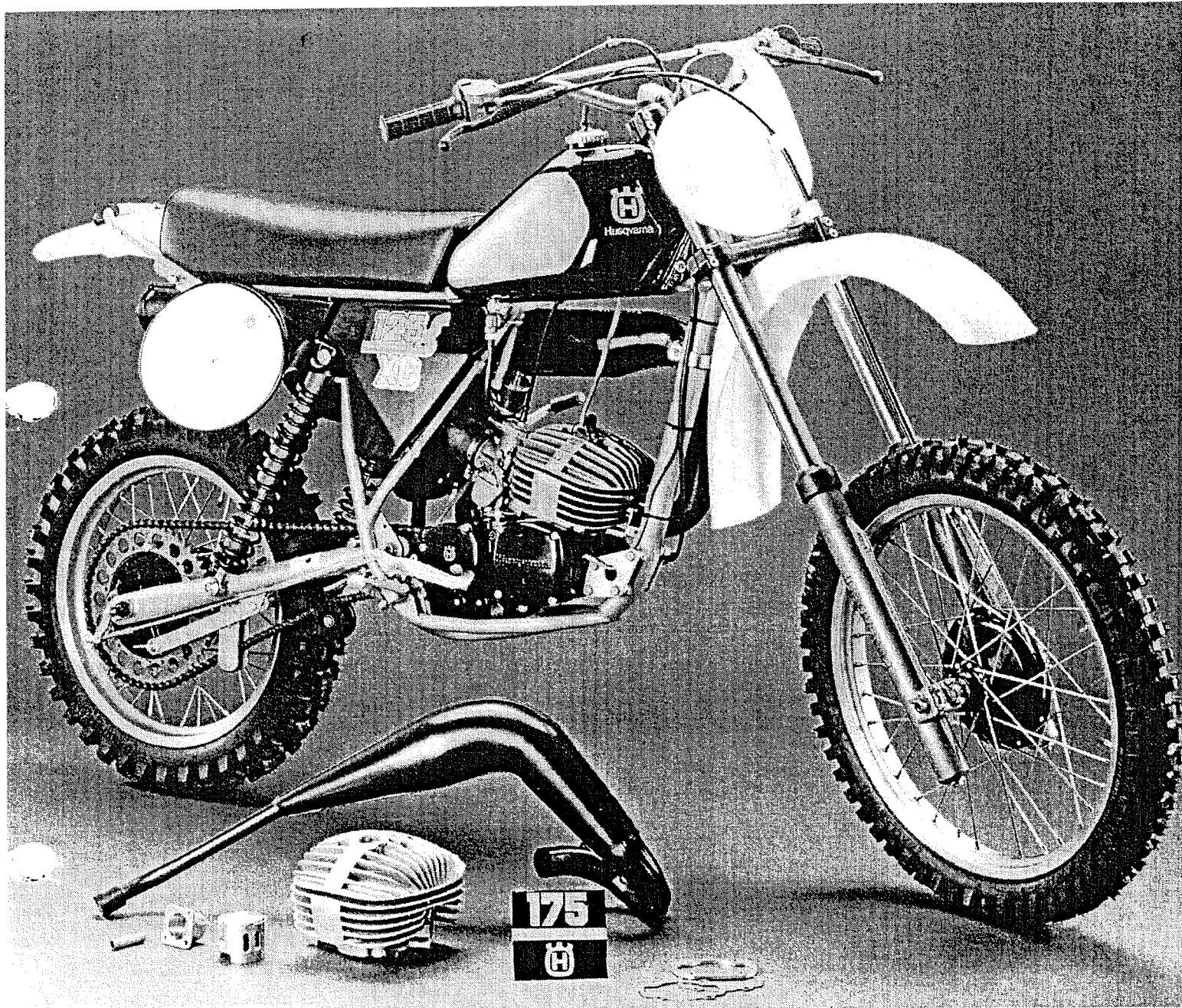


Husqvarna Report

#23



1982 Conversion Kit 125 to 175 - notice the spacer plate and gaskets for use under cylinder, wrist pin, exhaust manifold, piston, cyl/head, decal, pipe. Decal has simpler graphics without squiggle. Unpainted cyl/head is a trademark of 1982 models. *This black and white, 8 x 10, glossy photo was issued to inquiring dealers of the period.*

Contents of this issue:

Mossbarger Reeds - Go Fast Stuff

VMX behind the scenes with Ray Ryan and Barbara Cash

Transmission Washers for 4 speeds - ever wonder where those washers go in the transmission?

1991 610 Tech specs - torque, oil, carb jets, forks

1991 350 Tech Specs - torque, oil, carb jets, forks

Husky Concept "Trimatic" - always at the cutting edge.

1964 Roadracer 250cc - ever seen a 64 Husky Roadrace

2001 Sears Point Roadracer - Reese captures photo.

Pull Start Husky - Excellent work by EuroDirt.

Megaclassifieds #23

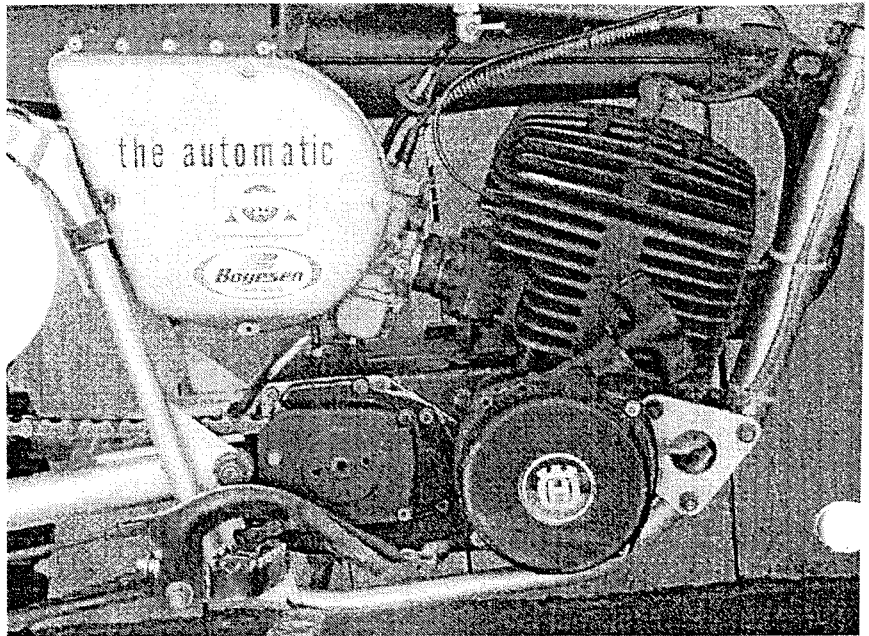
Reed Valves for 73 250 CR - Cycle News 1974.

www.huskyclub.com

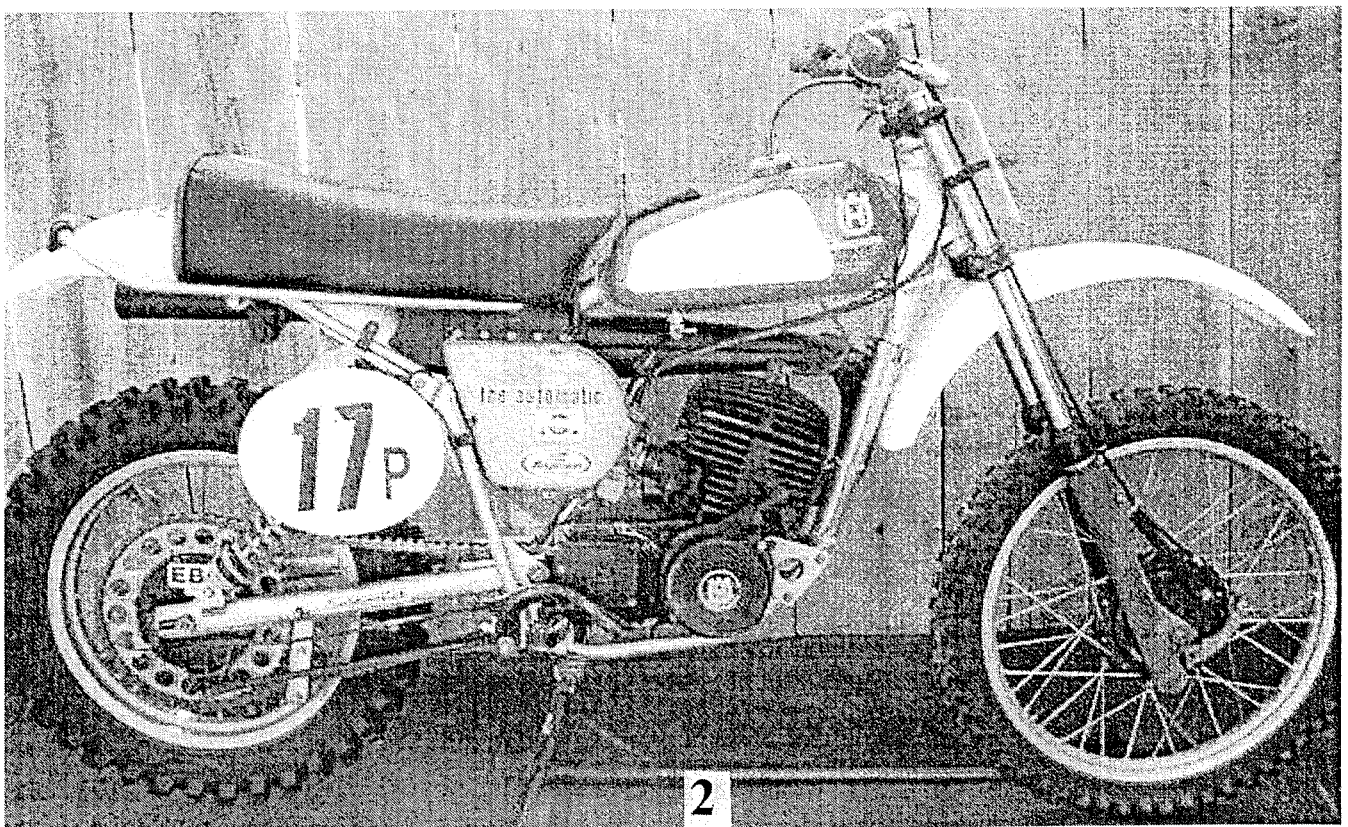
Pulling Up at the Line on a vintage Husqvarna Automatic

by - Daryl Back, Pres., European Dirt Inc., Silt, Colorado - www.rof.net/yp/eurodirt

Hello Husqvarna Club, this started when I just want to race something a little different in the new Historic Class. I carefully reviewed the Historic Rules, and began my quest for the appropriate parts needed for the auto. My experience with the autos was limited...they were an oddity for the most part. Nearly every auto I had seen was parked in a garage with one problem or another. I took several 420 autos that had been scrapped at our shop, combined tranny and motor pieces to make a good power plant. Upon mounting the motor into a '76 ML frame, using a '78 swingarm with mounts moved rearward (to accept remote Works shocks and keep travel limited Historic rules), I made a couple of test rides. Motor and tranny worked good after gearing way down (11/56). Next time I tried to start the bike, the kicker just kicked through - every once in a while grabbing the crank and turning the motor. It would not start! The crank and/or freewheel had just enough wear to not be dependable. I tried several combinations of crank ends



and freewheels, and was not satisfied that the starter would be dependable. My friend & fabricator, James Cole and I tried to think of another way to engage the starter that would work better, but nothing seemed feasible until we looked at the pull-starter on an MX340 Rokon. Jim went to work building an adaptor for the starter, and lathing the flywheel to accept an engagement pulley. I removed all of the original starter pieces, in order to compensate for the weight of the new starter. Jim then installed a Maico style compression release on the cylinder and we used a handlebar mounted choke lever to hold the compression release open while starting. After doing all of this work to the motor, I put '77 Husky T-clamps on the bike and installed a pair of Marz. forks and front wheel from a Can-Am (8 3/4 inches of travel). When bolted all together, she started second pull! After fitting a green auto tank, she was dubbed "The Lawn Boy"! We'll see how she does at the races this year...Oh Yeah, I can pull start the bike while sitting on it and in drive (after its warmed up), now that looks odd!!!



Husky Readers

Petcock dribbles and 125 rattles-

If you have ever had problems with your petcocks an alternative to the old leaky Karcoma petcock is a **KTM petcock part number 440.07.005.000** and small end bearing for 125's 1972-1982 is **KTM part number 510.30.034.000**.

I have used these parts on advice of a local Husky dealer and know they work. Regards Dennis Fritch
JacqueF@aol.com

Hi, Husky Club,

My name is Jerry Kyle

Rolf T. is a big guy, it felt like sticking your hand in a black smith's vice to shake his hand. I met him on the starting line of the 100mi Florence Kansas Gran Prix. 500 riders on a brick main street, shot gun start. His bike, **360GP, mine a 72' 400CR**, orange tank MJ 5 speed.

I made a welded 17 tooth primary sprocket for the tapered output shaft. Malcolm sent my buddy dealer Earnie Tarwater and my brother Duane Kyle, factory 17t sprockets, that is why I made one. Well, the story goes I was leading all three of those guys when the clutch basket rivots sheared. Rolf won, Earn 2nd, brother 10th and I pushed 10 miles on a hot 2 lane blacktop. This race was in May of 1974. Earn and Duanes machines were 1974 400CR's. I don't mean to bore you, but I'm new to the Net, and I just found other people out there like the old Huskys. Malcolm met my older brother years ago and wanted Duane's 1967 Matchless G50, 500cc motocross. I still got it. I still got the 1974 400CR. I think there is 17 in the garage and sheds. I own a 1974 250 Mag-complete. A 500 air-cooled 4 stk, and a bunch of other common husky stuff. I still race, until a few years ago my race partner was a guy named Bill Sweetland, but his leg never healed right. I iron maned Vegas to Reno and thought I should give it up. My retirement lasted a year and 4 days. I still do some 100mi desert events here in Arizona, Nevada and Mexico. Most of all I like to trail ride southern Arizona.

jerry kyle <kyle@sahuaro.net>

Hej Husky Club,

I had to touch up a couple of small dings in the paint on my **'67 360 Viking tank**. I went to a local auto paint supplier & found some touch up paint that matches the early Husky red color pretty closely.

It comes in a small brush-in-cap, 1/2 fluid ounce container & the brand is "Duplicolor".

The part number is 77-01598, the code is 3N6 & it is

3

labeled "Toyota Vintage Red Pearl 1999".
Cost was around \$5.00.

Dorian Sleeper - doriak@w-link.net

Hey Husky Club, the last newsletter was awesome. I'm starting work on my **'76 125 CR**, bout time ! But I was surfing the net for a new business I'm starting (to supplement my Husky habit) and couldn't sign off before I gave you some encouragement. Keep up the great work. Hell, it doesn't have to be great, a Husky freak would read bad stuff if it had a Husky logo on it, but your stuff is good. Hope to be sending some photos and story on the restoration someday.

Best Wishes from your loyal club member Ross Harder in " Is this Heaven ? No, it's Iowa."

HARDERRVH@cs.com

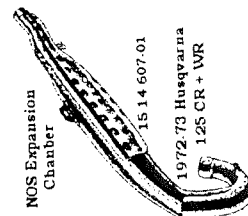
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BEHIND THE SCENES -

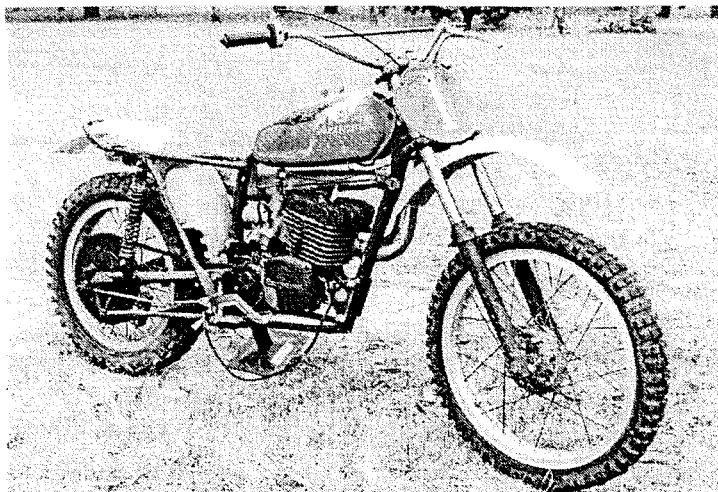
VMX MAGAZINE

A seven acre rural property set in the misty Macedon Ranges in Australia's central Victoria is a long way removed from the popular image of a bustling publishing house. Equally as non conventional is the magazine which emanates four times a year from this rustic recluse and is distributed to lovers of classic dirt bikes as far afield as England, Sweden, Japan, New Zealand, U.S.A., Canada and most of Europe. VMX is a publishing paradox and therein lies the key to its success, according to founder and Publishing Editor, **Ray Ryan**.

"VMX defies convention in magazine publishing", he says, "our paper is way too glossy and expensive, our color reproduction is of the highest standards, our ad content is under 25% and at around US\$14 we're not the cheapest magazine on the block". "What's more our editorial is totally non-commercial related.... I mean we don't have new model bikes to write about and the daily motorcycle industry news is of little or no relevance to our readers. We're not even on the news mailing lists for any of the major bike companies".

Ray believes that VMX's international success after almost three years and 11 issues is a clear sign that motorcyclists will endorse quality rather than just quantity. "I can't but feel that many contemporary bike magazines have succumbed to their own mouse-on-a-treadmill cycle of inevitability.... Advertisers drive their editorial content and in the rush for more and more advertising there is a lack of commitment to actually give the readers what they are paying their money for... namely entertainment and information".

It was obvious to Ray and VMX's co-founder, **Barbara Cash**, that a quality niche market motorcycle quarterly could not survive solely on Australian sales. The decision was made from the first issue in 1998 to expand the magazine's platform to an international base and that has always driven VMX's editorial and photographic formula. U.S.A., UK and European material now constitutes over 50% of regular VMX content with the remainder of its 88 colour pages being around 25% combined Australia and New Zealand material with the balance allocated to international or historic features. "The whole culture of motocross and classic dirt bikes is what drives VMX along", Ray says. "It's far more an expression of an entire lifestyle than just a nut and bolt treatise of old motocross and enduro machinery..... After all, the '60s, '70s and early '80s were formative years in our sport and countless thousands of men and women were influenced by just being part



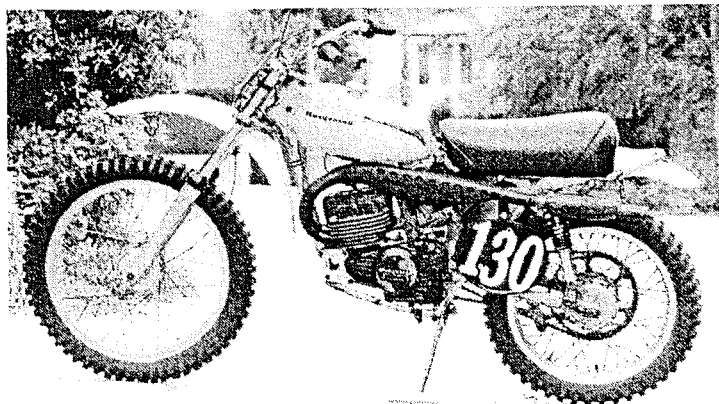
1974 250 CR Mag 250 MK15878 - This is the VMX project bike after I paid \$600 Australian for it and shipped it down from Queensland. I drove out to the trucking yard to pick it up, slipped while I was loading it and dislocated my shoulder. On the way home, the remnants of the seat blew away. You know the rest of the story.....

of the dirt bike scene".

Husqvarna has been a regular sight on VMX's pages since the first issue when an ex-Bengt Aberg 360 works bike was wheeled out into the Aussie sunshine and unveiled to the world. Although Ray Ryan admits to a personal passion for Huskies, he's just as candid about the love-hate relationship which they inspire. "In many ways the simple lines of a Husky are its greatest visual downfall... they tend to look comparatively bland unless the lighting is absolutely perfect in a particular photograph and we've yet to come up with what I call the ultimate Husky shot for one of our covers, even using great photographers like Bill Forsyth and Jeremy Holland!" "I fell head over heels for the Husky Mag 250CR when I first rode one back in 1974 and tested it for a magazine called 'Two Wheels'... I think I only came in to top up the gas tank and just kept flogging it for what seemed like an entire afternoon on a tiny natural terrain track set in a valley.... It was, and will always be, a great dirt bike!"

"Last year we tackled a Mag 250 resto project which proved to be fairly challenging but we achieved what set out to do - namely, to create a bike that wasn't just a whole heap of exotic parts nailed together by a fat cheque book. We'll find out at the Aussie Vintage Nationals in June this year just how well it really works". "As to the other bikes in my life? I have a weird fixation for Hodakas, a love of Triumph twins and BSA singles, more than just a passing interest in Bultacos and an outright addiction to the TT500 Yamaha engined HL500 Aberg Replica of '78 - '79". "My favorite Husky is still the Mag 250CR but the earlier bikes have sense of identity and single purpose design that grabs me every time. I also confess to a soft spot for the '75 360CR Mikkola Replica and earlier 125CRs".

"The sad reality of being surrounded by beautiful classic dirt bikes is that I now have very little time in which to enjoy my own Huskies. I will go two months between throwing a leg over them, as our work entails a lot of travel and far more hours steering a Macintosh computer than a 250CR. It's easy to say that there'll be more time free in the future, but I think I've just got to get myself organized better and create more riding time. As a fellow Husky owner and also a good mate of mine always says, 'You spend a long time looking at the lid!'"



1972 125CR MJ 06125 - This is my first 125 just after I bought it. Today it is fully rebuilt and runs a Mikuni and Works shocks.

"Even though there will be Huskies in heaven, I'd like to get some more riding time in before then - just in case I'm wrong".

Ray adds that the camaraderie of old dirt bikes is as intriguing as the bikes themselves. "Back in the '70s if you were a motocross racer then you always had a friend, even if you knew no-one when you turned up a race track. That's still the same today and owners bond through their bikes, help each other and generally adhere to an unwritten code of conduct. "Most guys are straight up and down in their dealings with each other. The bikes they sell are pretty much as they are represented and there is a general sense of wanting to help rather than trying to out deal the other guy. You can travel solo right around the world when you love old dirt bikes and you'll never be alone. There are lots of new friends out there...."

Note from Ray - Hi Craig , rather than send glamorous photos, I thought you would like to see my Husky hobby in various stages of undress.

have fun , visit these web sites

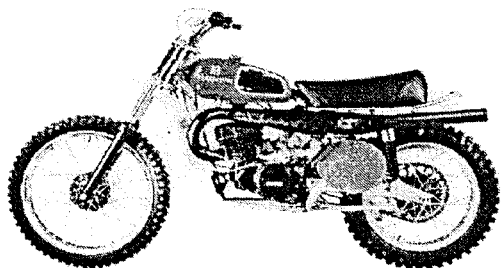
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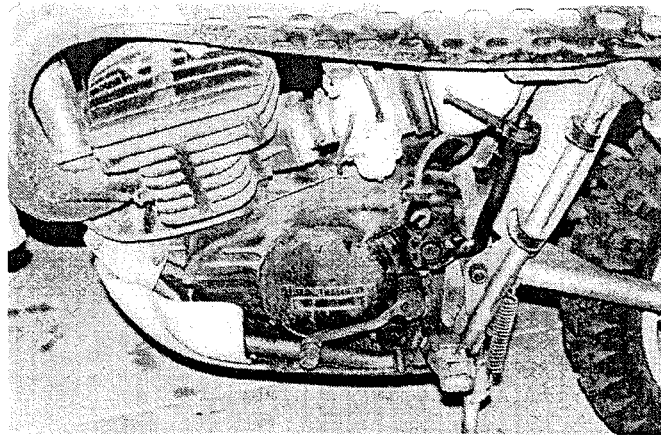


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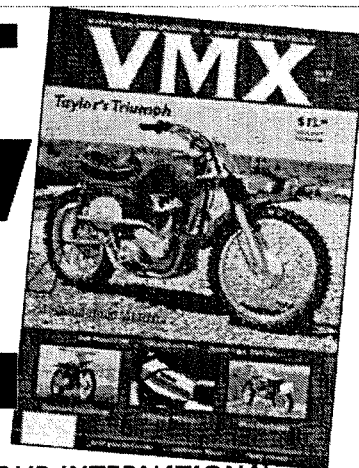


1976 250WR ML11388 - I was given this bike in 1994 by a mate who had left it under his house by the sea for almost 20 years. Altho rusty, the motor was new, he had kept the gas tank in a box, it is restored to new

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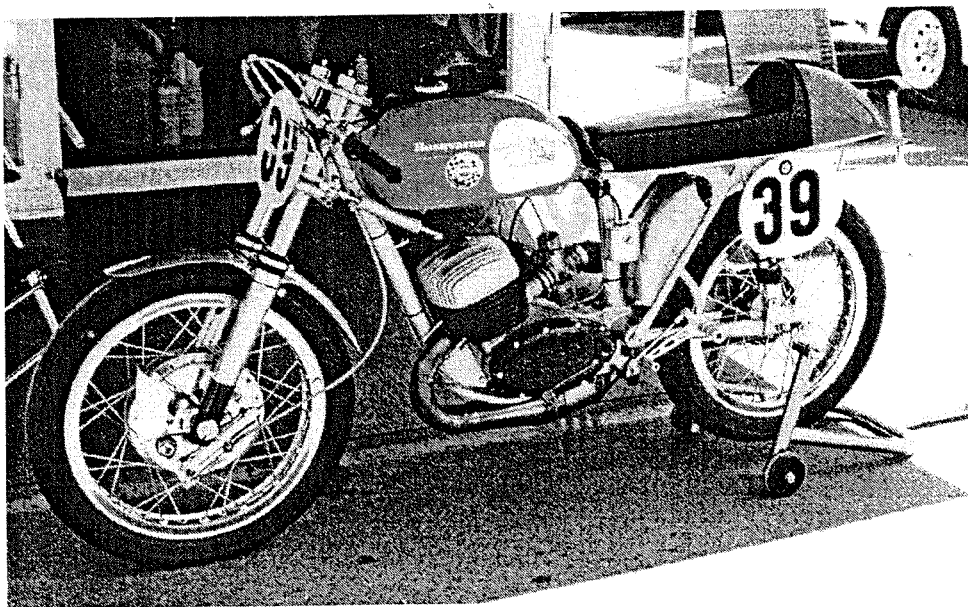
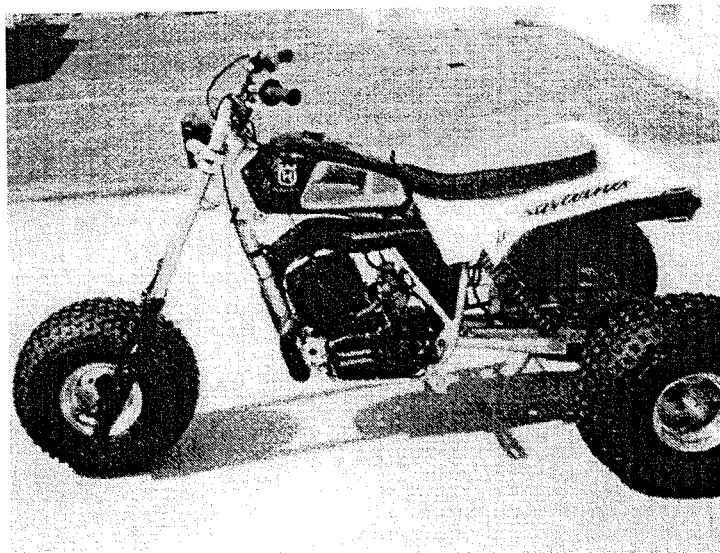
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Bruce Conrad of F&L Racing Fuels writes -
Hi Husky Club,

I have enclosed a couple of photos of my 3 wheel Husqvarna "Trimatic" made in 1981 using a 430 Automatic Husky. It was built as a concept for Husqvarna. Gunnar Lindstrom knows the history. I think they made only one Auto and maybe three or four 250cc, 6 speed models.

I am looking for early handle bar mounts for my 66 360 Husky, you know the kind with a 2 bolt mount which preceded the well known 4 allen cap screw type. Anybody know where I can get these? You can reach me at brucehconrad@cs.com



Roadracing at Sears Point 2001

Submitted by Reese Dengler
reese.dengler@gte.net

Besides Dorian's 67 mx bike, This was the coolest Husky at Sears Point this year. I thought you would like to see it.

Reese

Editor's Note:

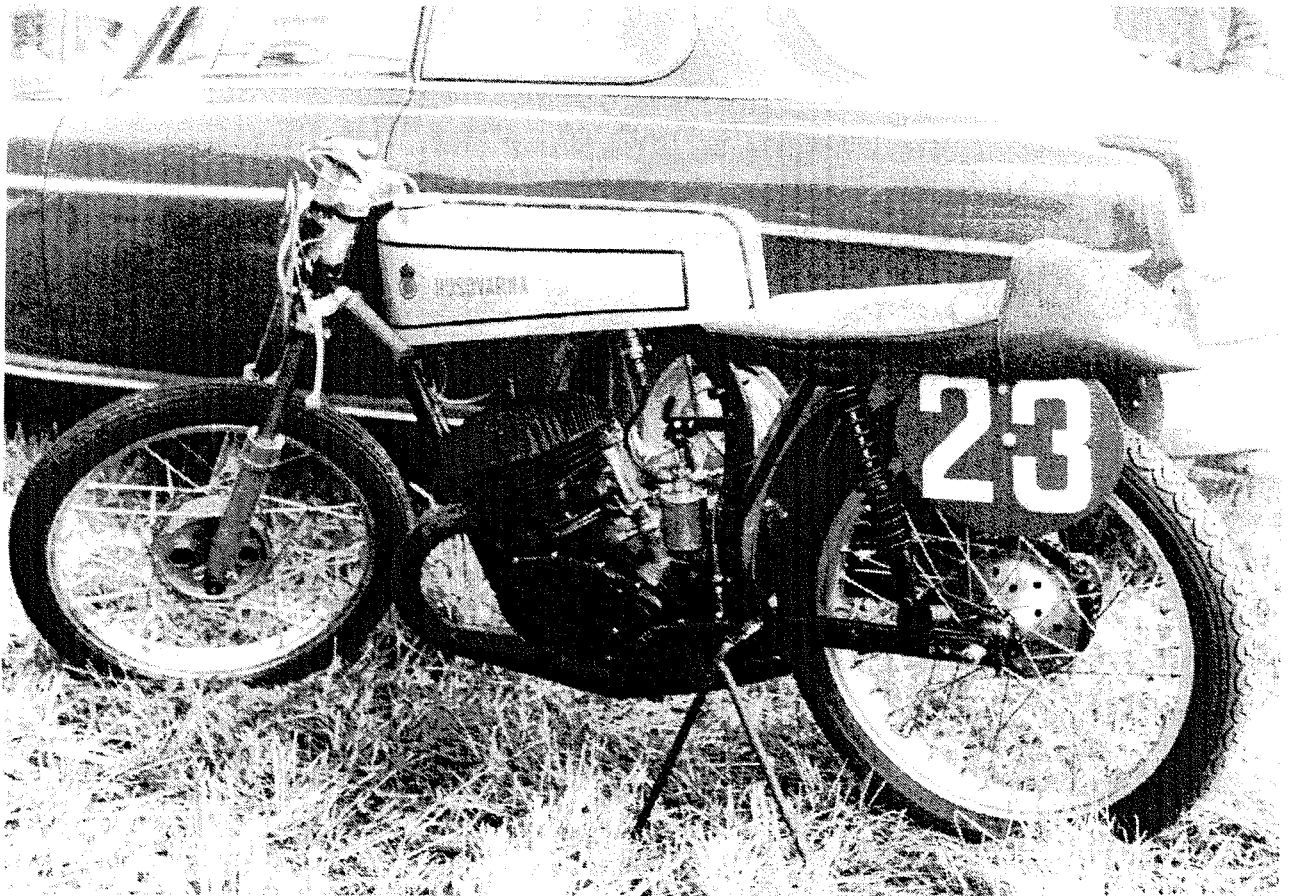
Thanks Reese, I talked with Rod Henninger, the bike's owner/rider and found out he really had fun with this

Vintage Husky built roadracer. The Husky's great midrange power got him out the corners very fast. He has a fiberglass fairing for this bike but it got damaged in practice (picture Rod and Husky skimming asphalt). This Husky roadracer is based on a 67 250 chassis and engine.

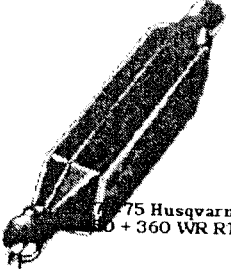
Roadracing at "Falkenberg" in 1964 on Anders Bengtsson's HVA 250cc

Submitted by Roland Johansson, Tonerud 170, SE-68694 Rottneros, Sweden

built in 1964 by Anders Bengtsson from an MX race motor of Torsten Hallman's, the chassis is a Silverpilen, front forks are Norton, tank is hand built and painted silver, black stripe, blue lettering, rear hub is Silverpilen, front brake is unidentified, carb is some big Amal GP remote float unit with a velocity stack, looks like 19" tires at both ends, total loss ignition using an automotive coil under the tank and battery mounted just rear of carb.



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Husqvarna 1966-1971 4-SPEED washers (bricka)

By Tosh Konya - <tk@erinet.com>

So you finally get your basket case, 4-speed engine home. The seller swore "Yeah, buddy it's all there" but it's been 12 years since he put all the loose parts in that tired, well-used and abused cardboard box. At home in the harsh light of reality, you carefully check the transmission parts versus your Husqvarna Spare Parts Manual and yes, there are loose washers in the box but which one goes where and how many are from the transmission? The parts manual refers to all of them as a "washer" without giving any dimensions, no doubt part of a Viking plot to make all of us go crazy!

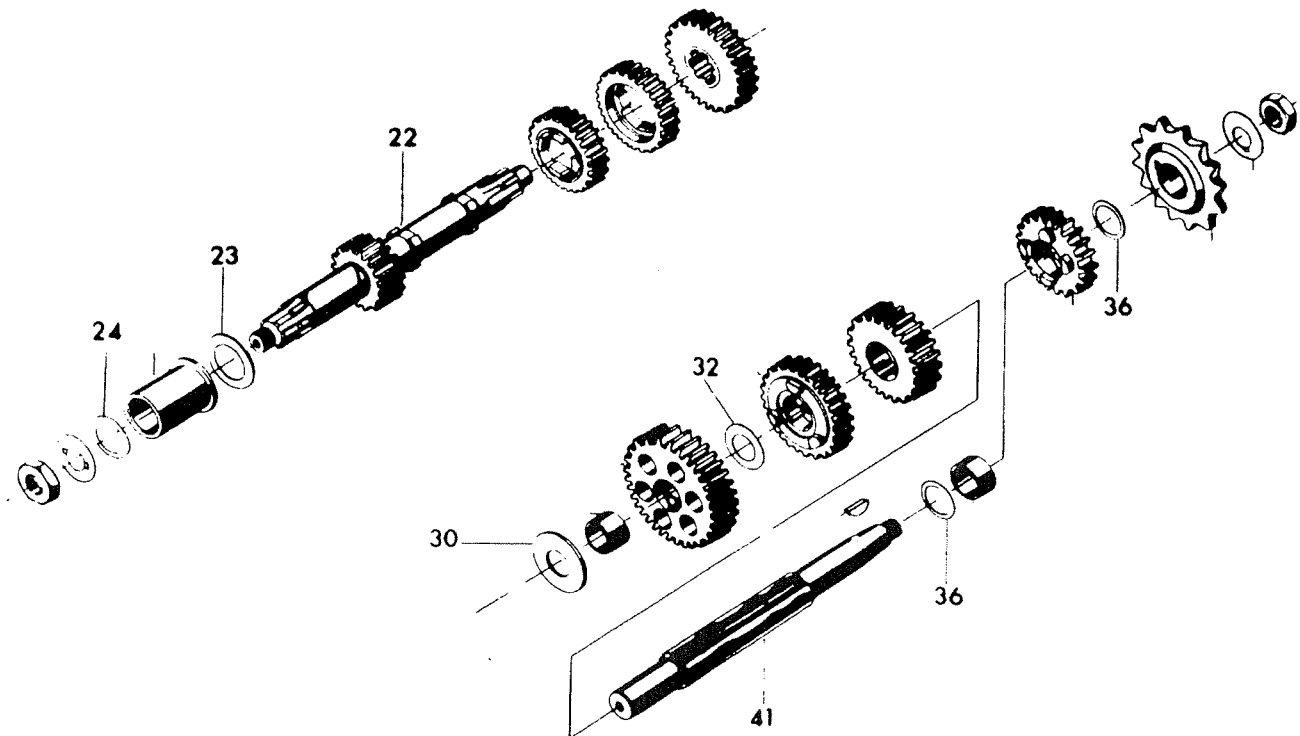
The transmission made up of two shafts. The "mainshaft" (#22) is splined for the clutch while the "auxiliary shaft" (#41) is behind the mainshaft with one end tapered for the drive sprocket. In American parlance, the auxiliary shaft is called the "countershaft."

Fortunately, the 4-speed transmission stayed essentially the same from 66-through-71. In reference to washers, there was a change in two washers used from MF onward and was related to the tapered shaft for the sprocket being increased in diameter. These are the small washers which sandwich the bushing for 4th gear.

Listed in the matrix below are washer locations, dimensions and part numbers (P/N). All 4-speeds used only 6 transmission washers. There was a change in one washer that is used 3 times in transmissions for year models 1966-1968. From 1969 (MG) on, two of the three were increased in size to fit the larger countershaft required by the 400 engine.

The exploded view drawing of the 4-speed transmission in the parts manuals is nearly identical from 66-67 all the way to 71 models. The only difference is the addition of the drive chain in later year manuals. From year to year, they've assigned different "callout numbers" to the transmission parts otherwise I could have made reference to those numbers. For example, the smaller of the two mainshaft washers is called numbers 24, 40, or 48 in the drawing depending on which year/model manual you happen to be using, but it's still the same part.

It is possible to mix ratios from another transmission, i.e. MH 400 gears into MF 250 transmission, but you must change both mainshaft and countershaft gears. The total number of teeth (countershaft + mainshaft gears) must remain the same as the other gears. How to create an ultra-close ratio transmission will be the subject of a future article. If anyone has any tips on the do's and don'ts of such a mix, I'd like to hear them. Contact Tosh at <tk@erinet.com>



<p>MAINSHAFT WASHERS</p>	<p><i>Size: 30 mm x 20 mm x 1.0 mm P/N 29 95 230-01 Location: between 1st gear and clutch bushing</i></p> <p><i>Size 22 mm x 17 mm x 0.5 mm P/N 16 12 913-01 Location: at step in mainshaft clutch splines so butts against back of clutch hub. Used washers normally show indentations from the splines.</i></p>
<p>COUNTERSHAFT WASHERS</p>	<p><i>Size 34 mm x 15 mm x 1.0 mm P/N 28 01 636-01 Location: fits outside of 1st gear, facing crankcase transmission bearing.</i></p> <p><i>Size: 24 mm x 15 mm x 1.0 mm P/N 29 95 175-01 Location: between 1st and 2nd gears.</i></p> <p><i>Size 22 mm x 17 mm x 0.5 mm P/N 16 12 913-01 Location: fits on either side of 4th gear, quantity of two.</i></p> <p><i>Size: 25 mm x 20 mm x 0.5 mm P/N 16 12 993-01 Location: this is a change to 16 12 913-01 washer listed above. Beginning with MG (1969) motocross, *SG (Sportsman), and SH (Sportsman), the larger countershaft required this 993 washer.</i></p> <p><i>* This change only occurred after production number 500 on SG Sportsman.</i></p>

1984 125WR eng# 2093 0457 frame# WO 05380 Parting out because someone ruined the top end by running it on straight pump gas, no oil. Lots of other good mechanical parts, ugly tank... contact Dwight (970) 498-3585 or Rbike@excite.com

1982 125WR frame # WN14151, motor # 2069 2631. Ex. cond., new 1st overbore and piston, PVL ignition, 34mm mikuni carb, rebuilt Ohlins shocks, Boyesen reeds, straight alloy tank w/good paint and decals new CR rear fender, Defender front, intact head and taillight. \$1500. Dennis Fritch 816-741-0770 or jacquef@aol.com.

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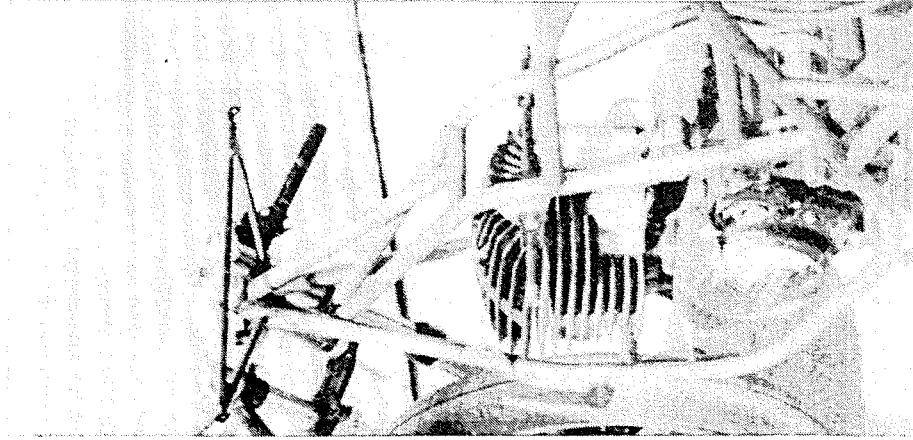
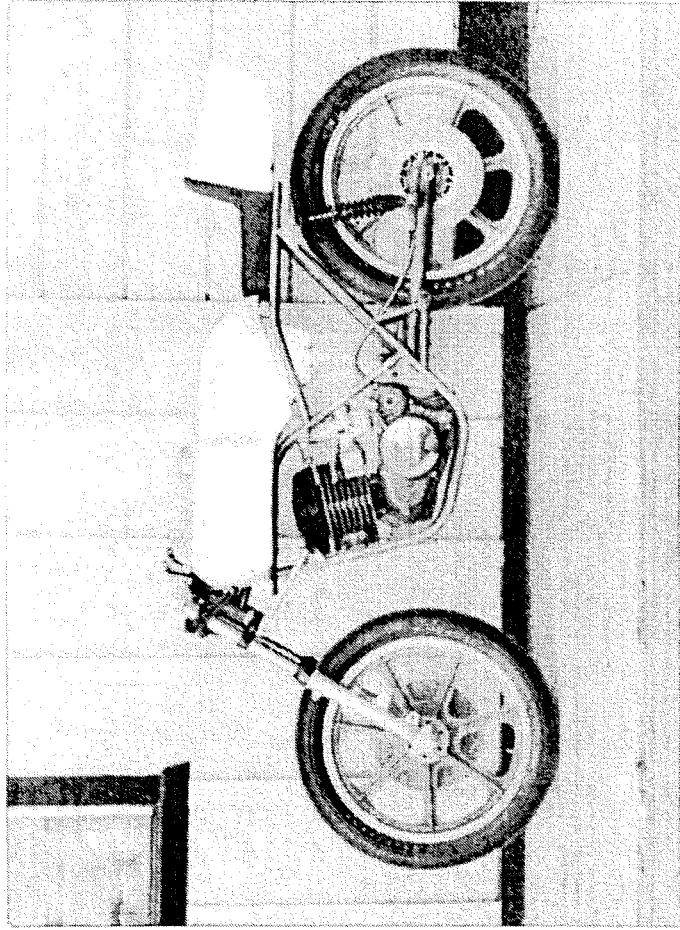
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Why is this man smiling? Pat Evans holds up his 165 pound (dry) Husqvarna project road racer that he hopes to finish in time to run Loudon this year. More pix and story on back page.



A lightweight for Loudon

Pat Evans' one-off 360 Husqvarna pavement rocket leans against Don Vesco's shop with the MX engine, seat and brakes dummied-in for trial fitting (below). Klaus Nilssen at Husqvarna Motorcorp started the project, even contracted an engineer in Sweden to design the frame (right); then went on vacation. Evans offered to complete the bike on his own if he could race it at Loudon and possibly Laguna Seca this season. When finished it will house a-breathed on 360 CR power unit. Half the fun of wheeling it in and out to show people is coasting it back down to the storage garage and trying to make the alley turn with no brakes (left).



PHOTOS BY LANE CAMPBELL

Husqvarna

ROUTE TO:

SERVICE: YES PARTS: YES CUSTOMER: YES
DATE: APRIL 18, 1991 YEAR: 1991 MODEL: 610 WXE

ENGINE

Single cylinder, 4-stroke, 4-valve,
OHC, Husqvarna RAL system, liquid cool

DISPLACEMENT:

BORE/STROKE:

COMPRESSION RATIO:

577 cc

98 x 76.5 mm

10.2 : 1

TRANSMISSION:

6 speed

PRIMARY TRANS. RATIO:

2 : 303 (76:33)

NUMBER OF COGS, GEARBOX
(MS:AS)

1ST 34:13 = 2.62 4TH 24:23=1.04
2ND 29:16 = 1.81 5TH 22:25=0.88
3RD 26:19 = 1.37 6TH 20:27=0.74
14:48

SECONDARY TRANS. RATIO:

TOTAL GEAR RATIOS (CRANK-

SHAFT: REAR WHEEL) :

1ST 17.007 4TH 6.785
2ND 11.786 5TH 5.722
3RD 8.898 6TH 4.817

CLUTCH:

CHAIN:

VALVE CLEARANCE (COLD):

DE-COMPRESSOR CABLE:

Multi disc in oil bath

5/8" x 1/4"

In. 0.10mm(0.004") Ex. 0.15mm(0.006")

1-2mm clearance on cables

OIL CAPACITY IN GEARBOX:

OIL RECOMMENDATION:

FUEL SYSTEM:

FUEL:

TANK CAPACITY:

1.8 litre (0.47 US gal)

SAE 10W/40 SG/CD

Gasoline min 94 oct.

9.1 litre (2.4 US gal)

CARBURETOR:

Dellorto PHM 40-MS

VENTURI 0:

MAIN JET:

NEEDLE JET:

IDLING JET:

STARTING JET:

THROTTLE:

NEEDLE POSITION:

MIXTURE CONTROL SCREW:

FLOAT:

40mm

180

265 AB

62

60

50

3

1 1/4 turns out

2 x 3.5g

610 WXE CONT'D.....

ELECTRICAL SYSTEM

SEM

HEADLIGHT: 12V 55/60W
TAILLIGHT: 12V 5W

CDI

IGNITION ADVANCE: 33 degrees

IGNITION ADVANCE ON PISTON

BEFORE TDC:

AC GENERATOR:

SPARK PLUG:

8.0mm

70 + 70W

NGK C 7E (NGK 8E - racing)

FRONT FORK

TYPE:

TRAVEL: White Power 4054 Upside Down "multitadjuster"

TRAIL: 285mm (11.22in)

FORK ANGLE(CASTER): 120mm (4.7 in)

AIR PRESSURE PER LEG: 27 degrees

OIL RECOMMENDATION: -0-

SAE 10 WT

REAR SUSPENSION

Husqvarna single shock system with

White Power piggy back shock absorber

TRAVEL:

320mm (12.6in)

WHEELS AND BRAKES

TIRES: METZELER

SPOKE DIA: 90/90 x21"

4mm

BRAKE DRUM DIA: 140/80 x 18"

Disc 230mm(9.06in)

4.5mm

Disc 220mm(8.66in)

DIMENSIONS:

LENGTH: 2200mm (86.8 in)

HEIGHT: 1310mm (51.57 in)

WHEELBASE: 1500mm (59.0 in)

SEAT HEIGHT: 945mm (37.2 in)

GROUND CLEARANCE: 340mm (13.38 in)

WEIGHT: 116kg (256 lbs)

TORQUE SPECIFICATIONS:

FLYWHEEL NUT:

90 Nm (66ft. lbs)

CYLINDER HEAD NUTS:

50 Nm (36ft. lbs)

ENGINE MOUNTING BOLTS:

11 Nm (8.1ft lbs)

CRANKCASE SCREWS:

34 Nm (25ft. lbs)

SWINGARM MOUNTING NUTS:

9 Nm (6.6ft lbs)

120 Nm (90ft. lbs)

SPARK PLUG:

12 Nm (9 ft. lbs)

SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE

HSB-17

Husqvarna

ROUTE TO: SERVICE: YES PARTS: CUSTOMER: YES
DATE: APRIL 18, 1991 YEAR: 1991 MODEL/S: 350 WXE

ENGINE
Single cylinder, 4-stroke, 4-valves, OHC
Husqvarna RAL system, liquid cooled

DISPLACEMENT: 349.13cc
BORE/STROKE: 84 x 63 mm
COMPRESSION RATIO: 10.2 : 1
TRANSMISSION: 6 speed
PRIMARY TRANS. RATIO: 2 : 303 (76:33)
NUMBER OF COGS, GEARBOX (MS:AS)
1ST 13:34 = 2.62 4TH 23:24 = 1.04
2ND 16:29 = 1.81 5TH 25:22 = 0.88
3RD 19:26 = 1.37 6TH 27:20 = 0.74
SECONDARY TRANS. RATIO: 12:48

TOTAL GEAR RATIOS (CRANK-SHAFT: REAR WHEEL) :
1ST 17.007 4TH 6.785
2ND 11.786 5TH 5.722
3RD 8.898 6TH 4.817
CLUTCH: Multi disc in oil bath
CHAIN: 5/8" x 1/4"
VALVE CLEARANCE (COLD): In. 0.10mm(0.004") Ex. 0.15mm(0.006")
DE-COMPRESSOR CABLE: 1-2mm clearance on cables

OIL CAPACITY IN GEARBOX: 1.8 lit. (0.47 US gal)
OIL RECOMMENDATION: SAE 10W/40 SG/CD
FUEL SYSTEM: Gasoline min 94 oct.
TANK CAPACITY: 9 LITRE (2.4 US gal)
CARBURETOR: Dellorto PHF 34 DS

VENTURI 0: 34mm
MAIN JET: 145
NEEDLE JET: 258 AB
IDLING JET: 52
STARTING JET: 65
THROTTLE: 40/3
NEEDLE POSITION: 2
MIXTURE CONTROL SCREW: 2 turns out
FLOAT: 17.5 - 18.5mm

(over)

350 WXE CONT'D.....

ELECTRICAL SYSTEM

SEM HEADLIGHT: 12V 55/W
TAILLIGHT: 12V 5W
TYPE: CDI
IGNITION ADVANCE: 33 degrees
IGNITION ADV. ON PISTON BEFORE TDC: 8.0mm
AC GENERATOR: 70 + 70W
SPARK PLUG: NGK C 7E
NGK C 8E racing

FRONT FORK: White Power 4054 Upside Down "Multiadjuster"
TRAVEL: 285mm (11.22 in)
TRAIL: 120mm (4.7 in)
FORK ANGLE: 27 degrees
AIR PRESSURE PER LEG: -0-
OIL RECOMMENDATION: SAE 10 WT

REAR SUSPENSION: Husqvarna single shock system with
White Power piggy back shock absorber
TRAVEL: 320mm (12.6 in)

WHEELS AND BRAKES

FRONT: REAR:
TIRES: METZELER 90/90 x 21" 140/80 x 18"
SPOKE DIA: 4mm 4.5mm
BRAKE DRUM DIA: Disc 230mm (9.06 in) Disc 220mm (8.66 in)

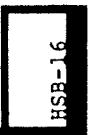
DIMENSIONS:

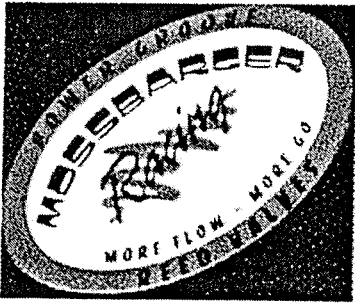
LENGTH: 2200mm (86.8 in)
HEIGHT: 1295mm (48.8 in)
WHEELBASE: 1500mm (59.0 in)
SEAT HEIGHT: 945mm (37.2 in)
GROUND CLEARANCE: 385mm (15.16in)
WEIGHT: 116kg (256 lbs)

TORQUE SPECIFICATIONS:

FLYWHEEL NUT: 90 Nm (66ft. lbs)
CYLINDER HEAD NUTS: 50 Nm (36ft. lbs)
CYLINDER HEAD SCREWS: 11 Nm (8.1ft. lbs)
ENGINE MOUNTING BOLTS: 34 Nm (25ft. lbs)
CRANKCASE SCREWS: 9 Nm (6.6ft. lbs)
SWINGARM MOUNTING NUTS: 120 Nm (90ft. lbs)
SPARK PLUG: 12 Nm (9ft. lbs)

SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE





Husqvarna Reed Valves!
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 Husqvarna Reed Valves!
 Husqvarna Reed Valves!

Model/Year HUSQVARNA	Power Groove Reed Valve \$ 99.95 * \$169.95	MRP Fiber Reeds \$21.95 (.019 or .025 Thick) XX=19 or 25 Add "CF" for Carbon Fiber \$29.95	Torque Spacer Kit (Stock Reed Cages Only) \$22.95 * \$39.95	Stock Fiber Reeds \$21.95 (.019 or .025 Thick) XX=19 or 25 Add "CF" for carbon Fiber \$29.95
125cc 82-87	08-500	08-000-XX	08-500SK	08-500-XX
250cc 82-88 500cc 82-88	10-500	10-000-XX	10-500SK	10-500-XX
250cc 99-01	08-111	08-001-XX	08-111SK	08-111-XX
250cc 95	10-300	10-000-XX	10-300SK	N/A

Note From Husky Newsletter Editor: I got a nice call from Chris At Mossbarger Racing and he is very keen on supporting the Husqvarna Club with advertising and also manufacturing additional reed assemblies for earlier Huskys. We had both seen a lot of interest on e-bay for inferior, period products recently. Give him a call and maybe you have the information he needs to handle earlier reed assemblies. The above info is just my best editing of the Mossbarger webpage. It is probably has errors, but i did my best.

Mossbarger is Back! For those of you who recall the exhilaration of that crisp response your Mossbarger Reed Valve added to your 2 stroke, we are pleased to inform you that Mossbarger is back! Effective August 10, 1999 Mossbarger Racing Products Inc. of Marysville Ohio sold its Reed Valve Manufacturing business to Mossbarger Racing Products LLC of Berlin, New Jersey. Mossbarger Racing Engines for Karts will continue to operate from Marysville, Ohio. Mossbarger has been serving the Racing Industry since the 1970's and Mossbarger LLC intends to continue the Tradition of Quality Parts that make a Difference. The Berlin, NJ facility will continue with the manufacture and supply of reliable, Power Groove, Reed Valve Assemblies, and associated parts that are used and trusted by weekend riders as well as Racing Teams. Mossbarger LLC is upgrading all existing products to the current model year for Honda, Kawasaki, Suzuki and Yamaha 2 stroke engines. New Product Development has already begun to include Power Groove Reed Valve Assemblies for Mopeds, Jet Skis', Outboard Engines and Snowmobiles.

For those of you who don't recall that "exhilaration", here is an example of comparative Flow Bench testing for a 250cc;

Suzuki LT250	59.60 CFM
Honda TRX 250R	54.60 CFM
FMF Reed Cage	53.26 CFM
Boysen Rad Valve	64.68 CFM

Mossbarger Power Groove flowed through at 71.40 CFM -----> More Flow = More Go !!!

(All tests were performed at 10 inches of water pressure and room ambient temperatures, to best simulate atmospheric conditions).

Mossbarger LLC is currently seeking Dealers and Distributors, especially in the Florida, Texas and California areas.

For more information contact us at; 800-891-1615 (Sales) 856-753-2772 (Tech Support) 856-768-3163 Fax.

Email - mrp@cadproinc.com , WEB Site information at www.cadproinc.com and click on "Power Groove Products."

MegaClassifieds #23

Too many Huskys

FOR SALE -- 1988 510 TE Husqvarna Liquid cooled -- complete new motor -- piston, valves, over \$2500 spent on rebuild. 2 new tires - Light, Fast, Incredible. California Street Licensed. -- \$2500 obo.

FOR SALE -- 1982 WR-125 Husqvarna with 1983 250 WR motor. Otherwise all stock including original Trelleborg Tires and perfect gas tank, also plastic desert tank. Built for my wife, she never rode. Perfect show condition. California Street Licensed. -- \$2500 obo

FOR SALE -- 1983 XC-500 Husqvarna Historic Race Bike, built by Neils Usery for S.C.O.R.E. events. Ridden by Dan Ashcraft and Dan Smith with great success! Baja and Mint 500 winner -- \$2500 obo

CONTACT -- Ed Schneiderhan -- Home: (909) 880-8234 or e-mail ed@trailsendcafe.com

I have a 78 250 OR in the garage for repair, It has a Mich plate. Jerry Wedemeyer <wedemeyer@earthlink.net> Bridgeport WV 26330

I'm looking for the high cross bar handlebars that are shown on the 72 Trelleborg 400. Are these bars available anywhere that you know of. Would prefer new or a good non-bent used bar. Thanks Scott Blunk DIRT COP66@aol.com

For sale: 1978 Husqvarna 250 CR. Good original condition. Everything works, very rideable. Extra desert tank included. \$400 or offer. Brett Schulz 2646 NW Overton St. Portland, Oregon 97210 (503-222-2522 Beth_Stanton@netzero.net

Wanted, new Husky piston part number 16 11 408 05. Contact Mike at 805 527-8793 or memayea@aol.com.

for sale---- 74 husky 400wr-- complete, turns over, good shape--- \$300, 72 husky 450wr, needs fenders, levers, turns over---\$250, also have various mj chassis and parts for sale, 87 430wr forks--\$75, front caliper--\$25, front master--\$25, rear wheel--\$50, ohlins shock--\$50 please e mail brendanf@montana.com or call 406-777-5161

FOR SALE 1987 & 1986 XC500 Husqvarnas The 87 is the very same like what Ron Bishop rode when he won his class in the Baja. It has inverted White Power forks, heavy duty billet triple clamps and a trick radiator guard. The bike is complete but could use a tune up. I haven't fired it up since last summer but it ran fine then. The second bike is an 86 (same model) the same except the tank, radiator shroud and of course the forks are the stock units. Its engine is currently in the 87 frame but I have the second complete engine in boxes w/blown tranny. Parts & svc are available local (Escondido).

Extras: handle bars, silencer, sprockets, cables, etc. and a full factory maintenance manual. The buyer will also get a line on a fresh rebuilt tranny (quoted to me for \$500) here in So Cal. Currently both bikes are on a flatbed military utility trailer (M419?) and it goes as well. It is registered, licensed, and road ready but it has a pintle ring (lunet) for hauling behind my Landcruiser. Located in just north of San Diego \$1200 takes it all! Jim Martin (760)430-1730 e-mail:jd-martin@home.com

Wanted - NOS or excellent cond gascap for 81 or 82 Husky, chrome with vent tube, also need good front axle for the 40mm forks. Call Steve at 724-662-3565.

For Sale in England - I have a variety of Husky parts for 250CR and 500CR bikes, if this is any particular interest to you. E-mail <13647989@Queens-Belfast.AC.UK>

Wanted - right and left side cases for 4 speed Husky. Call Al at 831-338-2854 in Calif or e-mail kattoo@msn.com

For Sale - old Husky Frame no. of 1967 Husky 360 is MF 1715. I can supply Original sales brochure and original parts manual. Bike located in Australia, e-mail Chris at - chris50inwhitacre@btinternet.com

1973 Husky 450CR. MK frame code & 2034 Engine code. She is ALL original except frame color, seat cover & front fender. Everything is in good to excellent shape. It currently needs the ignition sorted out as it has developed a no-spark problem. The motor is fresh with probably 20 hours on it. Very good cranking compression in excess of 200lbs. The only item missing is the chain. \$700 or possible trade for/towards a 70's Suzuki TM/RM or a 1982 RM465 John Dasch Jr New Port Richey, Florida 34655 727.375.5483 rm250guy@yahoo.com, http://www.rm250guy.com

Wanted: Parts for 71 360 enduro, Top dollar paid for a front fender, headlight ears, handle bars and any other associated lighting parts for 71 360 Sportsman. Call Keith 303-475-9981. Colorado.

Wanted, NOS '79 CR fuel tank, call 720-269-2910, or e-mail at HwrdJf@cs.com.

I have a motoplat for a 79-390, 2 17 inch wheels, 4 ohlins remote res. shocks, 2 swingarms, 2 sets of front forks & other 390 parts. contact Jeff at HwrfJf@cs.com or call 720-261-2910.

I'm looking for a kickstart sidecover assy. (left) for an '83 XC 500. The cover was magnesium and needs replacement. Larry Hubbard <hubbard-lyons@mindspring.com>

1974 Vintage 450WR, excellent condition, eng # 0409, frame #MK01797, \$2,800 OBO, Contact Dave @ 810-744-0824 (evenings) 810-675-5973 (days) or E-Mail me at kdfenn99@aol.com, Flint MI Need piston for a Husqvarna 430 auto. Thanks! <sgilbert2@msn.com>

I have a perfectly good 84 500AE which needs a stator for the magneto. I would think there might be interchanges out there, but don't have a clue. Does anyone have one available, have knowledge of where to buy on, or have info on interchanges. I would greatly appreciate any help. Call (360) 895-2521 or E-mail "dukibere@aol.com". Thanks, Bob

I have a large number of rims made for Husqvarna made in Norway, by HYDRO aluminum

1) 500 each of 2,5x18

2) 300 each of 2,5x19

Produced around 1990, and are all drilled 36 holes, and have silver color (natural) If somebody is interested in them all they are very low price, \$5 each. I do not sell one and one. Jøørn Menes TLF 0047 33078160

Wanted-motoplat flywheel, stator and coil for a 1979 390OR

will pay any reasonable amount. contact Pete @ 508-651-2058 or petesong@att.net

I'm looking for an exhaust pipe and carburetor for an '86 Husqvarna 250. Both parts on my bike are aftermarket and I'd like to replace them with parts that are less "high performance." Specifically, I'd like to find an exhaust pipe that would be (much) quieter, and a

carburetor that would be more reliable and offer more consistent power. Maybe this means I need a new reed valve as well (?). It runs great, has incredible top end, but won't hold idle. It also fowls the plug if I ride at low RPMs for too long. Any ideas? I purchased the bike from a rider who is much more advanced than I am, and would basically like to tone the bike down a bit. It also needs new "H" emblems for the gas tank, a kick stand, and a new clutch cover (the current cover is cracked and leaks a little). Please let me know if you have any parts for my bike. Thanks, Jason Fletcher
jasfletch@hotmail.com

To whom it may concern: Hi, I find myself with an 360 WR approximately 1975. It was sitting in a garage for 15 years. The person who sold it to me for the price of wiring a couple of outlets for him said it was starting to smoke alot. I liked the look of this bike and thought it would be a great project while I was out of work. So when I dismantled the engine I found the Head, piston, gears and everything else in great shape BUT! at the bottom side of the crank case the part between the transmission and crankcase was a defect in the casting. The thickness of the casting is about 50% for 3mm and that is where the gasket failed. Oil was entering the crankcase and causing the engine to smoke alot. I'm going to take a chance that a new gasket will hold for a few years. What I need is some gaskets. The head base gasket, the crankcase gasket (maybe two) and the crankshaft smaller side gasket. I have the seals for the crankshaft. Do you sell these or do you know someone who may in the area of Nanaimo British Columbia Canada. If you or someone else can help me then I'll get the part numbers and any extra info needed. Thank you Jeff Wenschlag -
<scotty@nanaimo.ark.com>

For Sale - fredlasseter@att.net phone 281-358-5831

2ea 74 cr 250 mags for sale \$ 3000 for the pair will discuss seperating also 1 each 73 cr 400 \$800

Wanted for a 1987 Husqvarna 430wr auto. Piston 85/92, head light, side plastic. Email Scott at sgilbert2@msn.com

Wanted: Piston port 125 Husqvarna cylinder and head. Thank you. Ohiomotoxer@msn.com

i need left side motor casing and the kick start stop, any info about how or where i can find these parts is appreciated, thank you, W.E. Ross "William Ross" <eskimo@charter.net>

Looking for 72' to 74' Husqvarna, either WR or CR 360, 400 or 450, for us bigger guys. Wanted in near perfect condition for vintage class moto-x. Contact me at wharris@networld.com I am located in northern Utah.

Wanted nos gas tank for a 1982 cr 430, must be in top shape. I have a black 1982 xc tank to trade or a plastic oversize tank. Also looking for oversize piston for 82 cr 430. Call dave at 219-942-2002 or at debco@netnitco.net

I'm looking for NOS plastic for my '86 WR 250 (gas tank as well as # plates and air box cover). and all the original decals (tank strips, # plate backgrounds and air box cover 250 decal) I have just done a frame off restoration and need these to complete the project. Please call @ 616-866-3134 or e-mail @ rooster@ionline.com

Wanted for MH Husky - decent gas tank - Frame # MH2679 and the engine# is 401015 with the letter M below that, I hope this helps. Call Tim - home phone is (412) 767-4293 and e-mail address is - planejane21@excite.com,

Wanted - AHRMA ready Husqvarna racer - 250 sportsman and age class - call Steb Younger at 847-658-8407

Wanted: tank in excellent condition for a 1974 CR 250 MAG Please E-Mail me at Dterfer@aol.com

72 CR450 - stored 25yrs, needs points (i don't have a puller), new tires and seat, \$1200 in so.cal e-mail at RKemp69855@aol.com

1982 125WR frame # WN14151, motor # 2069 2631. Ex. cond., new 1st overbore and piston, PVL ignition, 34mm mikuni carb, rebuilt Ohlins shocks, Boyesen reeds, straight alloy tank w/good paint and decals new CR rear fender, Defender front, intact head and taillight. \$1500. Dennis Fritch 816-741-0770 or jacquef@aol.com.

NEED PARTS: Front and rear alloy fenders needed for a 1972 450CR, need in excel.condition. Also need a kick starter rubber, shift rubber for same. Looking for a 1971-74 250CR in good cond. for my son. Warren Harris Clearfield, Utah. wharris@networld.com

76 husky gp125.... bike is very good and complete but motor is locked from sitting...will part out or sell whole for \$250, wheels--\$50/piece, tank--\$50, seat--\$50, airbox--\$35, pipe--\$50, carb--\$40, levers--\$10/piece, throttle and cable--\$20, forks and triples--\$75, bars--\$15, cylinder--\$50, head--\$25, motor lowr end(minus ign)--\$75, kicker--\$25, shifter--\$20, brake pedal--\$15, shocks--\$40/pair, ect, ect call brendan at 406-777-5161 or email brendanf@montana.com

Wanted: 70-71 400 cross Husky, will consider earlier. Must be right side shift. State condition, location, and price.

WOODYDEB@SEWARD.NET

Wanted 80's Enduro Husky project bike in Wis. No. IL area of midwest, also Honda XR/XL email jeffh27@yahoo.com 262-886-0477 eves.

1982 Husky CR 250 Original owner. Garage kept, very good condition. Has Pro Circuit pipe (1 dent) on it, Boyssen reeds, some spares, stock pipe(no dents). Frame has been painted white and original seat cover has been replaced with a cover from a 83 CR. Have owners manual and brochures on it. Not been rode much last 10 years. Located in Penns. Any questions, email me at: derwood@toolcity.net or call 814-336-5395 evenings, ask for Duane.

Wanted 1983 500cr clutch basket&ring gear. i really need the ring gear but if it is easier to get the whole thing i'll take it th' way. Thanks, StefanP 1-860 628-4568 Southington,Ct.06486 e-mail kx1327@aol.com

I have a 1987 wr430 auto and a 1987 430xc that I am parting out. 430 auto motor hasent run since purchased as a parts bike. 430 xc motor needs minor work (good top end, never bored, low hrs.). Other wise the rest of the parts are all good. I will sell both bikes to gether for \$500 (souther New Hampshire). If interested in any thing please email scott.r.sawyer@intel.com.

1986 XC 400 New front and rear fenders New Acerbis headlight and seat cover. This bike looks great and is too much for me. Asking \$1500.00 will consider reasonable offers this bike will have to ship from Oregon. e:mail MGTKB5@aol.com Ph# 541-923-1973

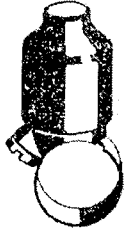
I am looking for a complete rear wheel assy, including brake assy cover that holds brake shoes, because it's broke in half, good thottle cable, & rear brake cable in good shape, for a 1985 xc 250 husky. must be in excellent shape (no junk).. email me at Duane 298@earthlink.net

wanted 1986 Husqvarna Wr 250 stator. 203-879-3796
email-lriccio@snet.net thank you so much! Domenic

FOR SALE: '85 husky 500CR. new ignition, hard to start but it runs.
rough, but its all here except for some plastic. \$700 or will trade for
running AHRMA-legal vintage mx bike. call steve @ 828-252-9804
or ducrdr@amh.com

Brand new Husqvarna Kill Button !!!

15 17 281-01 for all Husqvarna



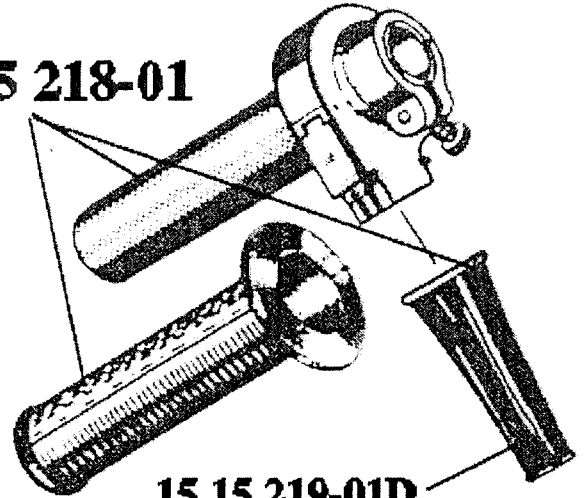
**Husky
Kill
Button**

15 17 281-01

1966 thru 1988 and beyond. This is the correct factory kill button that was issued on all Husqvarna models from 1970's and on but should be fitted to all models prior as a correct update. A waterproof design, uses a single wire down to the ignition system to ground out spark and prevent improper shutdown. If you value your bike, you will have one of these properly fitted to prevent runaway throttle from seizing the piston. This also allows proper idle setting and tuning of

and on early Huskys. \$12 plus \$3 shipping - e-mail
husky@intrepid.net or mail payment to Craig Comontofski, 1501
West King St., Martinsburg, WV 25401

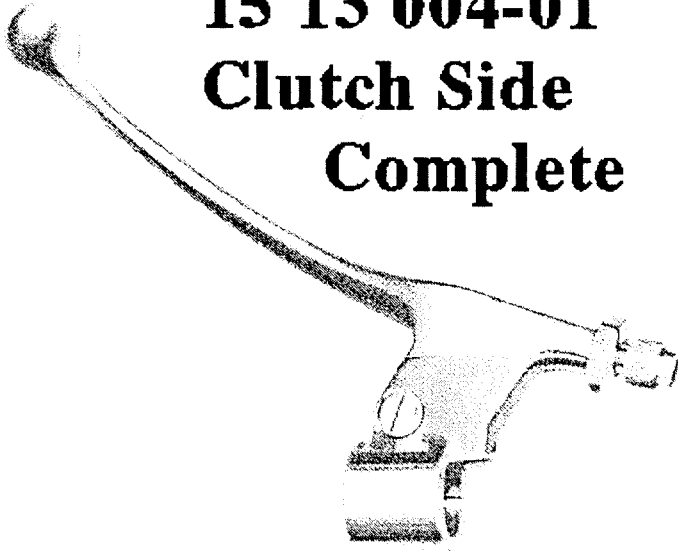
15 15 218-01



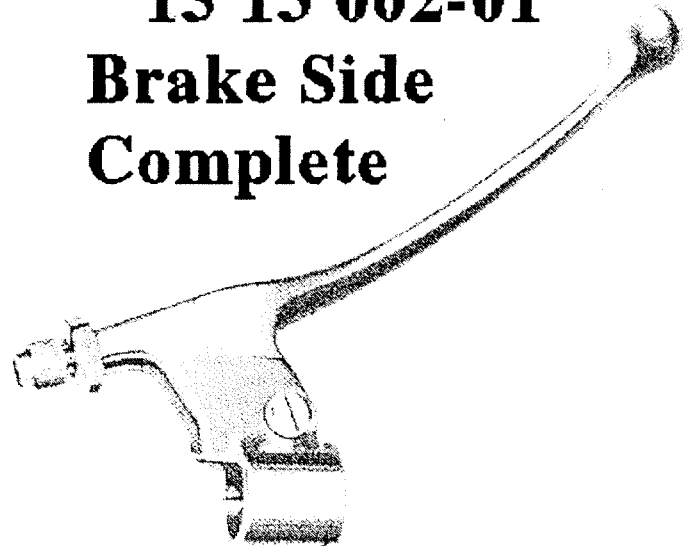
15 15 219-01D

Brand Shiny New!!!! NOS Magura "Trap Door" dual throttle for Husqvarna 1966 thru 75, Show or Race! Husky part number 15 15 218-01 \$55 plus \$5 ship. This is exactly like the MJ 400CR Feature Husqvarna on the home page! Comes complete with grip and throttle boot (as shown) Throttle boots 15 15 219-01D available also 1 for \$8 or 3 for \$15 plus \$2ship. These pieces were used with 32mm Bing side float and 36mm Bing concentric float model 54 which was standard equipment on 250-460 model Huskys. This would include 66/67/MF/MG/MH/MI/MJ 250WR/CR, 69-70 360Csportsman Enduro,400 CR MJ, 450CR/WR/DM MJ/MK. Also have twin throttle boot e-mail husky@intrepid.net or mail payment to Craig Comontofski, 1501 West King St., Martinsburg, WV 25401

**15 13 004-01
Clutch Side
Complete**

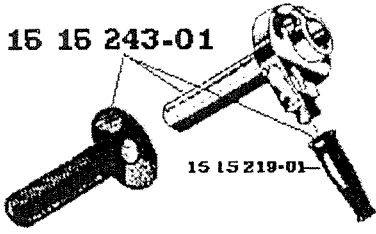


**15 13 002-01
Brake Side
Complete**



NOS Husqvarna lever sets - Left and Right Side Complete levers - \$40 ea or \$75 pair plus \$5 ship (1-4 pieces). These are Brand shiny new Husqvarna levers (Magura), in the box, that are OEM on 1966-1972 and beyond. I do not have any repair pieces for sale at this time (lever, adj, knurl, nuts, bolts) Why fool around with floppy, worn out levers? Stripped out adjusters. Beat up perches. Bent and hammered levers. e-mail husky@intrepid.net or mail payment to Craig Comontofski, 1501 West King St., Martinsburg, WV 25401

15 15 243-01

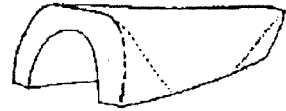


Brand Shiny
New!!!!
NOS Magura
"Trap Door"
throttle for
Husqvarna
1971 thru 75,
Show or Race!

Husky part number 15 15 243-01

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husky@intrepid.net Also have matching Magura grip for clutch side - \$8+ship also I have a couple of Brand New reproduction Seat foam for 1968 Husky thru 1974 Huskys all models - \$60+\$10ship, I do not have any seat covers at this time. e-mail Craig at husky@intrepid.net You can mail payment to Craig Comontofski, 1501 West King St., Martinsburg, WV 25401



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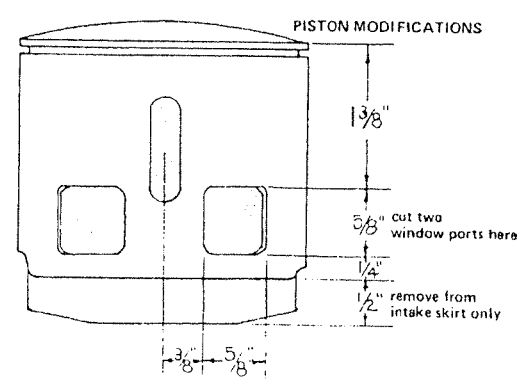
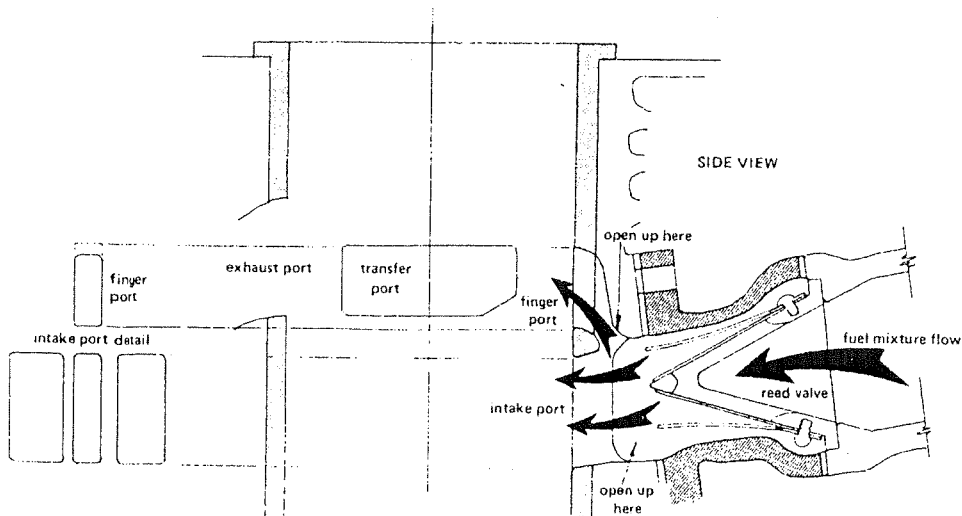


Figure 2 of 2

Cycle News Article - April 1974 by Jim Gianatsis
Installing Reeds on a 73 Husky CR

It's hard to find a 250 Husky owner that doesn't love his bike. When I bought my 250 CR last summer, I wanted a 250 that could be motocrossed regularly, run in an occasional hare scramble, and serve dual purpose as a practice and play bike with minimal maintenance. The Husky was the only European built bike which I felt fit those requirements and that available at the time. It wasn't exactly the fastest bike in it's class for motocross, but I felt it's handling would make up for any deficiencies there.

As it turned out though, handling didn't mean much in the Light Brigade charges to the first turn at every race I went to I found myself in the back of the pack. By the end of the moto I had usually worked my way up to the middle of the pack, but then I began to think that it sure would be a whole lot easier to start the race out in front and then let all the hot shoes pass me until I was back in the pack where I belonged. It was time to make some changes to the engine.

The first thing that had to go was the 36mm Bing carburetor. The 250 models 5 and 6 speed Huskys (not including the 1974 model 250 CR) just aren't ported radically enough to need that much carburetor. Consequently, low speed power and throttle response are very poor. Stalling in tight first gear turns and slow acceleration out of them is the result. The street legal 250 RT is even worse off with it's 32mm Amal carb. The solution to the problem was very simple, and remedied by the installation of a 34mm Mikuni. The Mikuni has all these neat little low speed and idle circuits that really work, and unlike the Bing and Amal carbs the Mikuni was a choke. No more having to flood the engine to death with a tickler button and then turning blue in the face trying to get the bike cranked. The Mikuni always starts on the second kick when the engine is cold, and on the first kick when it's warm. The big improvement though is the fantastic gain in low speed power and throttle response, especially welcome if you're riding your Husky in enduros or hare scrambles. Valerian's sells a complete Mikuni conversion kit for Husky's that contains the carb, throttle cable, jets, manifold and adapters for around \$65. It's a really simple bolt up operation that takes half an hour. I like to use a 34mm Yamaha Mikuni though, which has all these neat little baffles around the main jet in the float bowl so the carb will still work when the bike is up side down, a position I seem to end up in quite often.

Low speed power was now fantastic, but I still wasn't getting where I wanted to go as fast as I thought I needed to. After about 3,000 rpm, power was the same as it had been before, so I decided it was time to do some reeding and porting. The Boysen dual-reed setup that the factory Husky team was using sounded neat, but the things I heard about reliability and price weren't. Both D.H. and G.E.M. offer reed kits for Huskys, and the \$25 price was right. My local Husky shop had the D.H. kit in stock, so I got it. The only thing I was worried about was the reliability of the To find out what kind of porting I should do to the stock

cylinder, I contacted Husky team mechanic Eric Crippa, who does all the work on Bob Grossi's bike. Eric's suggestions will work with or without a reed valve and included; 1. Raising the exhaust port 1mm and reshaping to a triangle form as shown; 2. Raising the transfer ports 1mm; 3. Raising the rear finger port as high as the transfers; 4. And taking .030" off the top cylinder surface. Since these specifications were for all out dirt throwing and I wanted to still take in all kinds

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leave the transfer ports stock and only have .020 ins. milled off the top of the cylinder. Modifying the exhaust port shape though, gives the engine fantastic

mid-range, and raising the port 1 mm lets the engine rev about 1,000 rpm higher than the 6,000 at stock. The next step was to rework the intake passage on the cylinder, using a high speed rotary grinder, turning the two small intake passages into one big one that also feeds air/fuel mixture directly into the finger port. This was the biggest part of the project and took an entire evening to do. Next, the piston had to be reworked for the reed modification. D.H. suggests using four holes in the piston, one on top of the other on either side of the finger port hole. This really looked fragile, and with the piston being an inch thick were the two top holes were and the crank pin interfering with

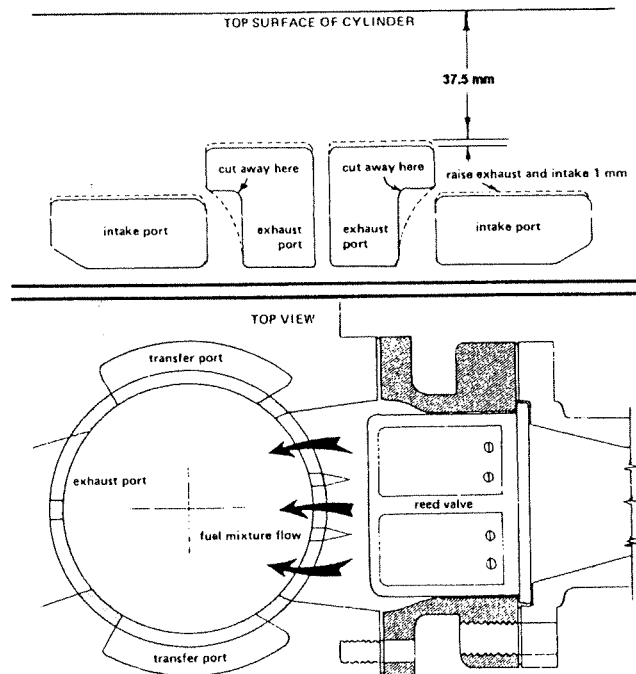


Figure 1 of 2

flow, I decided to modify the piston similar to our past Yamaha project bikes, as shown, which proved to be totally reliable. Cutting off the bottom portion of the piston skirt allows the same flow as four holes would without weakening the piston.

After bolting everything back I together, using the 34 Mikuni which I had and changing the 270 main jet for a 310, I went racing. Well, like all storybook endings this one was happy too. For the first three turns of every moto, everyone else got to see what the rear of my Husky looks like. Second gear starts are now a reality, and even then it took a 4.50 Trelleborg to try and come close to controlling the wheelspin.. Power is quick, but smooth and "controllable" from 2,000 to 7,000 rpm.

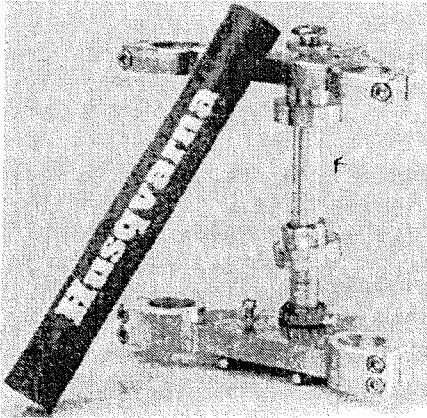
We still go on trail rides and 3 hour long hare scrambles when we're not motocrossing each weekend. The maintenance schedule still includes only two items, keeping it washed and the chain oiled. Reliability wise, after nine months it's still on the original piston, reed petals and spark plug. I think I'm in love.

Article supplied by Brian Thompson - BEETEE57@aol.com
 April 2001

See additional figure 2 of 2 on another page

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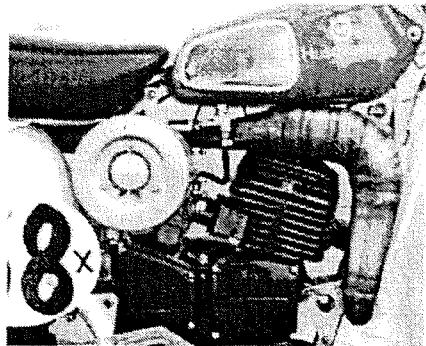


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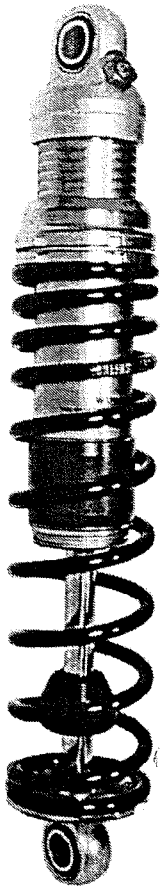
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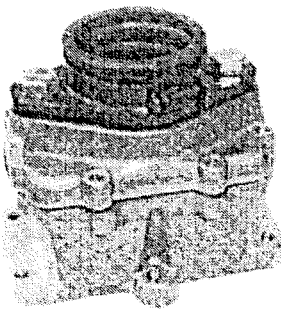


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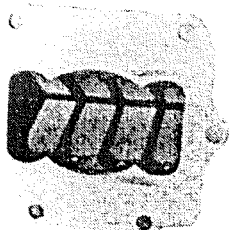
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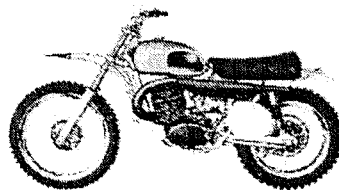
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