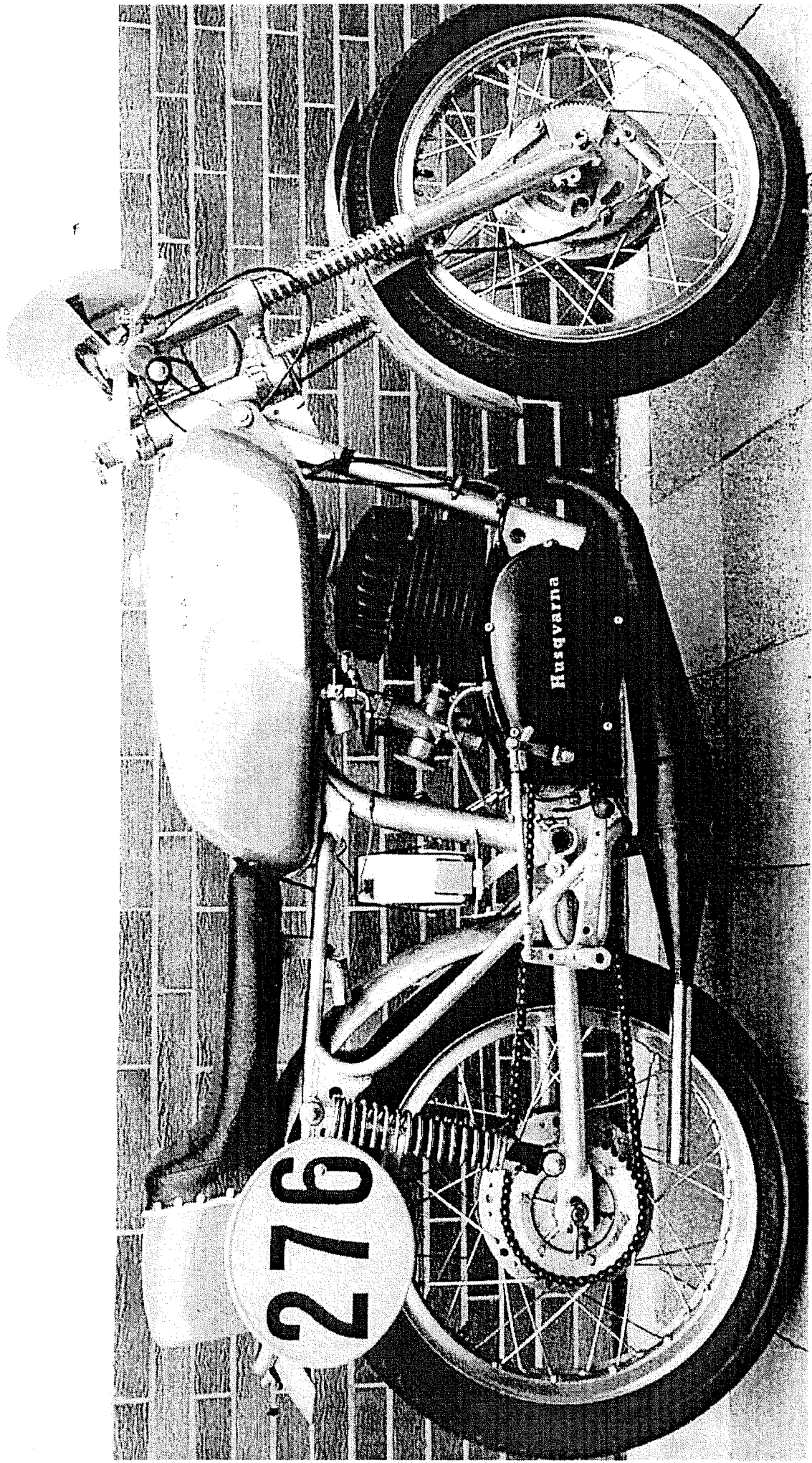


Husqvarna Report # 24



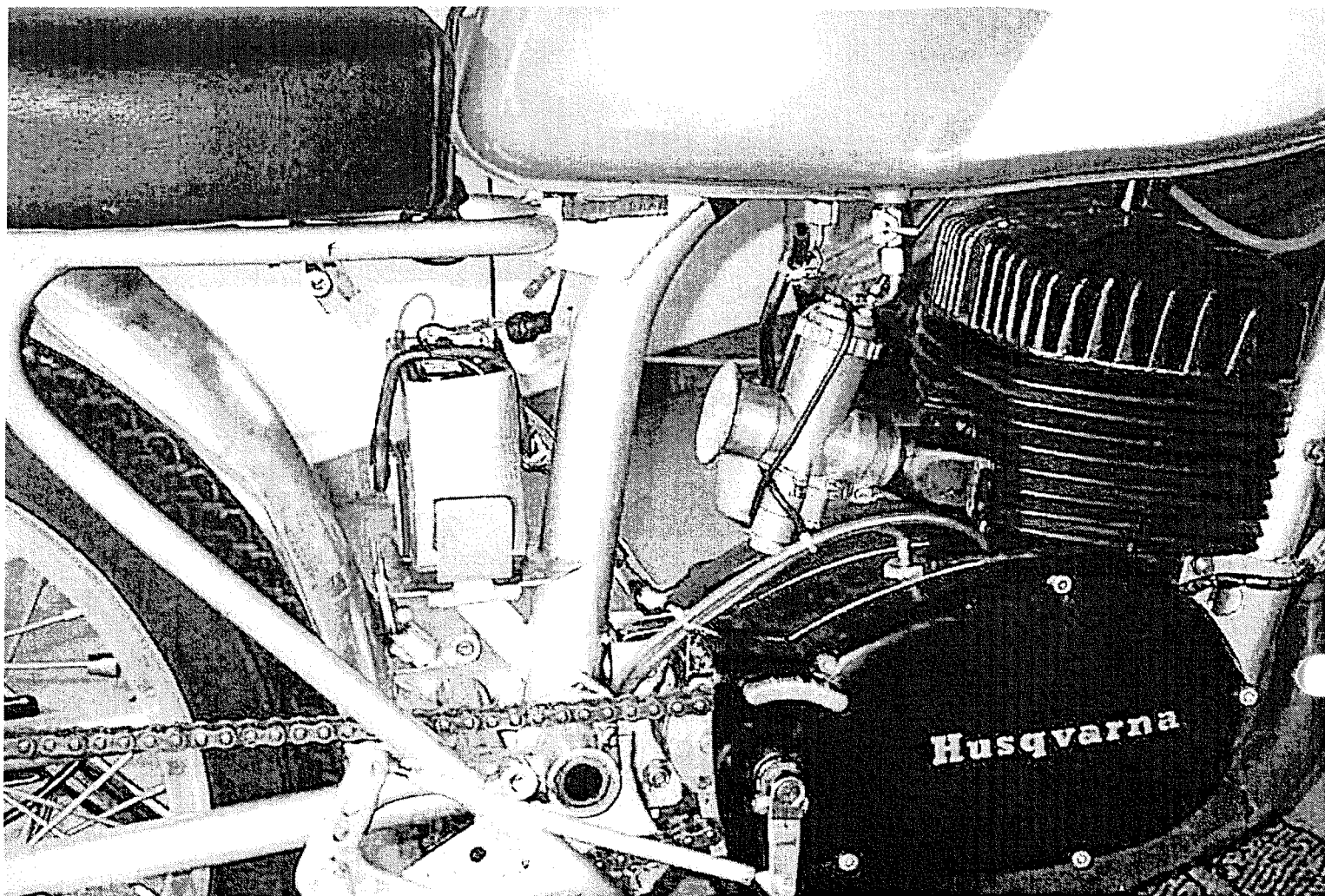
Contents of this issue:

Ove Lundell - the passing of a Swedish Motocross Legend
Michael Werner's 66 250 Husqvarna roadracer in Germany
1990 125 WXE Tech specs - torque, oil, carb jets, forks

Testing your Magneto for Magnetism

Valve Springs for 510 4 strokes - Fork stop pattern - MF thru MK
Rubber Fender flap pattern Sportsman/Enduro/Commando
1983 500 CR Tech Specs

Husky Motorcycle Models, Gas caps, Rod Kits, Suppliers, + more.
Halls Husky, AMS, Vintage Husky, Stehls Husky, PVP, Öhlins, ToyTech
VMX, Mossbarger, Euro-Rods



Michael Werner's 1966 HVA Roadracer #66152

Michael writes - "My Husky-racer has an 4-speed engine (No.:66152) and housed in an converted Ducati-frame. Many private owners have done this also with other frames, like frames from 250cc MV's. The factory self only build up (but not official) an 250cc bike for Kent Anderson. All the other single cylinder-racer where build up by private owners or in small batches like the British importer Brain Leak has done in the 60's."

Kurze Historie der Husqvarna Rennmotorräder nach dem Kriege

Waren die Vorkriegs-Rennmotorräder von Husqvarna auch berühmt und ihr Einsatz von Erfolgen geprägt, so konnte man sich seitens des Werkes trotzdem nicht entschließen nach dem Krieg wieder an Straßenrennen teilzunehmen.

Als Ende der 50er Jahre einige Privatfahrer in Schweden begannen, die erfolgreichen Motocross und Geländemaschinen zu Straßenrennmaschinen umzubauen, war man seitens des Werkes jedoch bereit Hilfestellung zu leisten.

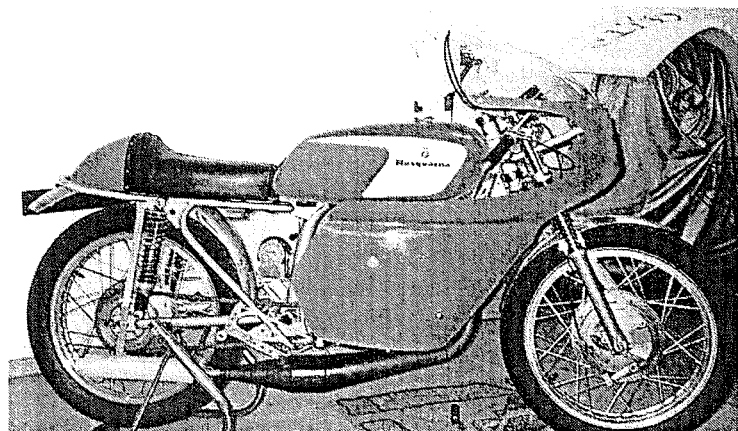
So entstanden im Laufe einiger Jahre etwa 15 bis 18 zum Teil sehr schnelle und erfolgreiche Rennmaschinen auf der Basis des 250er Motors, die die Lücke auszufüllen halfen, die die italienischen und deutschen Firmen nach ihrem Ausscheiden aus dem Rennsport hinterlassen hatten.

Die schwedischen Fahrer Kent Andersson, Anders Bengtsson und Bo Grannat fuhren erfolgreich in den Weltmeisterschaftsläufen der ersten 60er Jahre mit, während einige Engländer u.a. Percy;Tait bei Kurzstreckenrennen sehr erfolgreich waren. Natürlich war man nicht umhin gekommen die abgewandelten Motocross-Modelle noch weiter zu modifizieren. Große Bremsstrommeln vorn und hinten, Rennverkleidung und nicht zuletzt Fahrgestelle von:BSA, Greeves, Ducati u.a. sowie kürzere meist italienische Telegabeln ließen die

Husky-Renner zum Erfolg fahren.

Bo Grannat stieg sogar in die 500er Klasse ein, zwei 250er Motore waren zum Twin vereint, und sicherte sich in der Weltmeisterschaft über Jahre hinaus vordere Plätze.

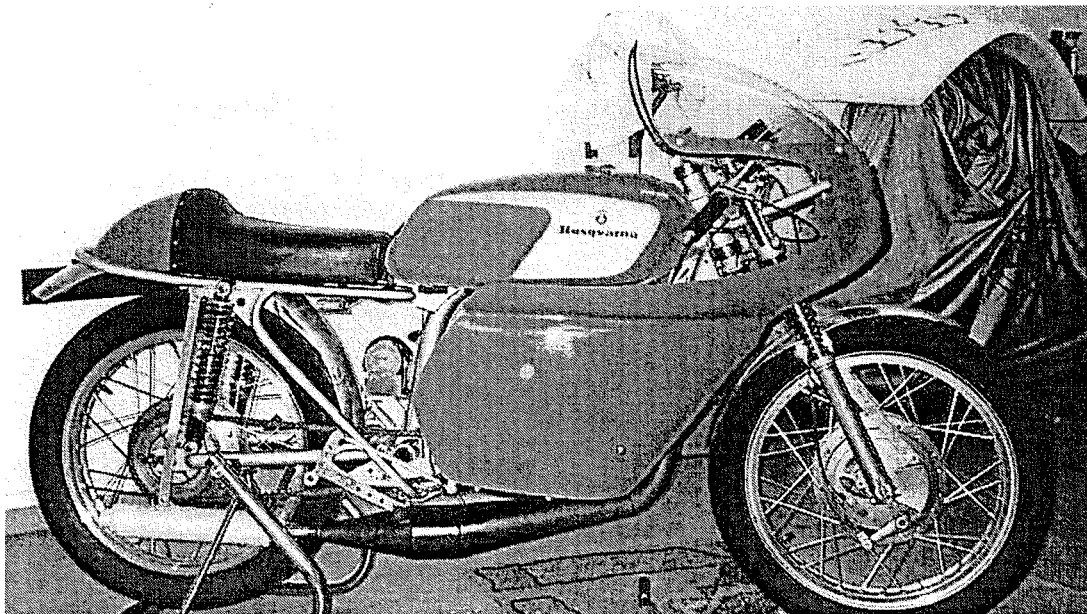
Die oben aufgeführte Maschine ist die einzige Husqvarna Straßenrennmaschine in Deutschland. Es hat etwa 10 Jahre gedauert bis der Unterzeichner alle Teile zusammengetragen hatte, um endlich mit dem Bau, bzw. der Restaurierung beginnen zu können. Kontakte nach Schweden, geschaffen durch Mitglieder des Husqvarna Army-Display-Teams haben es ermöglicht, die nötigen, noch fehlenden Materialien und Unterlagen zu beschaffen.



Technische Daten der Straßenrennmaschine Husqvarna 250
Technical Data for Roadracemachine Husqvarna 250

Fahrzeughersteller:	Eigenbau mit Unterstützung des Werkes (Motor)	Bike builder
Motorhersteller:	Husqvarna AB, Huskvarna, Schweden	Motor origin
Fahrzeugart:	Straßenrennmotorrad	Bike type
Modell:	250 RS	Model
Bauj. des Fzgs:	1965/66	Year of bike
Restaurierung:	1985/86	Restoration
Rahmenart:	Stahlrohr, eind., offen.	Frame
Federung vorn:	Telegabel, hyd.- Marzocchi	Suspension front
Federung hinten:	Schwinge, hyd. Federbein Moni	Suspension rear
Bereifung vorn:	2,75 x 18 S	Tire front
Bereifung hinten:	3.00 x 18 S	Tire rear
Felgen v.u.h.:	WM 1- WM 2 Borrani	Rims f-r
Bremse vorn:	180 mm duplex Grimeca	Brake front
Bremse hinten:	160 mm Grimeca	Brake rear
Lenkerausf.:	Stummellenker geklemmt	
Lenkamaturen:	Magura	Controls hand
Fussrasten:	klappbar, Alu-Stahl	Footrests
Schutzbleche:	vorn und hinten Alu	Fenders
Sitzbank:	GFK-Zubehör	Seat
Kraftstofftank:	Stahl (steel)	Tank material
Lenkungsdämpfer:	Reibung	Steering damper
Fahrzeuggew. einschl. Getriebe-Öl :	87 km	Bike weight including gearoil
Motorotyp:	250 ME	Motor
Motorausführung:	1 Zyl. 2-Takt	Motor type
Bubraum:	64,5	Bore
Leistung:	29 PS bei 7500 u/min.	Power
Kühlung:	Luft	Cooling
Schmierung:	Gemisch 1:25	Oil mix ratio
Vergaser:	32 mm Bing	Carb
Zündungsart:	Schw. -Magnet Bosch	Ignition
Drehzahlmesser:	VDO -elektr.	Tachometer
Getriebe:	4- Gang im Block	Gearbox
Getriebeart:	Klauenschaltung	
Getriebe Abstufung:	Primär 2,67 1. Gang 2,07 3. Gang 1,05 2. Gang 1,39 4. Gang 0,87	Gear ratios

Kraftübertragung zum Hinterrad durch Kette 1/2 x 5/16

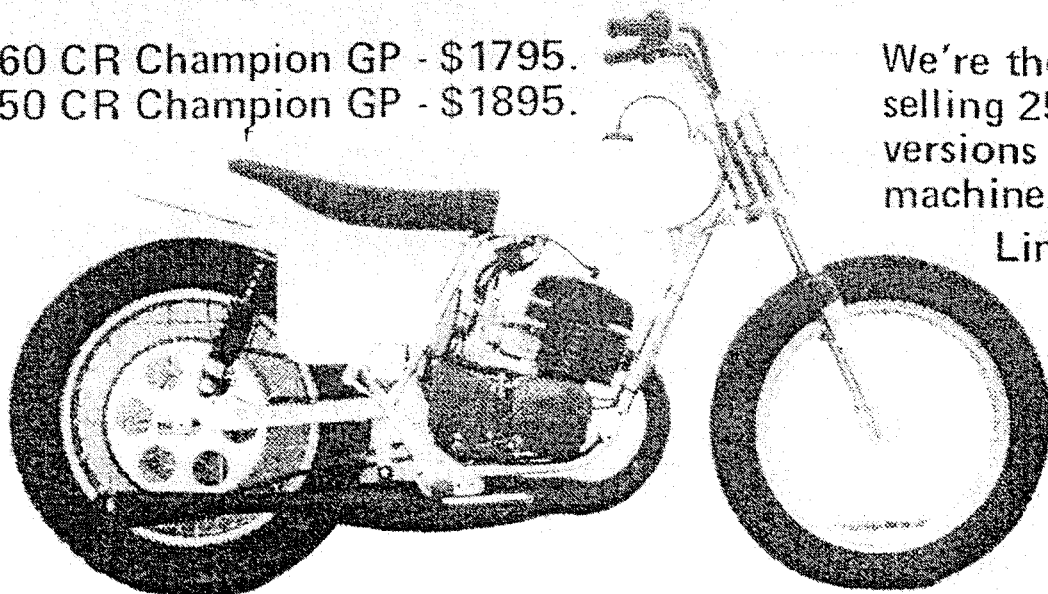


250 & 360 Husky Flat Trackers

360 CR Champion GP - \$1795.
250 CR Champion GP - \$1895.

We're the ONLY dealer selling 250 & 360cc versions of this super machine.

Limited supply!



FEATURES: 250 or 360 cc GP Husqvarna engine, AMA approved, Champion Frame, Betor forks, R-W wheels - 19 & 19", Boge shocks, Carlisle rear - Pirelli front, Akront rims, Disco Jet Trapp silencer, R-W hydraulic disc, Bing carb, right hand shift, jetting and gearing specs for Short Track & Half Mile included, 3 jets, quick change wrench & two rear sprockets, hand built and competition proven!

YAMAHA OF HAMILTON

25 N. Erie Highway (Rt. 4), Hamilton, Ohio 45011 (513)863-8869

1975 Cycle News Ad - submitted by Brian Thompson. Anybody know if any of these still exist? If so, e-mail husky@intrepid.net

OVE LUNDELL:

Ove Lundell has left us.

On the 4th of September, after only a short time of sickness/illness, Ove Lundell calmly passed away. Ove was born on the 29th of May 1930 will leave a big hole after him. He was a wonderful person with many friends all over the world. His career on two wheels started during the Second World War when he at the age of 15 started to ride in his father's motor circus. He rode under the artist name Ove Willmer and was one of the "Death riders" in a drome (they rode on the walls in this huge "barrel"). In 1949 Ove began to compete in speedway and after that he went on to Roadracing, Trial and Enduro. He ended up in the Monark factory in Varberg as a product developer in the Moto Cross and Enduro section. During his racing career he won Six days once and three team gold medals in the Moto Cross des Nations, 1958- 1961-1962, to name a few victories. He finished his racing career on a Classic Cross event in June this year at the age of 71. His four children Yvonne, Malou, AnneLie and Michel together with many friends will miss him deeply.

Nils Olov Wedin

HUSKY REPRO PARTS

Husqvarna

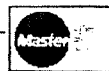
Husqvarna

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- *Seals / Bearings
- *Filters
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- *Inner fenders; 66,67 & 68-74
- *66-67 Rear Fenders (fiberglass)
- *Air Cleaners (all)
- *Cables

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Check our website at www.amsracing.com

Coming soon, '67 250/360 handmade pipes, piston kits, 66-67 fiberglass seat bases.

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Members Tips

Husky 510 Valve spring Alternative

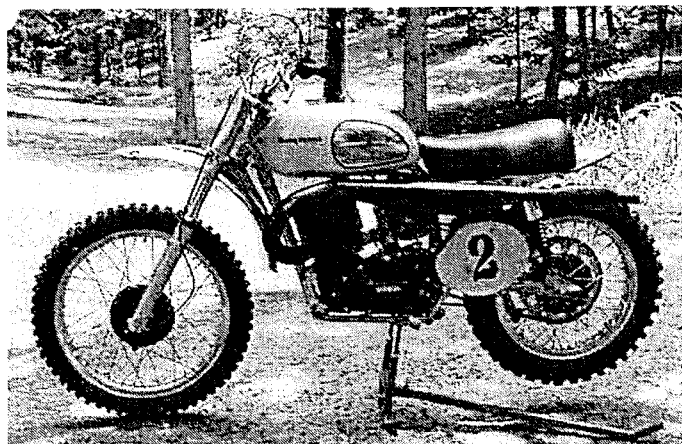
Hi Husky Club,

Just thought I would drop you a line. I just printed out the membership application and will mail it shortly.

I have an 84 or 85 Husky 510TE (I'm using www.huskyclub.com site info tonight to verify what it is) and I recently rebuilt the top end. I had trouble finding the inner valve springs when I found 2 broken ones on the intake valves. I found a perfect match for the inner valve springs from a **Yamaha Road Star 1600 V-Twin**. If any of your contacts have the same problem I did they will want to check it out. The Yamaha outer springs are different.

The inner springs are the same inner and outer diameter, length, spring material diameter, number of windings, and the same spring rate as checked by putting a dead weight on them and measuring length under compression.

Alex Bub Alex.Bub@harley-davidson.com



73 Husky 450 Desert Master for sale , restored.

Phone 314-823-5646 or e-mail jlouisraaf@aol.com

Looking for a 60 over piston@ring set for a 84 xc 500 husky! Any help would be much appreciated! Please contact me at duderck@aol.com

I HAVE A HUSKY 430 AUTO 1986 forsale runs good . I'm in florence sc (843)678-9086 email shane4626@msn.com

1971 Husqvarna 400 Cross, the On Any Sunday bike, frame #MH2989, original titanium bars, Works Performance shocks, easy restoration, \$1200 obo. Would consider 1974 250CR Mag trade. John, 724-763-6190, email mctavish@nb.net, Pa. Thanks, John Thompson

1975 390 automatic with more parts

BMccormick546984@aol.com

we are looking for a complete used spare motor (without carburator) for a Husky WR260, manufactured 1988, european version. As an alternative cylinder, piston and gaskets are required. Can you offer these parts or do you

have a partner in Europe, preferable in Germany. Please contact me by e-mail. Thanks in advance. Best regards, Michael Schumacher , Munich, Germany

michael.schumacher@t-online.de

Items to consider when dealing with Husky ignition-

You don't need a holding tool to remove flywheel left hand nut , if you use an air powered impact wrench, only the correct direction..

Flywheel magnetism can be a big factor in firing power, check it while off. See my article elsewhere in the newsletter

Clean up all burrs and bad fit to ensure the tool and the process stays simple and repeatable.

You may want to lap your flywheel and shaft together, using fine valve compound and about 30 seconds of twist-o-turn.

The left hand nut should spin on and off easily by hand, if not, correct problem!

Generally, Femsa, Motoplat, Bosch, etc all take specific crank ends. Don't buy a motoplat on E-bay thinking it will bolt in place of your Femsa.

All Femsa are not same - early 69-71 have a larger coil backing plate than 72-77, however all pieces coils/points/cond/flywheel will interchange.

Use a dial indicator down the plug hole to mark TDC on flywheel and engine cases. Use a Sharpie pen , don't scratch or stamp any marks in the flywheel or cases.

Use a dial indicator or a calculated mark on flywheel with a continuity light across points for Femsa.

Motoplat uses a pin in a pre drilled permanent hole. Generally you can find a nail to fit this application. Make sure to file the point off the nail or you will damage your stator with the sharp end.

For Sale - Husqvarna Magneto Flywheel Pullers - \$15ea - \$5 ship

MFP-177 - All Femsa 68-78

MFP-276 -most CR models 72-89

MFP-324 -most WR models 72-89



Set of 3 pullers - \$35+\$7 for HMC members

Mail payment to - Craig Comontofski, 1501 W. King St., Martinsburg, WV 25401-2001

Free flywheel key 1966-1989with each puller.

Additional keys at time of puller purchase \$1

Flywheel Keys , All Husqvarna 1966-1989 - \$2.50ea+\$.50ship, 4 for \$6+\$1ship. More info at www.huskyclub.com

For sale - 72 250 WR , 100% original, untouched but does need restoration \$750, digital photos avail , has oem grenade silencer, sticker on air box, oem bars, alum fenders, seat not torn. Alan Schlutz, bike in NC. Oldbike4me@aol.com or call 704-708-6328 have manuals .

Rubber Flap was the same pattern for 67-72 Commando, Sportsman and Enduro. The part number is 15 18 110-01. It is fabricated from plain, solid rubber sheet. Thickness is 2mm or .078". The holes are 3mm. 9ea rivets hold this in place on the tire side of the fender. Small washers were used on the rubber side, with each rivet, to provide a larger holding area.

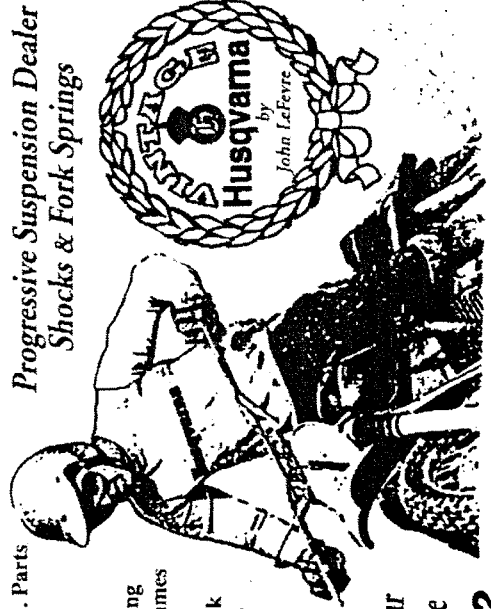
Fork stop pattern can be used to cut out and replace your existing fork stop.

John At Vintage Husky probably has these items in stock, just call him and order.

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MegaClassifieds #24

1982 CR 430 with XC motoplat (708)562-3006."Steven Page"

<Canam1@aaahawk.com>

198? 430 Automatic liquid cooled. It says "ENDURO" on the single shock swing arm. The motor is wasted (top end squeaked and bottom end hammered). It has good wheels, frame, forks and brakes. The expansion chamber is OK but has some dents. I am heading to Lancaster PA from NC and will deliver anywhere in between. \$100 or trade for Yamaha XS650 or RD350 or Honda XL/TL 250 parts. burt@inteliport.com

Parting out or complete 1985 500CR, top end siezed, but everything else is good. Ohlins, Brembo, rads, cases, trans, plastic (rough), tank, wheels, forks, frame. No reasonable offer refused, must clear garage, will ship anywhere in North America email Mike at wsbk@home.com or leave message at (204) 771-9222. Canada

76 husky 175 wr parting, seat--\$25(needs cover),,motor lower end(good rod, trans.)--\$75, motor top end--\$75,pipe--\$50,frame and swingarm--\$75,wheels--\$50/piece,airbox with boot---\$35,motoplat (---\$60,forks with triples--\$75,bars(original)--\$20, levers(complete with perch)--\$10/piece, brake pedal--\$15, throttle--\$10, kickstand--\$15, **73 125 wr motor(needs piston), no ign,good lower end--\$100, parting 250/400/450 mj chassics** frame and swingarm--\$50, seats--\$25-\$50, forks with triples--\$75, wheels--\$50/piece, kickstand--\$15, **parting mk chassic** frame and swingarm--\$50, wheels--\$50/piece, forks with triples--\$75, kickstand--\$15, **72 450wr motor lower end, no ign or clutch cover,good crank--\$100**, for more information on bikes phone is 406-777-5161

Wanted set of original Husqvarna handle bars...chrome not important...but no damage..kcabraben@aol.com.

For Sale: 1981 Husky 430XC, new reeds, chain, rear tire, rear brakes, fenders, alloy bars, good seat and tank, rear Ohlins rebuilt by MXtech, needs fork seals and clutch plates, fast bike. \$1200 obo 541-899-4414 or caruso@mind.net. located in Southern Oregon.

For Sale 1974 WR 400 6 speed Runs like a demon possessed. Very fast, little wear on front tire. No cuts, no welds. Could use new seals,paint, etc. Very good resto material. Black Leg front (ks w/new seals, engine is bored .040" O/S. Bing, Femsu.Has a big yellow tank (360?), decent rubber on big lip Akronts. Seat needs recovered, rear shocks, fenders not OEM. Pipe has been modified. Includes extra rear wheel (needs relaced), Malcom Smith Desert Tank (plastic). Service manual (copy). \$650,you come and get it.SE Wisconsin Dan (262)544-1254) or better yet oseaghda@msn.com for more details or pix.

82 250xc good shape \$1000, 81 250cr needs piston/bore, fresh shocks, new tires,\$1000, 83 500xc project, 84 250wr project, 83 250xc project, \$600 each . 500xc motor for parts, 83wr rolling chassiss. call Frank 517 783 5016 or ficeberg@yahoo.com

Swedish Desert Princess for sale:1983 XC500 Husky. White frame, yellow seat, twin shock, air-cooled, drum brakes. Evo legal. Malcolm Smith 4 gal desert tank for those long rides. Has WR rear fender/headlight number plate. Comes with original rear fender/front number plate. Pics available. Bike is in VGC. Contact Harry LaClair, Salt Lake City, Ut, email Gremoby61@aol.com or call 801-525-6807 \$1500 or offer.

Wanted, Case splitting and re-assembly tools for 72 Husky CR400.

Will also consider design drawings so I can fabricate my own. Must be VERY good drawings. patnpaz@wans.net, 405.741.1736

SRC Vintage Husqvarna seat base - This seat base provides many advantages over stock; including lighter weight, corrosion resistance, durability, and low cost -Molded, impact resistant plastic seat base is a re-engineered copy of the steel base supplied as OEM Fits all (68-74) \$39.95 contact: SRC 1-800-221-9752, src2000@earthlink.net

1972 Husky CR 125 for sale. Motor rebuilt. Ported to factory Husky specs. PVL ignition. 30mm Mukuni, Clutch basket lightened . 1977 forks (modified for 7" travel) and 77 wheels. New seat foam,base and cover. New plastic. Triple clamps modified by JP Morgen- AHRMA racer/machinist guru @ 415 - 822-1315. PLUS three parts bikes, a 1972, a 1974,and the 1977 donor. \$2000 for everything. "Len Sullivan" <Vne@sprynet.com>

Magura style lever covers - newly made just as original - call Al Russ 440-953-0133 5pm-10pm

Wanted: misc. engine parts for 1975-1976, 175cc (gaskets, reed valves) Also looking for plastics for 1981 Husky. Please contact Michael..Houston, tx phone # 281-802-4922 email address adecoste@flash.net

1971 Husqvarna 360. Complete but lower main bearings siezed & ignition rusted. Good tank, wheels, cases, carb, etc. Will part or would like to find another 360 or ?? motor to replace mine. Steve (406) 458-9872, Montana"Steve W <wolfcomm_65@yahoo.com>

For sale 1991 husky 250 WXC 2-stroke! Recent cylinder, Dyno Port pipe with acribes carbon fiber silencer, pro action suspension, stock excel rims, new brakes excellent bike I have had the bike for over 5 years! \$2000 Rob NY 631-774-0053

"Wanted'82 420 auto,fairly priced, prefer complete package-running or not. Marty, e-mail IslandInspired@earthlink.net.

brand new pvl ignition coil for a husqvarna 500xc that I want to sell for \$150. I also have the original motoplat ignition system for a 500xc. The motoplat system comes with the fly wheel, coil, and stator. I'm not sure the stator is good but make an offer. The coil is good. The parts came off a 1983 husky 500xc. Contact Jerrod Chutich in Seattle, WA at (206)300-3589 or on the net at www.cjerrod@hotmail.com

For Sale

'83 Husqvarna 125XC. One season of yard riding on new lower and upper end. Frame number is XO04153. I have owners manual. I'm asking \$800.00 for "Old Ripper". Starts on the first kick. Bike is between Grand Rapids and Kalamazoo, MI. (616)293-0529

"Morgan, Mike" <MMorgan@gill-industries.com>

the 83 250 xc is no longer a project and the price is \$600- can you make that change? thanks for giving steve page my number. i bought a bunch o' bikes from him and had a great time foolin' with them. the 83 xc started to have erratic spark and i couldn't figure it out. i cleaned the sealing surface betwixt the head and cylinder and the spark plug base and lo and behold !!!!!BIGFATBLUESPARK!!!! no fooling, she's up and running. just thought i would pass it along. i tried it on a 500xc that never ran since i bought it and it started also. happy huskying

WANTED: 20 over piston for '81 CR430. And possibly pipe and silencer. Need very badly. Thank you. D. Randall Grand Rapids, MN. E-mail bugoneygeshig@hotmail.com phone# (218)326-8392

'79 Husky 250, frame number MM06175, engine number 2033 1745.

im' in maryland will pay for shipping

Steve Spangler (865) 690-7738 six-banger@tds.net I traded for a Husky dirt-bike Frame#842259951H XP 13765 Motor#2044.0521 I was told it needed a magneto, can't find one or even a dealer. Want to convert it to electronic if possible. I'm not a collector, just want to ride it. From my research so far, I think it's a 84 water-cooled 250. Can somebody help me?

I have a 1983 cr125 engine in a apart in a box. It looks like it is all there. The lower connecting rod bearing is shot. There are hammer marks on the end of the crank. I'll sell it buy the part or all. I live in Ohio. If I don't sell here you'll see it at Mid-Ohio vintage weekend 2002. I'm not in this for a living I just made a bad trade for a basket case. Email me bisela@yahoo.com so we will talk prices.

I have a1999 husky 125 motocrosser for onyl \$2,500\$ it has a new motor and unused piston and ring with it. I had over 700\$ in motor work, and I have over 6,500 in total. I bought it new 13 months ago for 4,400, this is a fast bike, I would love to keep it but 250f is on the way. Some plastic needs to be replaced cuz its all original. Im in ohio and will ship for @ 150\$ contact cheese187@hotmail.com or 330 679 2563

For sale: 1974 Husky 250 WR frame # MK11548 engine # 2037 0278 clean,mostly original,aluminum tank,good tires,needs front fork seals.email me at jackjeney@hotmail.com ph: 970-479-7346 Vail Colorado price \$400

do you have or know of a wiring diagram for 71 or 72 250 or a new ignition? thank u, William Bird" <bill i am44@hotmail.com>

Does anybody of the HuskyClub know if there excists a large fuel tank for a 2000 TE 610? I hope you can help me out... Machiel (Netherlands)

"Machiel Honig \ZTI Mechatronics)" <machiel@zti.nl>

72 husky cr-250, nice, , ect--\$500, 75 husky wr-175, very good--\$400, also parting 75 husky 175, various mj, mk chassics and 450wr lower end, please email brendanf@montana.com or call 406-777-5161

1985 husky 500xc auto good cond runs good can send pics \$1500 or best offer Jeff Fortner (716)326-2777 or e-mail fortner@netsync.net

For sale: 87-88 Husky 430 frame# 842251951H WP25612 case# 1614574 jug# DB22247. Looks and runs great. Bike was just disassembled and then everything painted and detailed. Original plastic except for rear fender. Seat recovered. Really a nice bike. Will trade for older Norton or maybe a Triumph. For more information contact: douglautenschlager@hotmail.com or call 937 246 7709. Located in N. central OH. Cash price is \$1200

Tony Leary here. I've hit the mother load I got a call from an elderly lady who said her son had moved and left some huskys in the yard well over i trucked and there at least 40 bikes! Mostly apart but i need to move the frames fast as I have little space to put them.Please e-mail me any requests you have for frames and motor parts at 44Dwarf@4m.net or call my cell phone at (978) 549-4725 or home at (978) 297-4725 I'm in Ma on the NH boarder.

79 WR390 have all receipts, has lights ,ignition

good, bike has never been titled, contact 262-502-9990 or cjunis@hotmail.com ask for CJ, price \$800, piston i scored, located WI

also I have_a 92 Suzuki - GSXR 750 8000 miles absoluey mint, \$5000 or obo





for sale Husky 250cc 1973 or 1974 model mk frame mk 250cc "as is" \$650

for sale Husky xc 250cc kick starter gear needs minor work" 1981 or 1982 model looks great runs' xc 250cc \$1000 "as is"

for sale 1980 or 81 model Husky 390cc automatic looks great " 390cc \$1000 "as is"

for sale 1973 or 1974 Yamaha RT 1 360cc runs good all there' 360 Yamaha Enduro \$1200 "as is"

call 318 361-4694 Steve , BARSTOW2VEGAS@aol.com



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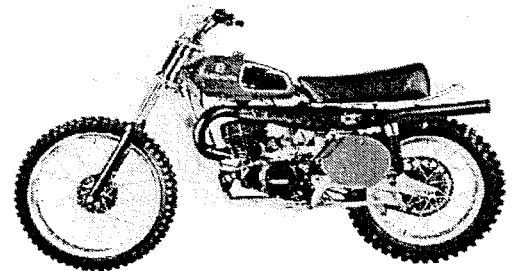
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We now have 390/430 pistons in stock
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Yorktown, IN 47396
Phone - 765-284-7653 Or advancetool@home.com
A Husky shop for past 30 years! Please call when I am in,
as I will not be able to return parts search calls. Call
Forest Stahl! Race and Restore Daily!

Engine runs good, gas tank is real nice condition, frame has been welded, front forks leak oil/air, new rear tire, new sprockets, generic fenders and throttle. I have had the bike two years and it runs real good, and I still ride every weekend. I don't know much about Husky's but thought some of the original parts might be of interest to a collector. \$600 jmoran@webtv.net (570) 779-3065 Wilkes-barre, PA

250 4Speed center cases, nice ready for use - \$50 includes crank, excellent Left side case, for 4 speed with kick start shaft/springs - \$65, spark arrestor add on, new, alum, 80's era - \$15, New Viking jersey, size large - \$35, striped blue/yellow with Husqvarna across chest - circa 1973/78. cbusic@bright.net, 440-988-7160 Paul Busick



**Husky
Kill
Button**

15 17 281-01

Brand new Husqvarna Kill Button !!!
15 17 281-01 for all Husqvarna
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 low end 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
1987 ? husky 500 6 speed tranny, starts first kick if you weight 250 lbs
very fast, good tires, bolt on 10 inch extention. have owned for 12
years leg is tired possible trade barry day phone 1-304-273-3466
thanks

Wanted: Mark Charles "Speedy Pit Stop" Motorcycle Platform Stand
or his separate front and rear motorcycle workshop stands.

For Sale: (4) 1971-74 Huskys. 360 8-spd, couple 400's, and (?).
Engines free, mostly complete. Must pick up or arrange for shipping
from Ashland, Oregon. \$1,000 or I will trade towards pre-1971 British
motorcycle. Velocette, BSA, Triumph, AJS, etc.. Jim Baltusnik.
Phone: 541-488-2775 E-mail: jim@thevincent.com

1974 Husky 400WR 6 speed, never raced, ridden very little, has all
original equipment as it came from factory. Looks new - even has
original tires, has always been inside, newly covered seat, runs as
good as it looks, box stock and race ready \$1500 Nick 208-634-5201
or Nick Raino, PO Box 467, McCall, ID 83638

See photos ----->>>>>>>>>>

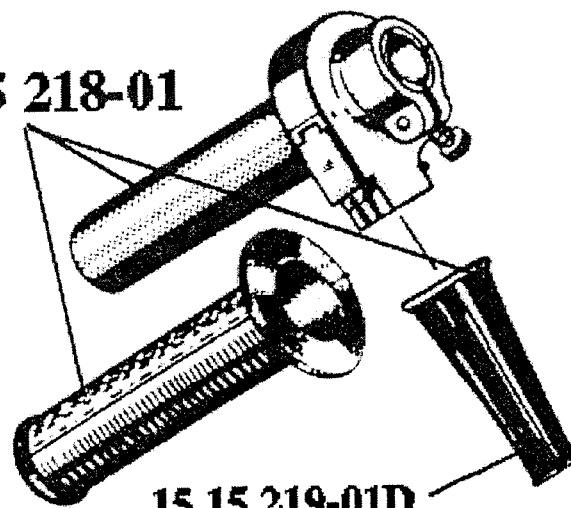
1987 WR 430. Bike runs excellent. Fresh .20 over bore and piston
with around 5 hours run time. new swing arm bearings, and front and
rear wheel bearings. good condition. Second owner of bike. have title.
bike was in storage from fall of 95 til now. asking 1400 obo. view a
pic at

www.geocities.com/mxrider015/husky.html

bike is located in Pennsylvania. Contact Travis at
hibshman25@hotmail.com or 717-866-5372.

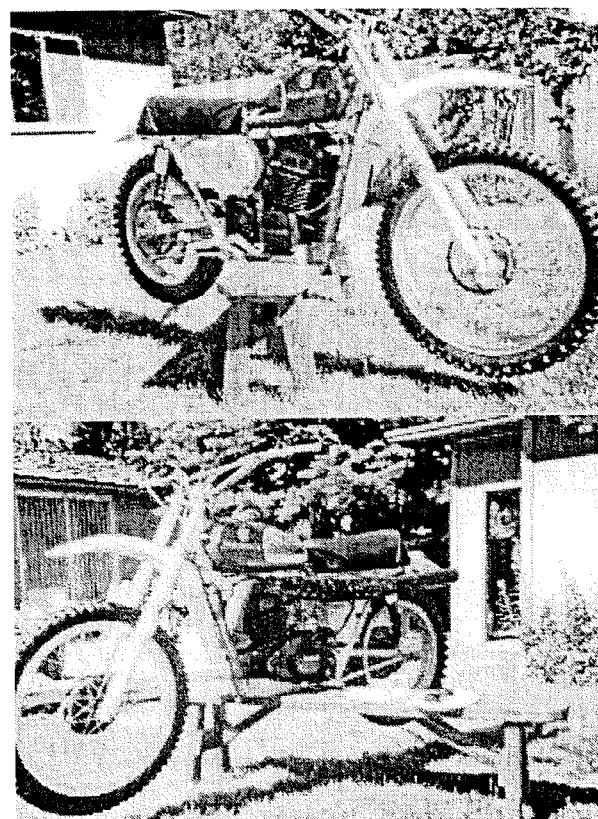
1974 450 WR 6-speed Husky for sale. Fresh gearbox rebuild.
Bike is in great riding condition. \$1200. (206) 567-4920 7pm -
9pm West Coast time, <Jody.Heintzman@METROKCC.GOV>

15 15 218-01



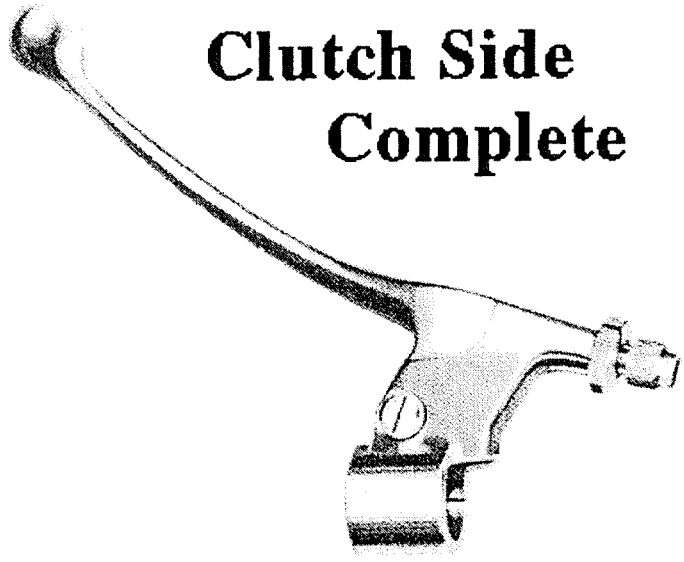
15 15 219-01D

**Brand Shiney 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 a
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

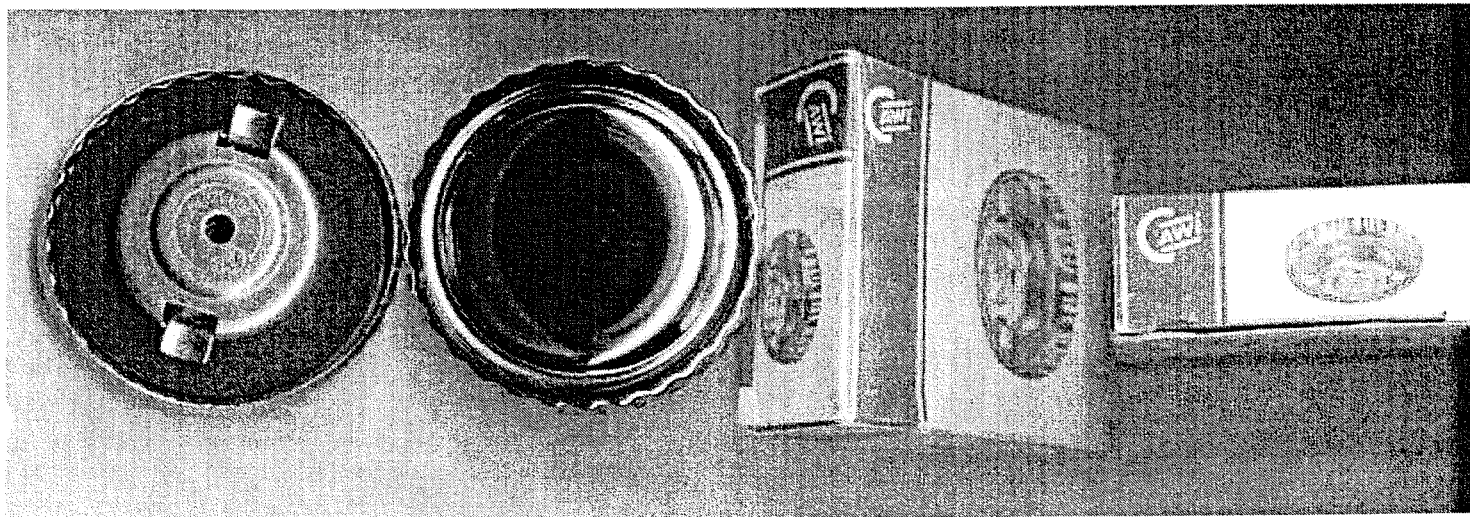
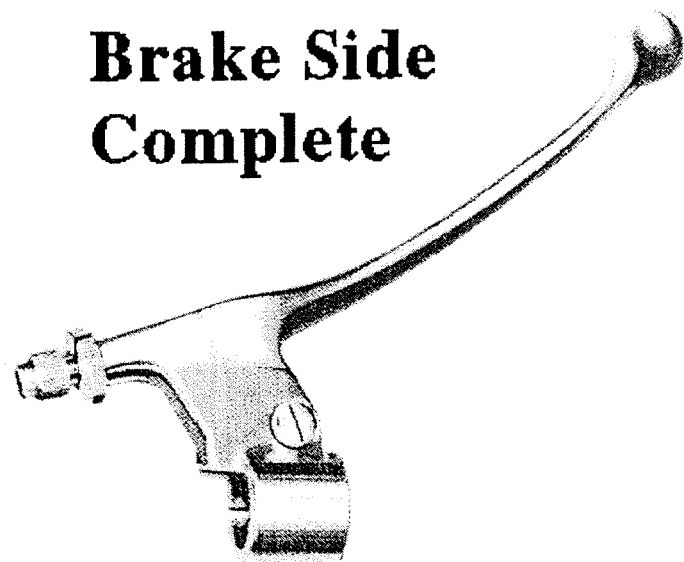


NOS Husqvarna lever sets - Left and Right Side Complete levers - \$40 ea or \$75 pair plus \$5 ship (1-2 sets). These are Brand shiney new Husqvarna levers (Magura) , in the box, that are OEM on 1966-1972 and beyond. I do not have any repair pieces for sale at this time (lever, adj, knurl, nuts, bolts) 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 13 004-01
Clutch Side
Complete



15 13 002-01
Brake Side
Complete

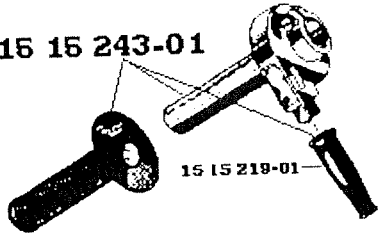


Husqvarna Gas Caps - Maico Penton KTM Zundapp Sachs Puch !! How about a New Gas Cap for your vintage treasure? Looking for the best possible Birthday or Holiday Gift for your Boyfriend? or maybe even your Husband? How about the coolest party favors at a Dirt Donk Dinner? Brand new, shiney bright, in the box, beautiful chrome, new gasket, correct manufacturer, correct on other brands of the era like Maico and others. How about the correct, brand new Cawi caps for your 67 thru 80 Husqvarnas! or Maico! Packaged in the box. You can add a vent tube in the center and be correct for 81-82 Husqvarna. You can powdercoat it black and be correct for 83 (some 84). If you selling a used bike, why not make it look attractive to a potential buyer by fitting it with a new shiney cap.

- 1 Cawi cap - \$25
- 2 Cawi caps - \$40
- 3 Cawi caps - \$55
- 4 Cawi caps - \$65
- Add shipping - \$5 for 1, 4 caps

Mail money order , check or cash to :
 Craig Comontofski
 1501 West King Street
 Martinsburg, WV 25401-2001

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

\$50 plus \$5 ship. Comes

complete with grip and throttle boot (as shown). Throttle boots 15 15 219-01 available also 1 for \$8 or 3 for \$15 plus \$2ship. These pieces were used with 36mm Bing concentric float model 54 which was standard equipment on 250-460 model Huskys. This would include Mag 250CR, 250 CR MK,ML, 250WR MK,ML, 360Csportsman Enduro, 400 CR MK, 450CR/WR MK. Also have twin throttleboot used on some 450's e-mail husky@intrepid.net Also have matching Magura grip for clutch side - \$8+ship e-mail Craig at husky@intrepid.net

You can mail payment to

Craig Comontofski, 1501 West King St., Martinsburg, WV 25401

for sale - 78 390 auto complete and stock, missing number plates, runs and shifts \$750

87 510 TX no lights, ohlins single shock, plastic in good shape \$1200

vintage skyway silencer off of a 71 360c sportsman, pretty long - \$40

leoheyman@aol.com or call Leo at 816-822-9367

Wanted - left case and left center case for 84 125 cr or xc, contact Jeff at 713-449-7760 or jcnolen@att.net

Wanted: 64 tooth clutch basket to fit 1967 Husqvarna 250 #16 12 94401. Phone Robert on 01283 537195 (England) or email ashencroft@bushinternet.com

FOR SALE: 1985 500AE automatic. I bought this bike brand-new in 1985, and rode it in enduros for about 2 years. I don't think it's been started since about 1988, but it's all there, and it was running fine when parked. The engine turns over fine, it's not frozen up. I just want to get it out of the garage, and will listen to any reasonable offer, and maybe even a few unreasonable ones. The wheels and tires alone should be worth a few hundred bucks. For somebody out there, this bike will be a real find. Bill Woodson, in Madison, Wisconsin. E-mail is billwoodson@home.com, phone is (608) 255-9420 (home, no answering machine), or (608) 266-5772 (work, 24-hr. voice-mail).

I would like to locate a "Husky" Auto transmission. The year or size of engine is not important. However, I do need it to be in a condition without obvious holes, missing shafts, or any seized bearings or shafts. If possible I do not need the engine to be attached to the transmission. I guess the best way one could describe it as "Core". Any information on finding a unit at a VERY reasonable price would be greatly appreciative. Thanks, Pete Wheeler - 3WHEELERS@RMI.NET

1988 WR430 for sale. New top end. 20 over. 2 stage reeds. New kick assembly. Email for pics. \$1500 OBO Brian Jefferys Akron, Oh 330-734-0844 bjeffery@arterhadden.com

For Sale: 1974 Husky 450WR six speed. Fresh gearbox, recent Michelins, cables, chain, fork seals, and air filter. Great riding condition. \$1400 obo. Located in Seattle area. (206) 567-4920 evenings between 7pm and

9pm. Jody.Heintzman@METROKC.GOV

For sale: Large selection of NOS Husky parts from the 60's to the mid 80's. Will sell individually or all for \$750 US. Also some used parts available as well. E-mail sray8848@home.com or 416 281-8848. E-mail for entire list.

Parting out '84 Husky 250CR (water-cooled, twin shock) frame CO15598, eng 0972 0507. Almost complete. Bike was left outside with cyl off, so the crank is toast. 505-624-2806. Roswell, NM. revac7@yahoo.com

i have a 1979 husky 125cr (#ML31850) eng.(#2040 3394) runs great and looks great, new tires, fox air shocks in colorado springs, colorado call mark 719-538-7912 and make offer.

I have engine hard parts for 75 to 85 huskys. Cylinders, heads, gears, cases. ect. Bob Edgeworth Sequoia Cycle Parts 559 685 8190 Tulare ca. 93274 sequoiatruckparts1@prodigy.net

1967 hsq 400 8 speed fuel tank intact - tank is red and has chrome on either side I am interested in selling whole or part for the right price bike picked it up 8 years ago engine has compression and tranny seems ok, "carson amling" <camling1@alpincom.net>

WANTED: Freewheel part # 1612742-01 for 1982 420 Automatic. It goes under the 1st gear clutch. Contact: Carey Caldwell @ 847-571-0424 or e-mail careboy@aol.com

Husqvarna CR125, 175, 250, 360, 400, 430, 500 BIKES 1970 TO 1984 running and non running wanted by private buyer for restoration projects. Also NOS and secondhand parts wanted for these project bikes and others I am already working on. Based in North London, England. Tel (0)1992-464348 E-mail seamer@middletonltd.fsnet.co.uk

1987-88 Husky 430 for sale. Bike runs well and looks great. Frame # 842251951H WP25612. The # on the case is 1614574. The # on the jug is DB22247. Bought the bike and restored it for a 14 year old foster boy. He has moved on and the bike is for sale. Plastic is original except for new UFO rear fender. Frame was stripped and repainted. Motor, triple trees, bars and pegs all painted back original. Has after ma. clutch lever. This bike really stands tall and will get you where you want to go... FAST. Will trade for older Norton. Cash price is 1200.00. Contact douglautenschlager@hotmail.com Or call 937 246 7709 located in mid Oh. Thanks Doug

1979 390 CR in excellent condition. Rebuilt engine in 80s. Runs VERY strong. Fox adjustable shocks. original gas tank (great condition) fat/skinny desert tank, new kill switch, new chain & sprockets. frame # MM04290, engine # 2067 1415. \$make offer - Michael - Utah/Salt Lake City (801) 233-9170 mike@traciepeay.com

I'm looking for an aircooled husqvarna fourstroke twinn-schok bike, any condition, for wintertime restoration project, will buy or swap for 1979 CCM WR500 in good condition. send your offer to mcv@busmail.net

Need clutch pedal or shift pedal for 88' 125cc enduro dirtbike please e-mail me back at - awatsongilliams@aol.com - if you have one,

Husqvarna

ROUTE TO: SERVICE: YES PARTS: YES CUSTOMER: YES
DATE: JAN. 2, 1990 YEAR: 1990 MODEL/S: 250 WXE

Engine: Single cylinder, two stroke, liquid cooled with exhaust port mechanical control valve (Cagiva Torque System)

Displacement: 249.3 cc

Bore/Stroke: 70 x 64.8 mm

Compression ratio: 13.5 : 1

Transmission: Six speed, constant mesh

Primary transmission ratio" 2.555 (27 : 69)

Number of cogs, gear box (MS:AS)

1st 11:28 4th 18:25

2nd 14:29 5th 18:21

3rd 16:27 6th 22:22

Secondary transmission ratio: 14 : 46

Total gear ratios (crankshaft : rear wheel)

1st 21.374 4th 11.662

2nd 17.393 5th 9.796

3rd 14.169 6th 8.397

Clutch: Multi disc, wet

Chain: 5/8" x 6.5 x 112 LINKS

Oil capacity in gear box: .75 Liter (.82 qt.) 750 cc

Oil recommendation: Hypoy B 80W-90 EP (GL5)

or Castrol GTX 20W-50

Fuel system:

Fuel: Gasoline min. 94 oct.

Tank capacity: 9.0 Liter (2.4 gal.)

Lubrication:

Oil-gas mixture, 32:1

Carburetor: Dell Orto

VHSB-AS Flat slide VHSB-DS

Venturi O: 37 mm

Main jet: 185

Needle jet: DQ 268

Tapered needle: K 50

Idling jet: 45

Starting jet: 60

Throttle: 45

Needle clip position: 3rd from top

Mixture control screw: 1 1/2 turns

Float: 4.5 gm.

Electrical System: Electrical Equipment:

Type: MOTOPLAT CDI Headlight: 12V-65W

Ignition advance on piston before TDC: 1.45 mm (0.073 in.)

Spark plug: Champion N 84
NGK B10EV
ND W31ES-GU

Front fork: Marzocchi "Upside down" - Right leg controls rebound dampening
Left leg controls compression damp.

Travel: 285 mm (11.3 in.)

Fork angle (caster) 28 degrees

Air pressure per leg -0-

Oil level per leg 390 cc with an air volume of 130 mm (5.1 in.)

Oil recommendation: SAE 10 for normal riding conditions

SAE 15 for hot temperatures and hard riding

Rear suspension: Cagiva Soft Damp with Marzocchi Piggyback

Single Shock

Travel: 320 mm (12.6 in.)

Wheels and Brakes: Front: Rear:

Tires: 3.00 x 21 4.25 x 18

Brakes: Disc 230 mm (9 in.) Drum 130 mm (5 in.)

Floating caliper

Dimensions:

Length: 2145 mm (84.44 in.)

Height: 830 mm (32.67 in.)

Wheelbase: 1440 mm (56.69 in.)

Seat height: 925 mm (36.40 in.)

Ground clearance: 355 mm (13.97 in.)

Weight: 101 Kg (222.7 lbs)

Torque specifications:

Flywheel nut: 51 Nm (37.5 ft. lbs.)

Cylinder head nuts: 13 Nm (10.1 ft. lbs.)

Cylinder nuts: 24 Nm (18.0 ft. lbs.)

Engine mounting nuts: 31 Nm (23.1 ft. lbs.)

Swingarm mount nuts: 50 Nm (38.3 ft. lbs.)

Screws, reed valve: 12 Nm (8.0 ft. lbs.)

housing/cylinder: 28 Nm (20.3 ft. lbs.)

Spark plug:

SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE

HSB-2

Checking Flywheel Magnetism

Craig - husky@intrepid.net

One of the most frustrating things when dealing with dirt bikes is an unexplained difficulty when kick starting. One of the items I have come to check is the magnetism on my Femsas (68-78) or early Motoplats (72-74) flywheels. I am sure this check can be used on SEM or other full type flywheels.

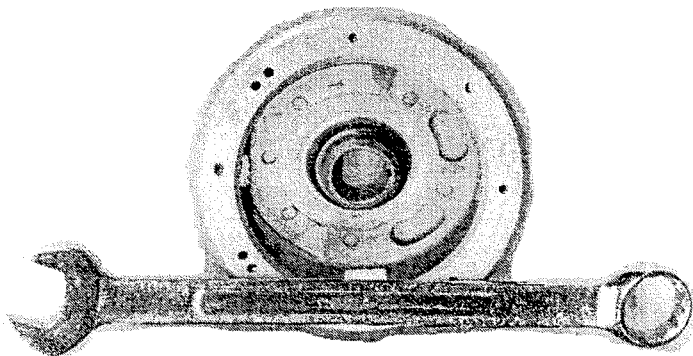
The check is pretty simple and the **concept is to see how powerful and consistent the magnets are around the circumference of a flywheel.**

1) Take off your flywheel and identify the magnets. On a Femsas there are 4 on a Motoplat there may be more.

2) Holding the flywheel in its normal running mode, perpendicular to the ground, try and "stick" a 7/8" open end box wrench between 2 of the magnets. This is done across the 5 o'clock and 7 o'clock position. This position is the "strongest magnetic" place on the flywheel.

3) Do this test across all 4 positions and see if the same repeatable strength is found. If it is, you have a good magnetic field. If one position is "weak" then you will have reduced performance. If two positions are weak, you will have almost impossible starting.

However you will probably get a spark at the plug with 2 or even 3 bad test positions.



If my wrench choice is too heavy or too light, then pick a wrench to suit (the one pictured is 15/16, it works on good Femsas, it weighs 293 grams and has flat side area that helps it stick. A Motoplat will need a smaller wrench size to test with..) You may have to tilt the flywheel back initially to get the wrench to "stick". Then bring it to full upright. It may drift down to 6 o'clock, but still stick.

What to do if you have poor magnetism:

- 1) find or purchase another flywheel that tests good.
- 2) have PVL remagnetize your Motoplat flywheel (they say they do Motoplats only).

I have not used this PVL service and would welcome comment on how successful this is.

I would like to report if there are other services out there to remagnetize Femsas, SEM, Motoplats, etc.

Also if you have a test for an internal rotor, please let me know. Please call me 304-267-6471 or e-mail husky@intrepid.net

Q. Can a brand new ignition, in the box, test bad?

Yes, I have purchased many over the years!

Q. What causes the flywheel to lose magnetism?

1) Removal of flywheel requiring excessive torch heat.

2) flywheel has been stored long term with other flywheels

3) maybe just old age, lots of run time.

Q. What should I do if I find 1 bad magnetic position?

I would use it as is, if it starts and runs to suit you.

Realize it could be better.

Q. I tested like you said, it is okay, but still have no spark.

If it is a Motoplat, it probably indicates a bad stator - you will have to replace

If Femsas, then I suspect bad condenser or poor wiring.

Q. Where can I get a good deal on an ignition system for my Husky?

All of the suppliers in this club newsletter offer new ignitions for very good prices. Far better price than you will get from the manufacture retail outlet.

Q. What does a new ignition cost? What should I expect to pay?

The most expensive, single item for a Husqvarna is the ignition system. It is the reason most Huskys have been put up for long term storage or left outside to rot.

They run about \$375-\$575 depending upon what model you have.

Q. I got this Husky for free and just want to get it running and I don't have any money and I need an ignition, what do I do?

I would search for good used items. These classifieds are where to find it. Also the dealers advertising here may have used systems for sale as well.

Purchase or find another Husky for the ignition.

Q. I have an ignition system and I want to test it to see if it is good, what do I do?

The only valid test is to mount the ignition on a Husqvarna and run it. All other tests are useless. Checking ohms resistance on coils is a waste of time and not a valid check, even if you have a factory bulletin that says what to check for what value.

These are my thoughts on this ignition subject. They may not be correct. Use them at your own risk. I hope they are of some help. If you have better test procedures or just more thoughts on this. Please let me know.

500CR TECHNICAL DATA / 1983

CARBURETOR

Type Mikuni
Venturi 40
Main jet 340
Needle jet AA-5
Idling jet 45
Needle position # 4
Air jet 7
Throttle 2.0
Needle 7DH3
Air screw opening 1.5
from bottom position.

ELECTRICAL SYSTEM

Type CDI
Magneto Motoplat
Ignition advance 18°
Ignition advance on piston before TDC 2.8mm
Light coil W color
Spark plug: Champion N-3
Bosch W4C

ELECTRICAL EQUIPMENT

Headlight V-/-
Tail/brakelight V-/-

FRONT FORK

Travel 300mm
Trail 152mm
Fork angle (caster) 30°
Air pressure/leg 8 lbs. maximum
Oil capacity per leg 500cc
Oil recommendation: Bel-Ray LT10
or Husqvarna VSP 10

REAR SUSPENSION

Type Ohlin ITC
Travel 330mm
Springs white 139 lbs.
yellow progressive

TORQUE SPECIFICATIONS—

Ft. Lbs.
Flywheel nut 50
Cylinder head nuts 22
Cylinder head screws 15
Engine mounting bolts 35
Crankcase screws 6
Rear fork bolt nuts 35
Screws reed valve housing cylinder 6
Spark plug 20

Specifications subject to change without notice.

430V R TECHNICAL DATA / 1983

MOTOR

Displacement (cc) 435
Bore std. (mm) 86.00
1st over 86.50
2nd over 87.00
3rd over 74.00
Stroke (mm) 11.0:1
Compression ratio 1.73:1
TRANSMISSION
Primary transmission ratio 1.73:1
Secondary transmission ratio 4.42:1

Chain dimension

% "x 1/4"
Number of cogs, gearbox (MS:AS) 13:34
1st 16:29
2nd 19:26
3rd 23:24
4th 25:22
5th 27:20
6th

Total gear ratios

(crankshaft: rear wheel)
1st 20.03:1
2nd 13.84:1
3rd 10.48:1
4th 7.95:1
5th 6.73:1
6th 5.66:1
Oil capacity gearbox 1600cc
Oil recommendation: Bel-Ray L. Viscosity

FUEL SYSTEM

Fuel Gas min. 92 oct.
Lubrication Oil-gas mixture 4%
Gas tank capacity 3.2 gal.
Oil recommendation: Husqvarna/Bel-Ray MC-1 +

WHEELS AND BRAKES

Rims 1.60x21/2.50x18
Tires front 3.00x21"
rear 5.50x18"
Spoke 4/4.5mm
Brake drum 160mm

DIMENSIONS

Length 2190mm
Height 1250mm
Handlebar width 840mm
Wheelbase 1470mm
Seat Height 940mm
Ground clearance 300mm

WEIGHT

110kg

MOTOR

Displacement (cc) 488
Bore std. (mm) 86.00
1st over 86.50
2nd over 87.00
3rd over 84.00
Stroke (mm) 9.5:1
Compression ratio 1.79:1
TRANSMISSION
Primary transmission ratio 1.79:1
Secondary transmission ratio 4.42:1

Chain dimension

% "x 1/4"
Number of cogs, gearbox (MS:AS) 17:29
1st 20:26
2nd 23:24
3rd 25:22
4th

Total gear ratios

(crankshaft: rear wheel)
1st 13.50:1
2nd 10.24:1
3rd 8.23:1
4th 6.96:1
Oil capacity gearbox 1600cc
Oil recommendation: Bel-Ray L. Viscosity

FUEL SYSTEM

Fuel Gas min. 92 oct.
Lubrication Oil-gas mixture 4%
Gas tank capacity 2.7 gal.-10 lit.
Oil recommendation: Husqvarna/Bel-Ray MC-1 +

WHEELS AND BRAKES

Rims 1.60x21/2.50x18
Tires front 3.00x21"
rear 5.50x18"
Spoke 4/4.5mm
Brake drum 160mm

DIMENSIONS

Length 2180mm
Height 1240mm
Handlebar width 840mm
Wheelbase 1500mm
Seat Height 980mm
Ground clearance 360mm

WEIGHT

106kg

Husqvarna

ROUTE TO: SERVICE: YES PARTS: YES CUSTOMER: YES
 DATE: JAN. 2, 1990 YEAR: 1990 MODEL/S: 125 WXE

Engine: Single cylinder, two-stroke, liquid cooled with exhaust port mechanical control valve. (Cagiva Torque System)
 Displacement: 124.63 cc
 Bore/Stroke: 56 x 50.6 mm
 Compression Ratio: 14.5 : 1
 Transmission: Six speed, constant mesh
 Primary transmission ratio: 3.555 (18 : 64)
 Number of cogs, gear box (MS:AS)
 1st 11:25 4th 20:25
 2nd 14:25 5th 18:19
 3rd 15:22 6th 21:19
 Secondary transmission ratio: 13 : 50
 Total gear ratios (crankshaft : rear wheel)
 1st 31.080 4th 17.094
 2nd 24.420 5th 14.435
 3rd 20.059 6th 12.373
 Clutch: Multi disc, wet
 Chain: 5/8" x 6.5 x 114 LINKS
 Oil capacity in gearbox: 0.7 Liter (0.8 qt.) 700 cc
 Oil recommendation: Hypo B 80W-90 EP (GL5) or Castrol GTX 20W-50
 Fuel system:
 Fuel: Gasoline min. oct.
 Tank capacity: 9 Liter (2.4 gal.)
 Lubrication: Oil-gas mixture, 32:1
 Carburetor: Dell Orto
 Venturi O: VHSB 37 flat slide
 Main jet: 37 mm
 Needle jet: 185
 Tapered needle: DQ 264
 Idling jet: K 49
 Starting jet: 55
 Throttle: 60
 Needle clip position: 3rd down
 Mixture control screw: 1 to 1 1/2 turns
 Float: 4.5 gm.

Electrical System: Electrical Equipment:
 Type: MOTOPLAT CDI Headlight: 12V-65W

Ignition advance on piston before TDC: 1.85 mm (0.073 in.)
 Spark plug: Champion N 82S
 NGK BIOEV
 ND W31ES-GU
 Front fork: Marzocchi "Upside Down" - Right leg controls rebound dampening
 Travel: 285 mm (11.3 in.) - Left leg controls the compression dampening

Fork angle (caster): 28 degrees
 Air pressure per leg: -0-
 Oil level per leg: 390 cc with an air vol. of 130 mm (5.1 in.)
 Oil recommendation: SAE 10 for normal riding conditions
 SAE 15 for hot temp and hard riding

Rear suspension: Cagiva Soft Damp with Marzocchi Single Shock
 Travel: 320 mm (12.6 in.)
 Wheels and Brakes: Front: Rear:
 Tires: 300 x 21 4.25 x 18

Brakes: Disc 230 mm (9 in.) Drum 130 mm (5 in.)
 Dimensions:

Length: 2145 mm (84.4 in.)
 Height: 1215 mm (47.8 in.)
 Wheelbase: 1440 mm (56.7 in.)
 Seat height: 925 mm (36.4 in.)
 Ground clearance: 355 mm (13.9 in.)
 Weight: 93 kg (204.6 lbs.)

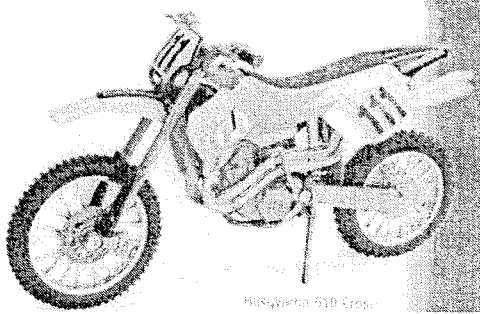
Torque specifications:

Flywheel nut: 51 Nm (37.5 ft. lbs.)
 Cylinder head nuts: 13 Nm (10.1 ft. lbs.)
 Cylinder nuts: 19 Nm (14.4 ft. lbs.)
 Engine mounting nuts: 31 Nm (23.1 ft. lbs.)
 Crankcase screws: 9 Nm (6.5 ft. lbs.)
 Swingarm mount nuts: 50 Nm (38.3 ft. lbs.)
 Screws, reed valve housing/cylinder: 12 Nm (8.0 ft. lbs.)
 Spark plug: 40 Nm (29.0 ft. lbs.)

SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE.

Husqvarna Motorcycle Models

These are new Scale Models of Husqvarna 610 Competition World Champion Replica Motorcycles!
FOR YOUR DESKTOP ENJOYMENT! These can sit right on top of your Monitor and you will find yourself making motor noises and working the rear suspension !!!! and twisting the forks from stop to stop !!!!!
GREAT GIFT! These are lots of fun for kids and adults!



SET OF 3 models, 1/18 SCALE, EACH IN IT'S OWN DISPLAY BOX - \$35 PLUS \$5 SHIPPING

These are diecast Metal Models with some plastic components.

They each have a very nice display stand and each comes attached with a single tiny screw. This can be removed very simply and you can position on kick stand, but you will see how professional the display stand is and I am sure you will want to use it .

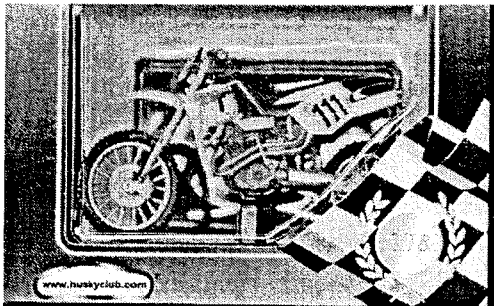
Rear Suspension WORKS!!!!

Front forks are positionable left, right or anywhere

Kick Stand Works!!!! folds up or can be used !!!

Each Model is about 5" long , display base length is 6.25", The container box is done with large, clear, heavy plastic windows and becomes a display box as well , each base also has a plaque with model name as well.

The models look much nicer than these photos display

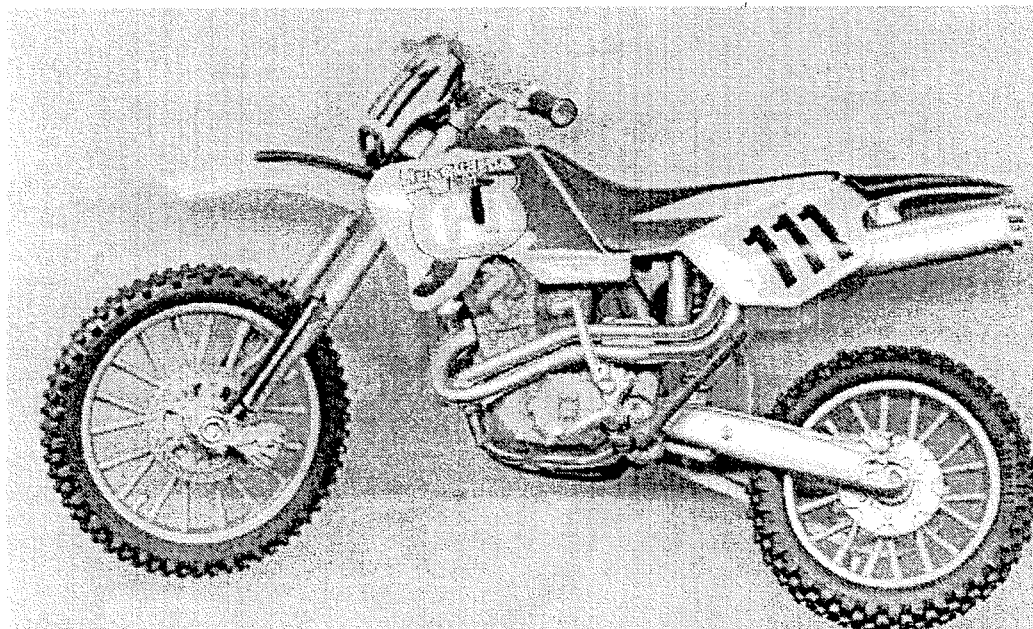


Just Mail \$40 for this set of 3 models payable to Craig Comontofski shipping outside USA will be a little more at \$11, so \$46 total with air mail shipping worldwide to :

Craig Comontofski
1501 West King Street
Martinsburg, WV 25401-2001

(HMC member price - \$30+\$5shipusa or \$11shipworldwide)
e-mail any questions to Craig at husky@intrepid.net

Limited quantity! I have 15 sets left out of 20 received!



PROJECT HUSKY FOUR-STROKE

Over the last few months of living with the Husky four-stroke, we've learned plenty about the machine. If you read last month's test, you know that the bike is definitely a warlord of the off-road world. It's extremely fast, easy to ride, handles well and is quite possibly one of the best enduro machines made to date. What we have done since the original test is simple. We've ridden the Husky constantly, in search of weaknesses and in an effort to dial in some of these pitfalls. We've experimented with tire combos, handlebars, forks and shocks. Engine oils, speedos, side panel mods, air filters, airbox mods, chain and gearing all got tested, looking for the perfect setup. Here are our results and suggestions.

SUSPENSION

There is no cure for the wandering tendencies caused by the too-slim 40mm front tubes. You can remedy the mushy action in either of two ways. First, go to a stiffer fork spring. ATK sells a 21-pound spring kit that works perfectly. Second, you can modify the standard springs and make them stiffer. Take out the stock springs and cut off two coils. Then make a spacer to fill the gap left by the missing coils, and run the oil level at 5.5 inches from the top of the tubes, with 10-weight oil. The combination of the stiffer fork springs and the higher oil level firms up the action so it won't bottom, yet it is

plush enough to absorb the little bumps. This is about as far as you can go with standard forks.

In the end, we chose to go whole hog and bolt on a set of White Power plungers which truly unleashed the handling abilities of the thumper. They are expensive, but considering that you've already spent big bucks on the machine, the additional 700 slammers add unbelievable straight-line stability, cut-and-thrust cornering rather than hunt-and-weave, and nearly perfect bump absorption qualities. Once we'd ridden the bike with the WP forks, their value doubled in our estimation! White Bros. set up our forks. The setup requires that the stock steering stem be pressed out and installed in the WP clamps, as well as the installation of a new front brake line designed for the upside-down forks. One bit of knowledge for those interested in the White Power forks—they require four to six hours of breaking in before they start working well. The more time put on the forks, the better they work. You won't regret the investment.

We had Husky revalve the rear shock to 250CR specs and up the travel (for our personal needs) to MX standards. The standard 6.3 spring was exchanged for a 6.9, which works harmoniously with the new valving.

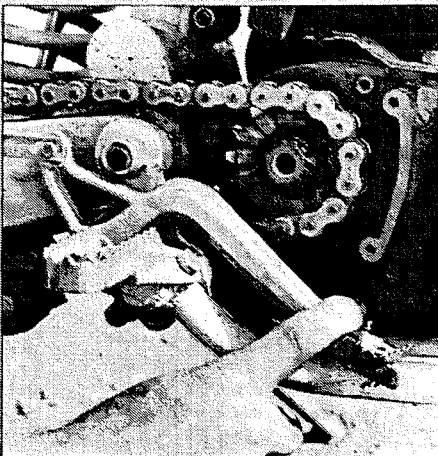
PIPE, AIRBOX, SIDE PANELS

We opted to leave the engine stock, con-

sidering the power too good to fool with, but we did play with the airbox and the exhaust system. The airbox is tiny and restrictive. We modified it by adding breathing holes and felt an immediate increase in power. In time, we also learned that the additional airflow had leaned out the mixture too much, and we went up one size on the pilot and main jets. The mixture screw on the Dellorto carb should be set between 1.5 and two turns out.

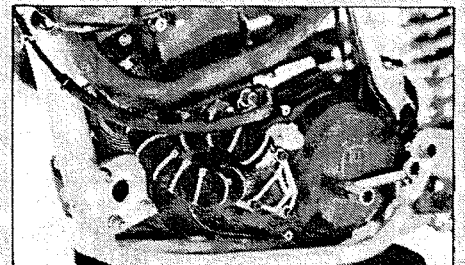
You have to modify the stock air filter. The K&N unit will suck dirt in extremely dusty conditions. It must be carefully oiled. We used Maxima spray-on filter oil and thoroughly greased the area where it snugs into the airbox. Then we took an old foam air filter and cut out a section so it would fit around the entire breathing area of the stock filter. We glued the ends together with contact cement. This outer foam "sock" must also be oiled. Again, we prefer Maxima air filter oil. The combination of the well-oiled stock K&N and the oiled foam sock kept foreign matter from getting into the motor of the big thumper.

Our biggest complaint with the twin-pipe exhaust system is that it's too wide where it exits toward the mufflers. After a two-hour riding session in the desert, the side panels got so hot our legs were burnt. We cut the stock pipes and tucked them in closer



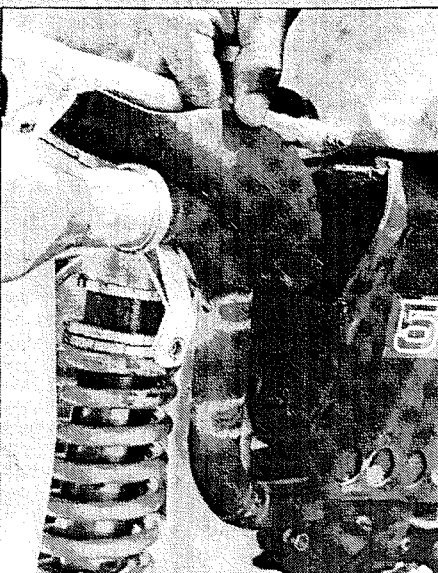
◀ You must run a lot of play in the rear brake pedal. Since the unit pulls from behind the swingarm pivot, it tightens when the rear end reaches full travel. We offset this weakness by welding an extension to the top of the pedal.

The 100-percent Moto Tiles help absorb some of the heat thrown off by the silencers. They also keep the side panels from melting. ▼



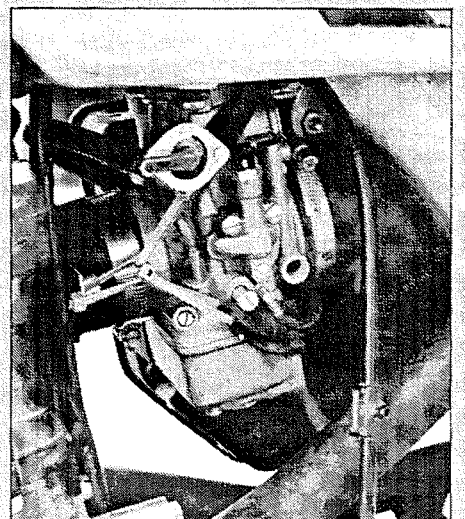
Husky Products makes aluminum Y-fittings for all the radiator-hose junctions. Aluminum won't disintegrate like the plastic stockers. We ran a water-pump guard and zip-tied rubber in front of the exposed radiator hoses.

Put a good hose clamp on the intake manifold. Our carb blew out of the housing on several occasions, and we eventually rigged up a rubber-band system to hold it in.



▲ Once the pipes were tucked in, the stock side panels wouldn't work. We modified a pair of YZ490 panels and now have a sleek look and a slim fit. The whole machine is wafer thin through the saddle/side panel junction.

◀ We cut the stock pipes and tucked them in much better. This required delicate welding, but it kept our legs from getting roasted.



STROKER ACE

Hot tips for a slimmer, better-handling
& longer-living Hooska

By the Staff of DIRT BIKE

Our bike is extremely healthy off the bottom. Two items were instrumental: the gearing and breathing. We ran a 52-tooth SideWinder sprocket (48-tooth is stock) and opened up the airbox. With the additional airflow, rejetting was critical. We upped the pilot and main jet one size. ▶

to the frame, giving ourselves nearly two inches of additional clearance. In turn, the stock side panels tucked in better, making the whole package much slimmer.

If you have a fat wallet, we suggest the Husky Products/Cobra two-into-one exhaust system. Although we didn't feel a huge power gain, the unit slips in nicely and flows close to the left side of the machine. It has a spark arrester, slims the side panel bulge and shaves a few ounces of weight off the package. Quite honestly, this system should have come on the machine stock. It cleans up the odd bulges forced on the midsection of the bike by the dual exhaust.

Reforming the side panels was a nightmare. Once the exhaust system was modified (both the cut and tucked-in stockers and the two-into-one system), we cut the spacers on the stock side panels and pulled them in. This, in turn, pointed the numberplates straight into the swingarm, and they immediately got munched. As a last resort, we cut them down and removed the numberplate part of the side panel. Shortly before we went to press, we modified a pair of YZ490 side panels, and this gave us the best results. The job took hours, but the looks are sano.

LITTLE THINGS

Here's a rundown on the smaller mods and tips about the work we performed:

- The Krause/SideWinder sprocket combination of 14/52 is the hot ticket.
- Be careful when you grease the rear linkage. Too much pressure from the grease gun will blow out the O-rings. Slowly shoot in the grease, then compress the suspension and do it again.
- All the Husky cables have lube fittings. Before every ride we shoot them full of Bel-Ray 6 in 1, and their action is smooth and easy.

The most sano pipe combo is the Two-Into-One Cobra/Husky Products unit. It tucks in nicely and slims down the center of the machine considerably. ▶

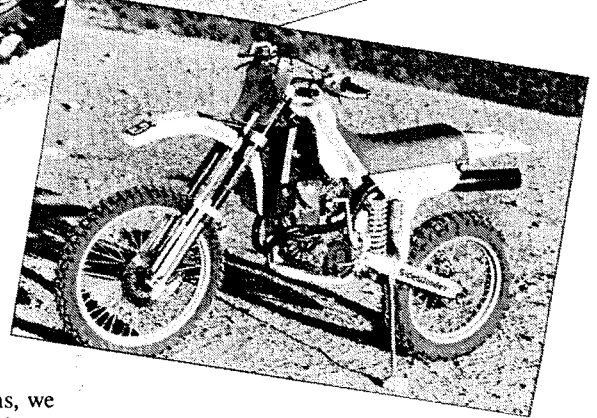
- After trying many tire combinations, we ended up preferring the standard-issue Metzeler MX front and rear tires. They seem to last the longest and maintain traction in the most varied of conditions.

- The tank stickers will bubble and start falling off about two weeks after you buy the bike. If you want them to live, drain the fuel from the tank after every ride.

- You must run the rear brake pedal loose. If it's too tight, the brakes will go on when the rear suspension bottoms. The culprit is the design of the pedal, which doesn't pull directly over the swingarm pivot, but behind it. We welded an extension on our pedal to raise the tip since it has to be run so loose.

- Take the stock intake manifold clamp and toss it in the weeds. On several downhills our bike coughed and blew the carb out of the manifold. We've since learned that when the carburetor slide wears, due to dirt consumption (see air filter fix), this can happen. Switching to a beefier clamp, we rigged up a rubberband system to hold the carburetor in the manifold even if the clamp falls off!

We're still learning new things about the Husky thumper, but we can say in all hones-



ty that each modification we've made has resulted in a gain in either performance or handling. It helps considerably when the patient is healthy and strong, and to this day our bike has suffered nothing more than two flat tires and several loose spokes.

WHO TO CONTACT

For further info on the WP upside-down forks, contact White Bros., 11750 Seaboard Circle, Stanton, CA 90680; (714)895-1991.

For the scoop on fork springs, contact ATK, 2650-C Walnut Ave., Tustin, CA 92680; (714)731-5114.

To get dialed in on Two-into-One exhaust systems, contact Cobra, 4760 E. Bryson, Anaheim, CA 92807; (714)779-7798. □

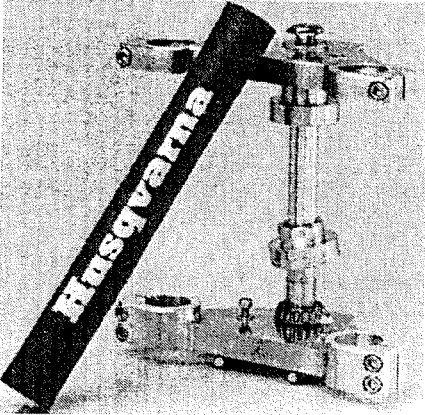
PRICE CHART

WP 4054 upside-down forks	... \$749
21-lb. fork spring	... 49
Two-into-One exhaust system:	
w/muffler	... 135
w/spark arrester	... 150

NOVEMBER 1986 / DIRT BIKE 51

Hot Rod Husky

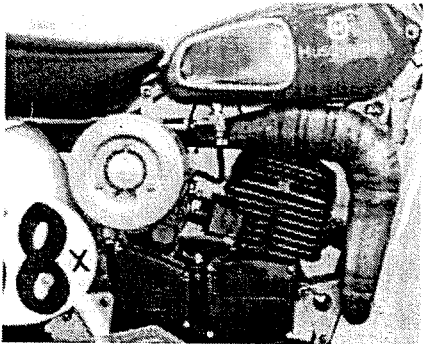
NEW TRICK HUSKY PRODUCTS! **Hot Rod Husky Triple Clamps** featuring all aluminum construction with Timkin bearings and 5 mm less trail for easy turning. Also incorporating special fender attachment for easy and strong installation! These clamps are made with care by a machine shop dedicated to hi performance motorcycle triple clamps and are top grade aluminum alloy. Cost is \$395 plus a little shipping.



515-984-7911

hrhusky@aol.com

Hot Rod Husky now has a new product line of pipes for the 250 Mag and the 400 Husqvarna they are through the frame pipes with an alum silencer, 5 lbs lighter than stock with better power band! The price for the pipe is \$325 with silencer. Call me at **515-984-7911** after 5:pm CST or you may email at **hrhusky@aol.com**



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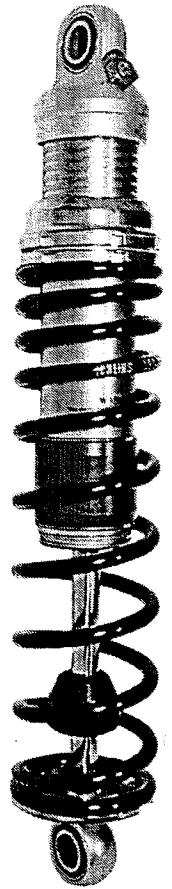
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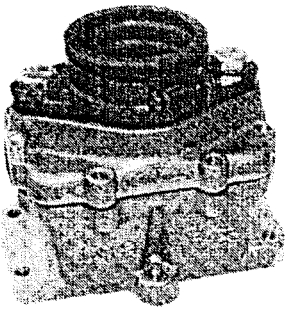
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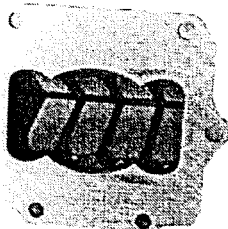
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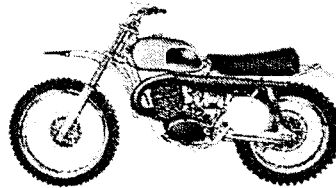
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