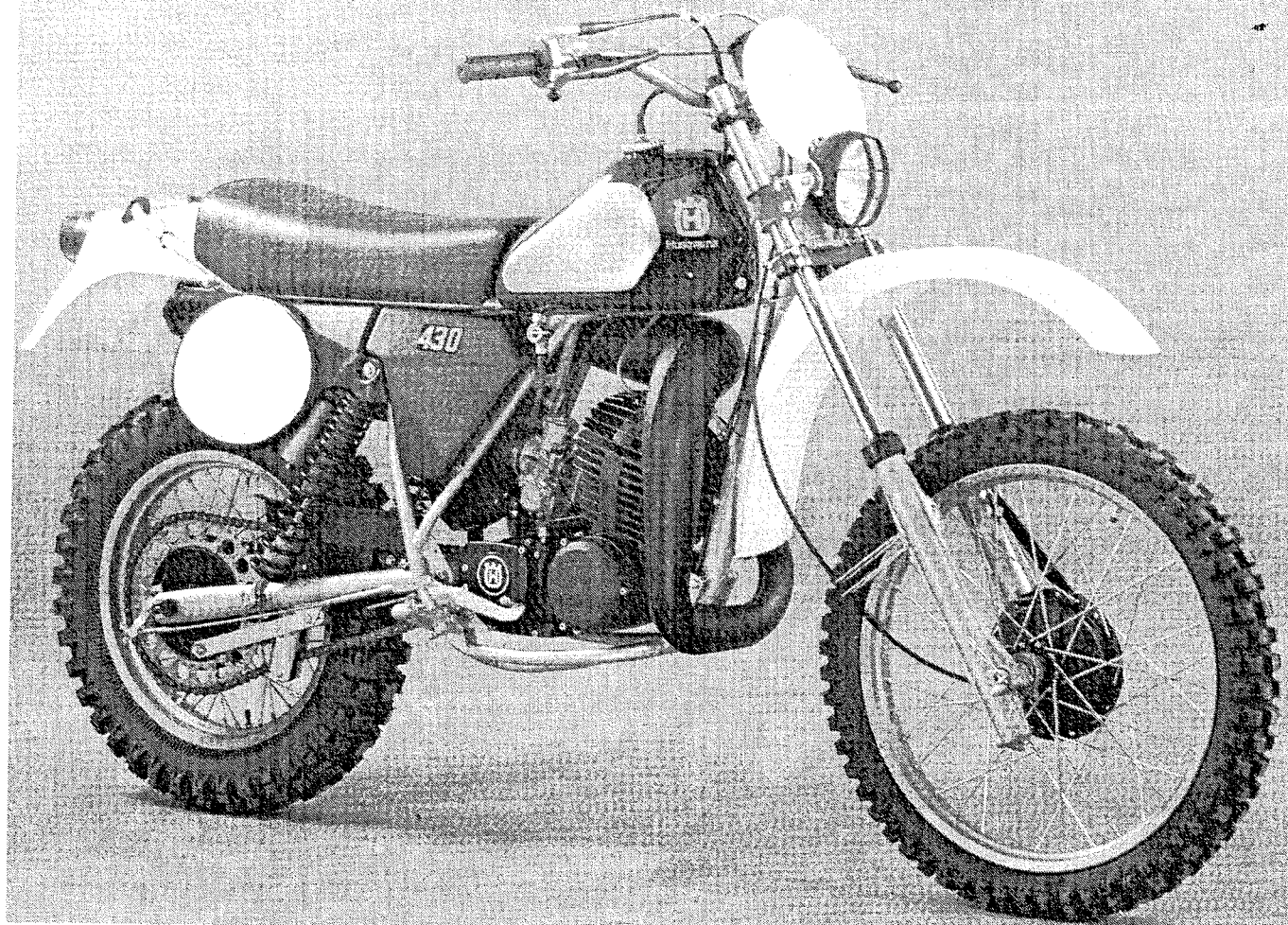


# Husqvarna Report #25

www.huskyclub.com



**The 1981 430 WR featured a completely redesigned engine - cylinder and gearbox - with primary kick. New die cast rear hub and stronger spokes were added. New Öhlins "Piggy back" type gas shocks improved the rear suspension. New designed aluminum gas tank gave the rider an easier ability to shift weight forward.**

From a restoration standpoint, WR's are more difficult and expensive because of the details, lights, brackets, mufflers, cable guides, horn, wiring harness, voltage regulator and such. As these "Historic" Huskys become more and more collectable, the WR's with all the correct details will command the highest prices.

The 430 WR had a small diameter SEM 116 mm. The headlight was 12 volt 36/36 watt, Taillight was 12 volt 5/20watt.

Rear tire - 5.50x17", Front tire - 3.00x21, 12 tooth primary sprocket, 53 tooth rear sprocket, 244 pounds.

#### Contents of this issue:

Wiring Diagrams 82 Husqvarna 430 WR +

Get An Old Husky Started

Vintage Test Apparatus for 60's era Huskys

Lanny Liggett's Hershey Race Bike Wins Again!

Readers Write -

Fork Stops

Trans Oil

SCORE

Leroy Winter's ISDT 2001

Husky Lighting Article 1974

Husky Lighting set up Drawing

O'Connor's Custom Husky Flat Tracker

Smith and Howerton vintage photos

MegaClassifieds

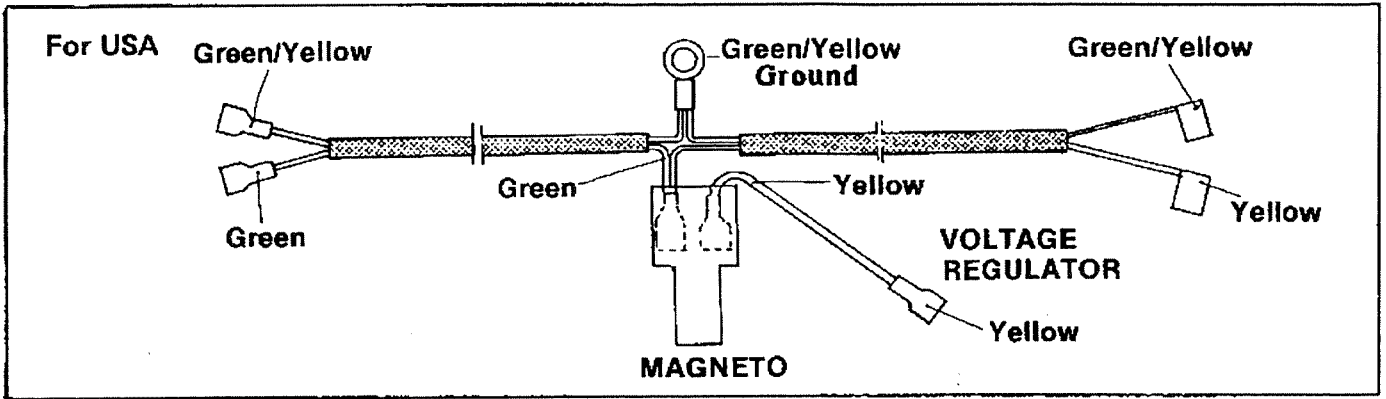
Husky Vintage/ Modern Suppliers - Mossbarger, Öhlins,

Hot Rod Husky, Vintage Husky, Halls, PVP, Stahls, VMX,

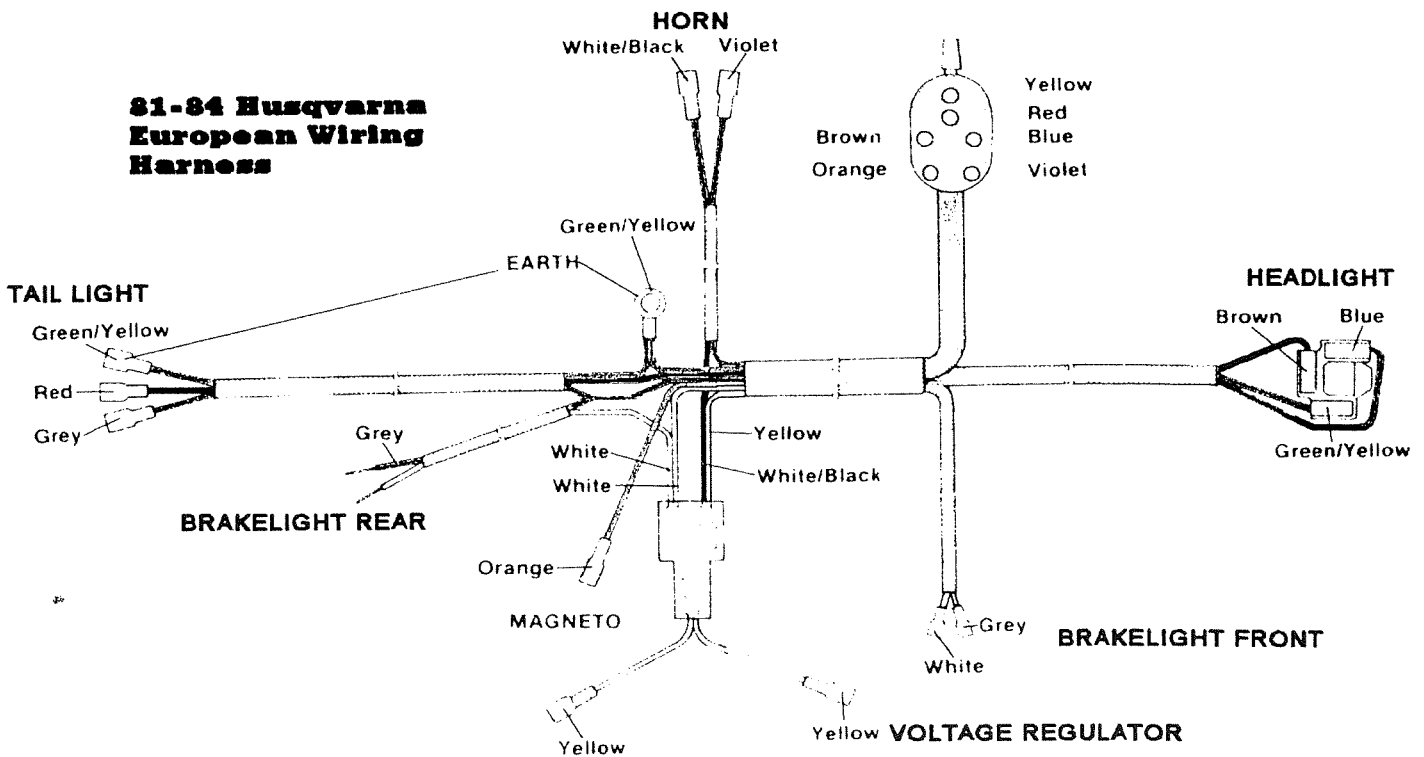
Toy Tech, EuroRods

# Wiring Diagram for Husqvarna

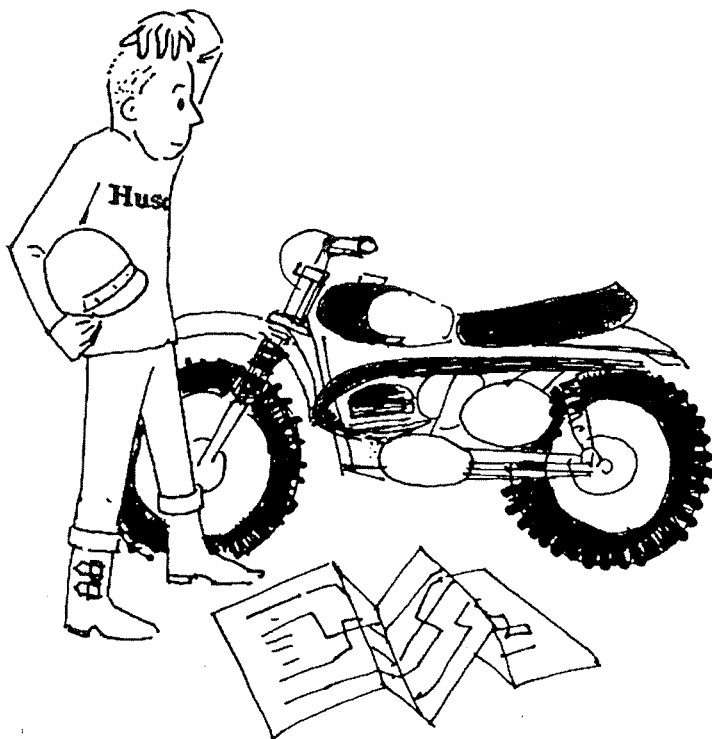
These 2 diagrams are the wiring diagrams associated with 82 Husqvarna 430 WR. They both apply to the 80 - 84 or maybe earlier. The simple one below is the USA wiring. The yellow is head lite, green is taillite, green/yellow is ground, yellow goes to regulator. I do not see any switches, so the lites must be on at all times, wired direct? Is this true?



Below is the European wiring scheme. It shows a handle bar switch that would have lites on/off, lites hi/lo, horn button. There is also provision for additional switches to activate rear brake lite, both from front lever and rear lever.



Editors Note - I have picked up an 82 auto 420, but have not had time to run the wiring. Past owner has added a handlebar switch to do something, I think turn lights on and off.



## Start routine for a 66-77 Husky reported to be in running condition.

By Craig Comontofski

If the Husky has not been started in the past 12 hours and the Husky is new to you:

- 1) Install new plug Champion N3C or B8ES NGK
- 2) Open petcock and tickle Bing until carb pees on top of engine.
- 3) Shut off petcock.
- 4) Kick start with authority and a slightly cracked throttle until engine pops, usually 1-3 kicks.
- 5) Kick thru slowly until kick start is at top most catching position, open throttle 1/2 way, kick with full power kick. Bike should start on this kick!
- 6) Swing your leg over bike, sit down and turn on petcock with your left hand while maintaining a throttle rap with your right.

If the Husky has been recently successfully started:

- 1) open petcock and tickle quickly once to verify liquid fuel in carb bowl.
- 2) position kicker at top most position and kick with authority. Bike should start on first kick.

### Reasons for a hard or non starting Husky

1. Carburetor pilot jet plugged or other adjustments.
2. Poor spark from magneto or out of time.
3. Poor compression.
4. Leaking crank seals - esp mag side
5. Leaking intake gaskets, base gasket, case gasket
6. Damaged or poor reed valves.
7. Clogged air filter
8. Other

### Carburetor corrective action

option - replace Bing with Mikuni

option - repair existing Bing

- 1) review Husky specs for your model Bing.

2) order new pilot and main jets with additional jets up one step and down one step. For instance if your pilot is listed as 45, order 40, 45, 50. If your main jet is a 185, then order a 180, 185, 190. Order a new float needle, and main jet screen

3) Make sure all the passage ways are open and clean then install new stock jets. Install new float needle. Do not over tighten this stuff! Use the correct tools! If you have doubts about any other Bing components, then order those as well - slide needle, clip, gasket, atomizer, mixing body, slide, pilot screw, top o-ring, top screws, spring for pilot screw, spring for idle screw, etc.

4) Do not use any sealants anywhere!

5) Reassemble your carb, the smaller pilot screw (idle air screw) should be 1 1/2 - 2 turns out from lightly bottomed. The big screw is a idle position setting for the slide. Both of these screws, on a 36mm Bing, should have a tension spring underneath them to hold your setting position.

## Spark problems

### Poor ignition circuit corrective action

**Bad connection - head to motor** - remove head, clean 4 head studs, clean head nuts, clean head/cyl contact, do not use any sealants, reassemble.

**Bad connection - motor to frame** - remove engine, clean points of contact to bare metal, clean motor mounts to bare metal, clean engine mount bolts to bare metal. Do not use any sealants.

**Bad connection stator (or point/coil plate) to motor** - remove flywheel, mark plate/eng position with sharpie pen, carefully and with correct fitting tools remove stator plate, clean plate to bare metal, clean engine to bare metal, clean screws to bare metal or better yet, replace with new. Reinstall

**Bad connection - upper coil to frame** - remove and clean to bare metal.

## Poor Compression

Remove existing ring, clean, reinstall

Fit new ring on existing piston.

Bore and fit new piston/ring.

I have addressed the top 3 items I would be concerned about. I hope this helps. Please let me know of corrections or better ways of dealing with these problems. Thanks Craig [husky@intrepid.net](mailto:husky@intrepid.net)

**Magura Throttles**

**Magura Levers**

**Magura Kill Buttons**

**Magura Vintage Grips**

**Magura Race Pro Grips**

**Magura Bulge Bars and Mounts**

**Magura Dog leg Power Levers**



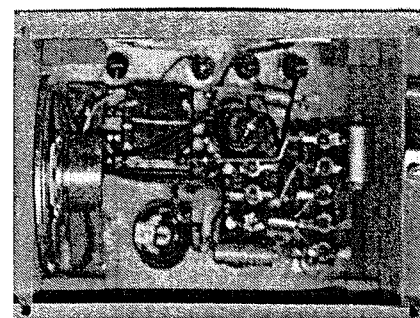
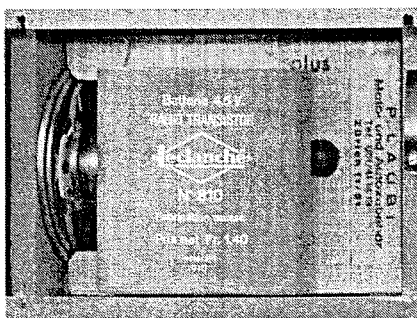
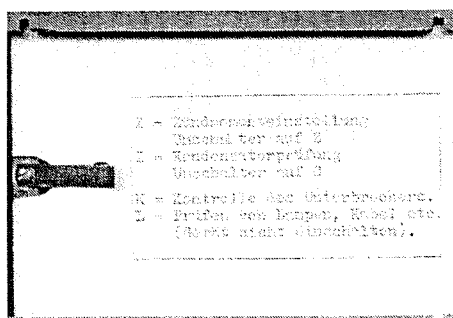
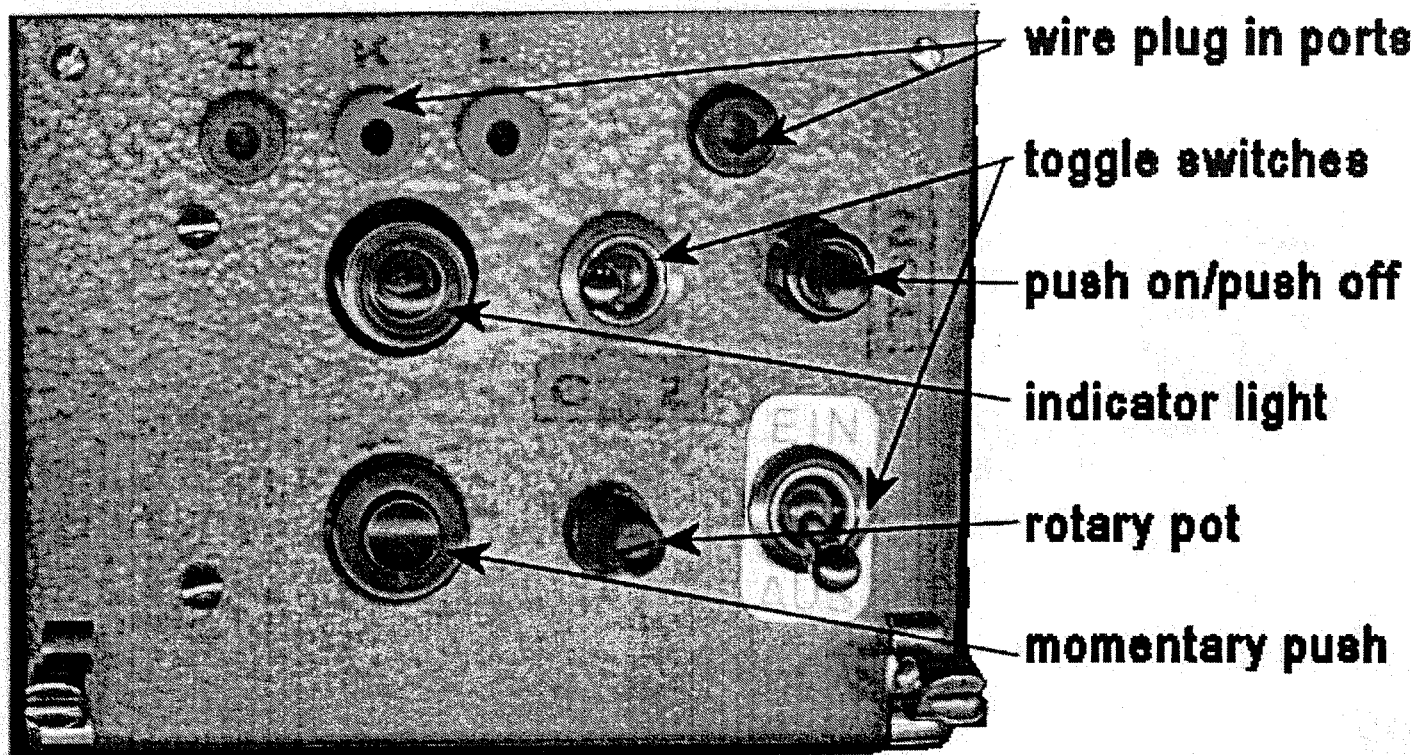
Please call for availability and prices. Call Craig Comontofski at 304-267-6471 - 8am-10pm EST or e-mail [husky@intrepid.net](mailto:husky@intrepid.net) Visa and MasterCard

# Husqvarna Test Apparatus 1969

Craig - husky@intrepid.net

Did you ever wonder what hi tech shop equipment was available for testing Bosch and Femsu ignition units in 1969? I had not wondered at all as I had been getting by with a low voltage continuity tester for a points opening indicator and if it wasn't working I use a multimeter.

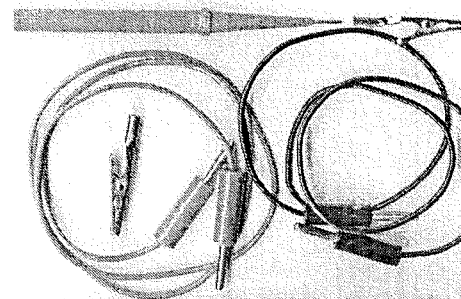
Along comes a test apparatus on E-Bay. Guess who was crazy enough to buy it? Yup, you know who. Well here it is. I bet at the time this was a pretty sophisticated unit and inside is a pretty complex wiring scheme.



As you can see the rear has a cover with instructions. When you remove it, there is a battery layer with a 4.5 volt battery. That removed you can see the internals and the buzzer speaker is visible. The unit is constructed of composite "press board", painted grey. Rear cover slides into slot and is held by spring clip. The two clips on front hold a test probe.

The battery looks like it is replaceable with 3 AA batteries, similar size and the voltage would be correct. The unmarked wire plug port (banana plug hole) is "ground". Top large photo is actual size of unit. The official instructions you see to the right are translated from German to Swedish then to English. There is a black wire, red wire, 2 alligator clips, and a red test probe. I never saw a shop ever own or use one of these Testers during the late 60's period. Maybe some of you guys have?

I wouldn't worry with building this type unit. There are a dozen multimeter units you can purchase at Radio Shack to replace this item. I use a simple, 3 volt continuity checker to set my points opening (timing) on my 67 360 with a Femsu ignition and it also can be done with a multimeter.





## Transistorized test apparatus

### Instructions for use

Caution! Carelessness during transportation can result in faulty battery terminal connections. When unpacking the apparatus, therefore, check that the battery makes good contact at the terminal points .

### Adjusting the regulator of the apparatus

Set the main contact to "EIN". Press down the key. Then turn the adjusting knob to the right or left so that the lamp just lights. We recommend that this check should be done at regular intervals. Protect the apparatus against extraneous currents. When using the apparatus the black female contact should always be connected to the engine chassis or crankcase, i.e. , earthed.

### Checking ignition timing through sparking plug cable, sparking plug protector, high-tension connection

Connect a cable between the sparking plug cable, sparking plug protector or high-tension connection .and the contact marked "Z". Set the main contact to "EIN". When the flywheel is turned round the point at which the contact breakers open is indicated by the lamp.

### Checking ignition timing through short- circuiting cable

Connect the short-circuiting cable to the female contact marked "K". Set the main contact to "EIN". When the breakers open the lamp lights and the buzzer tone alters .

### Testing leads

The main contact of the apparatus should be on "AUS". The female contact marked "L" is connected to the cable to be tested and the earthing cable is connected to the other end of this. In the event of a fault in the cable the lamp does not light.

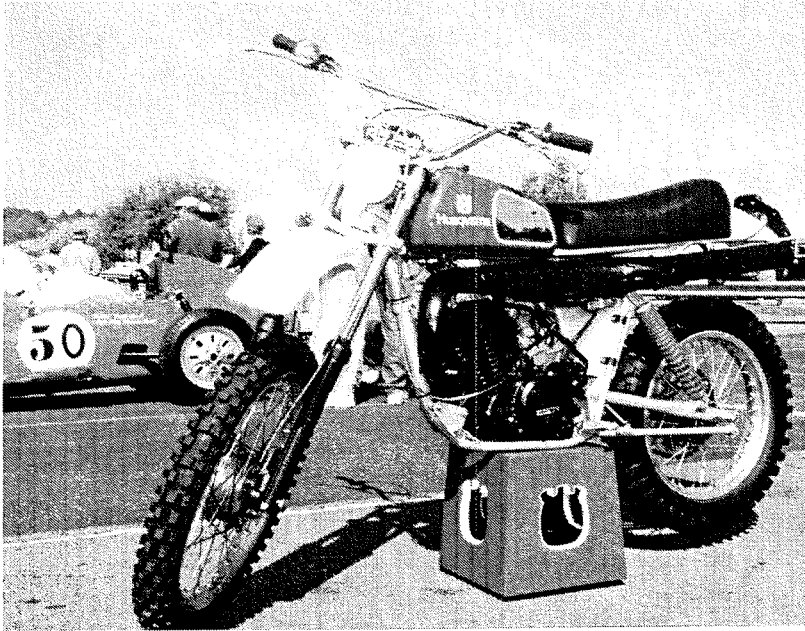
### Testing capacitor

Set the main contact to "EIN" and the other contact to "C". Connect the female contact marked "Z" to the capacitor or other suitable capacitor connection. The buzzer contact should be set so that it gives the low tone. In the event of a fault in the capacitor the lamp lights or flashes continuously. The lamp should light and then go out immediately. When reconnecting after about 30 seconds, the lamp must , not light or flash, otherwise this indicates leakage in the capacitor. When testing the capacitor, it must not be earthed, either through the contact breakers or the ignition coil. Place a piece of cardboard or other suitable insulation between the breaker points and disconnect the primary cable to the ignition coil from the current circuit.

## HERSHEY - A BITTERSWEET EXPERIENCE FOR AN OLD HUSKY AND AN OLD HUSKY RIDER

by Lanny Liggett, Moon, PA  
tlig73@aol.com

For those of you not familiar with "Hershey", it is a huge National car/motorcycle show along with a vast three-day swap meet. It is officially known as the AACA (Antique Automobile



Club of America) Fall Meet. It is held adjacent to the chocolate factory in Hershey, PA, where the air is permeated with the smell of roasting cocoa beans. All vehicles must be a minimum of 25 years old. For 2001, there were approximately 1,500 cars and 40 motorcycles and scooters on display at the show.

The sweet part of the experience was meeting and getting to talk to so many nice people, many of them having owned or competed against Huskys. Everyone enjoyed seeing my bike and had lots of Husky stories to tell. The bitter part was being a first-time entrant in the show. I didn't know the drill and all the hoops you had to jump through.

I wanted to enter my Husky in Class 24C, Competition Motorcycle since it was restored to as-raced condition and was not stock.

The entry process began in June for the October 13 show. First you must join AACA, then have your bike certified as a competition vehicle. You must submit race results and provide pictures of the bike when it was raced and after restoration. Lynn Paxton of the AACA was very helpful in guiding me through filling out the many forms and all the other red tape.

Being a saver, coming up with the required data was no problem. I purchased four new Huskys from 1971 to 1976 all from Chuck Boehler in Jamestown, NY. He was easier to deal with and much cheaper than the local Pittsburgh dealer. I started with a 71 360 8-speed, then a 73 400, a 75 250WR and finally the 360WR which I still have. Also, I have copies of all the paperwork for each bike and have an extensive collection of Husky memorabilia including seven gas tanks.

After going through the process, you receive a brass plate with your certification number which must be mounted on the bike when it is judged. I discovered I was only the second person to go through the process and have a bike certified as a competition machine. There are a lot of certified race cars, but I was Bike #002. In fact, my bike was displayed with the race cars and not with the other motorcycles.

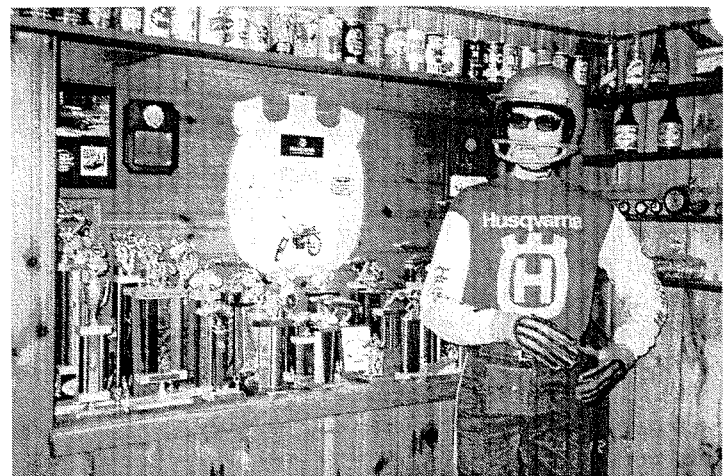
On show day there were more hassles. Security didn't want to let me on the show grounds with the car and trailer. Then when we did get the bike and our gear for the day unloaded, I had to park the car in a special area over a mile away and walk back.

The Husky's spark is a little weak, so we had to push it through crowds of people and incoming big-buck show cars to get it started. I could not have done it all by myself, but luckily I had my understanding wife and two friends there to help.

I used my bikes for woods riding, hare scrambles and enduro competition. My 360 is equipped with a fake headlight/tail light and a license plate to meet enduro requirements. It was delivered with a French Gurtner carburetor, but Husky later sent a free Mikuni to replace it.

My son was injured at Blackwater in 1984 and I quit riding but kept my Husky. In 1990, I restored the bike to as-raced condition. The fenders and wheels are original. The seat was recovered with an original replacement and the tank is NOS. The bike has a compression release and the chain guard is cut open. Everything is just the way it was raced.

As I said, I am a saver and so I still have all the circa 1970's riding gear – High Point all-leather boots, denim riding pants, Husky shirt and open face Bell helmet with duck bill visor and football face shield – which was the hot setup 30 years ago. I rode onto the Hershey show field with all this gear on and received many cheers and thumbs-up from the large crowd. In spite of all the hassles, when the day was over, it was a lot of fun. Of course, I won first place in my class since I was the only entry. The bike also received the AACA Junior Award which means I have to go back next year to try and get a Senior Award. Like I said, it was fun.



*A manquin dressed in my vintage gear guards the trophy case in my gameroom.*

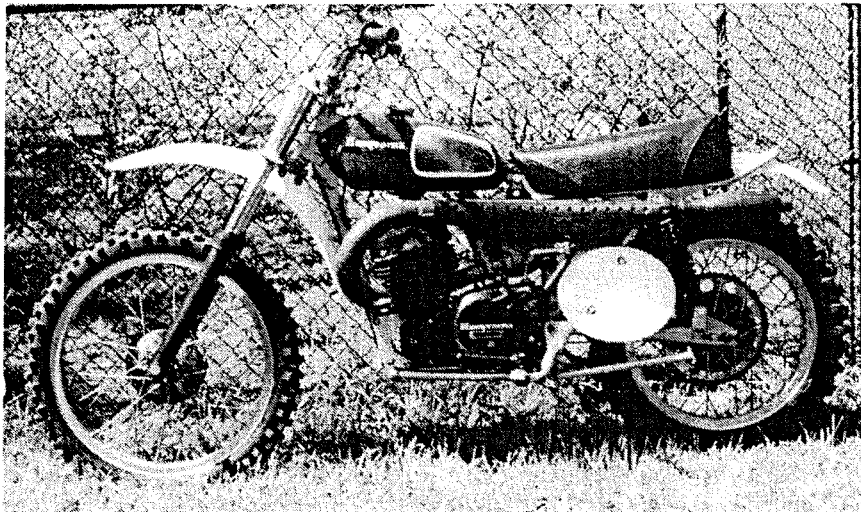
## #25 Readers Write

### Wiggins Back At It!

from Bill Wiggins - [bwiggins@zebra.net](mailto:bwiggins@zebra.net)

Hi Husky Club,

Here is a picture of my 1973 400CR Husky. Gas tank has original paint job. Just replaced old plastic, vinyl, and rubber



parts. Looks pretty good to me. I rode in a vintage mx race at Tallasee, AL on Sept 1<sup>st</sup>, my first mx race since 1977. I rode in the intermediate 50+ class and got second overall, just lucky. Goal was to not fall down and finish, I had a blast! Met a lot of great people from everywhere. I will send you some pictures of the 250 when my motor comes back from AMS Racing. Both of these bikes were one owners with very little time on them, plus no mods! 100% factory stock. Was I lucky or what?

Regards - Bill

### Automatic Oil Choices

Hello Huskyclub,

I have been an Husqvarna automatic owner for many years as well as technical person in the refrigeration industry. At the time I bought my first automatic, 1977, I was disappointed with the price and availability of automatic trans oil for my machine. So being able to research the oil characteristics of Exxon Unavis J26? As recommended in all automatics, I compared to the hi tech oil we use in the refrigeration business. And the research led me to **3G refrigeration oil**. I have used it successfully for years, it is readily available, it has the same properties as the Husky shock oil/Automatic oil. It is available at your local refrigeration company.

3G is just a spec number, the brand is not particularly important. 150 viscosity, non foaming. It is available for about \$11 a gallon. You can get it from WW Grangers industrial catalog as well.

Rich Alivero, Syracuse, NY - 315-699-9954

### Husky Starting Routine

I will try to write up something longer for the news letter, but I do have one quick story.

I rode the bike for the first time on Sunday. Took it to my shop to do maintance etc. afterward. Replaced lost expansion chamber bolt and spring and replaced old fuel line with new. Also cleaned and gapped plugs. Nothing major.

I took the bike to the track the following Wednesday eve. for a short ride before dark. Bike won't start. This bike starts easy. Switch plugs. Bike won't start. Will not even fire. Check spark. Spark OK. Plugs wet. Clean plugs. Bike still won't fire. Turn off gas, hold throttle open while kicking to clear out excess fuel. Bike won't start. Pull plugs and kick to clear out excess gas, clean plugs, check spark. Bike won't start. Repeat all steps four (4) times. (I was amazed at how methodical and patient I remained through the whole process). Bike still won't start. Remove air cleaner cover, (the cover I had to take off to replace the fuel line), remove clean rag from carburetor. Bike starts fine. Dark outside.

Steve - <[skerr@bright.net](mailto:skerr@bright.net)>

### Automatic in the House

a tidbit for other owners of Husky autos: If you can't find Exxon Unavis J-26 in anything but 55 gallon drums in your area, Siegel Oil Co. in Denver Colorado sells it in 5 gallon pails for \$77.67 including tax. Their phone # is 877-893-3211, address 1380 Zuni Street Denver, CO 80204.

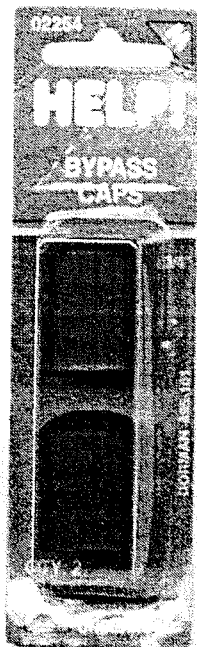
Craig have you taken your 84 500 AE out of the crate yet? My husky collection is steadily growing, just received a clean 87 430 AE need to reassemble from crate and set up for myself at this altitude. Currently own 86 430 AE basket case, 2 81 420 autos, 2 84 500 autos, 78 390 CR, 79 390 CR, 2 80 390's one CR, one OR basket, 73 400 CR, and a pick-up load of vintage and evo husky motors, frames, etc.. I'm currently in the process of building a new home, so I can do only minimal shop work now, but when it is finished I'm going to build a very cool 500 AE for the AHRMA GP class and submit a newsletter article.

Did I mention that I won the 2001 AHRMA Rocky Mtn. region's GP novice class aboard my beefed-up 81 420 auto. I wasn't the fastest guy in the class (2 consistently faster riders, both on Huskies of course) but I won by not breaking, staying upright, and consistent top 3 finishes. Who says you can't moto an auto? The 420 with 40mm Husky forks and Ohlins shocks worked great!

Adios amigo', TJ, "Tom Johnson" <[TJOHNS1@state.wy.us](mailto:TJOHNS1@state.wy.us)>

## ML Frame Series Fork Stop Bump Rubber

Hi Husky Club, For ML series frame, I use 3/4 " automotive heater hose caps, which can be found at any auto parts store, near the heater hose display. Usually they are bubble packed as shown, red HELP background, two to a package, \$2.99. The Help number is 02254. They work great on my 76 250 WR fork stops. The rubber caps slide over the Husky stops on the frame with a snug fit, and they save the tank if you fall. (Broke my collarbone in a 2hr. hare scramble 5 wks ago, so I know.) Tim Cochran  
<planejane21@excite.com>



## Leroy Winters ISDT Reunion 2001

Hello Husky Club,

Went down to the Six-Day Reunion today (about an hour drive from St. Louis) which was held at St. Joe's State Park formerly Missouri Mines laden with big rocks and loose rocks, mud, chat, stumps and trees that smile when a rider sports wide bars.

I saw Tom Boyd. He and his bikes performed well as always. I like visiting Tom; he's a real nice guy and one hell-of-a Husky builder. The weather was a little brisk, but all in all it was a beautiful day. It was about a 45 mile deal from what a few riders said. It seemed like everyone was having a good time. Those Missouri rocks will chunk your tires. :) There was some mud as strongly evidenced by one Penton rider who decided to dismount due to a couple ruts and gladly flopped around in the thick soup like frisky pig. I queried if he was cold from his unexpected bath, but he replied in the negative and commented that it felt rather nice. This man is a true sportsman. :)

I had occasion to meet Mr. John and Jack Penton. Naturally, I obtained an autographed copy of his book. I saw Ray Mungenast (Dave's son). Note that Dave, Sr., the world renown ISDT Six-Day rider and entrepreneur, is setting up a museum where many of his bikes will be displayed. Becky at Classic Motorcycles will be the curator. Contact her at 314-481-1291 if you want to visit for a peek of the past.

Well, I haven't seen Ray in over 10 years. It was comforting to see that I was not the only one to put on some weight. :) I just went down to shake a few hands and then I came back up to St. Louis in anticipation of a hot date. Anticipation.....oh well....I'm writing this instead. :)

As I write this tale, the 150 riders or so are whooping it up at the Banquet. I should have gone and then I would have a story. :) )

Once again, the infamous Ed Schmidt, Sr. escaped me. Will I ever get that interview that no one has had the chance to get? A few months back I did speak with Ed Jr. and his sister Ann. They commented that it was hard for them to get an audience with the "Great One." I also missed meeting Malcolm. Yes, Mr. Smith was there too. Yes, it was a brisk and beautiful day. The folks of Missouri are a fine bunch and that area of the state has lovely rolling hills, and good ole boys with NRA stickers on their windshields and Easy Rider rifle racks fore of the rear window.

St. Joe's State Park lies in St. Francois County where justice is served swiftly in one of the most traditional and stately court houses of the Union. Missouri hosts many old court houses that go back to the turn of the prior century. Some go back to the 1800s. They are sculpted of Missouri red brick and solid granite. Some of the granite used in many buildings in the state came from Washington County, a neighboring county of St. Francois where the ride took place. Wendy Wexler Horn is the appointed Prosecutor for St. Francois County. I practiced the art of giving chocolates to Wendy when we were in law school together. I was assured that if any riders got out of line and found themselves before the Bench in St. Francois County I could have saved them with a box of chocolates. "Mama always said that life is like a box of chocolates." :)

Well, I wish I had more to report. I would have ridden the event but my Huskys are apart in Mississippi. Is that a good enough excuse? So, as the riders pounded themselves through the woods of St. Joe's State Park, I rounded two laps around the concession stand. "Fat boy is as fat boy does." Until next time.

-Radar - JLouisraaf@aol.com

PS-I need some NOS cables for my '72 250 Cross. Who has them , anybody got a recommendation ?

---

## SCORE Vintage Classes

Ron Akin is a guy that I built a bike for and have know for a few years is the one that came to me with this Hair-brained scheme, and I told him he was nuts, anyway he wants to race the SCORE series on an old Husky.

After talking to Mike Harper I emailed Sal Fish at SCORE and a couple of days later he called me and we discussed setting up a vintage class to run the SCORE series. Sal's suggestion was to get Cyclenews to do a story to build some interest in setting up a class. Sal indicated that the class could be setup using whatever rules anyone wants to make. I don't know if you or anyone in your club wants to research some rules or use AHRMA or CVMX whatever to set the parameters for the class. John LeFevre suggested pre 74 and a Evolution GP class , I was thinking that for now maybe we should go pre 74 but perhaps you could discuss it with come of your club members that may be interested. Let me know what your think. Thanks, Bill McNees

"William McNees" <bmcnees@satcom.net>

please e-mail Bill if you have an interest in this , I just copy/pasted part of his e-mail here for club members info

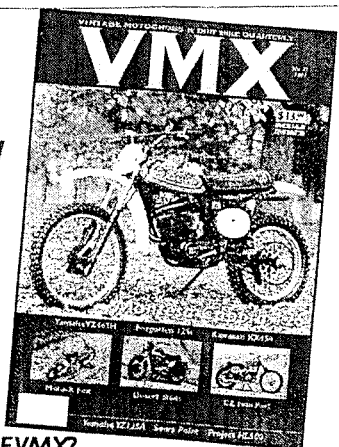
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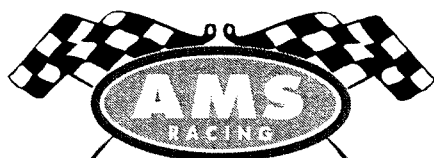


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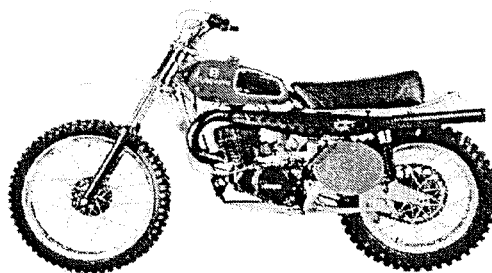
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as I will not be able to return parts search calls. Call  
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# Husky 250 Lighting Kit

by Brad Zimmerman

Since our test bike, the Husky 250 WR, was basically designed for enduro and trail riding, it seemed only natural that we complete the process that the Swedish firm had begun. For real honest enduros and Two-Day Qualifier events, you've got to have a street-legal motorcycle.

Thus, with the help of Preston Petty and a few other friends, we set about making our WR 250 legal. Since the machine is already equipped with a lighting coil, it's simply a matter of , connecting all the wires to get some bulbs blazing.

The Preston Petty headlight/number plate unit was used up front, because it fits anything short of a Mac truck and it's the simplest, cheapest and most readily available item on the market today. And Preston is our kind of people. The first step in transforming your bike to a corner liquor store special is to remove the stock number plate. Make sure that you don't throw it too far away-you might want to return it to the bike in the future for a desert race.

The wires exiting from the lighting coil on the Husky can be found down by the ignition cover located on the right hand side of the engine. Since we decided that the machine had to be waterproof, we opted to cut off the stock male/female plug on the wiring and go to the tube design, where you just insert the wire, squeeze it down with pliers, and completely cover the whole splice job with silicone sealant.

As far as the wires go, the diagram is simple. You use the yellow one for the headlight and the other one for the taillight. There are only two wires that are exposed coming out of the engine. If you've got more than that consult your Husky dealer, because there's something wrong.

There are a few things that you should check when mounting the headlight. First, a good ground wire location is essential. We found that the left side triple clamp pinch bolt was a good spot. Water rarely gets up there, and if you do pull into a checkpoint and find that your headlight is out, it's easier to check the wire up there than someplace under the seat. Using the four plastic ties enclosed in the package and following the wiring diagram, it was simply a matter of 10 minutes to get the headlight unit affixed. If you're really a nitpicker you can go through the motions of getting the light aligned properly. We found that the easiest method was to shave off part of the blocks found on the back of the unit until the beam was directed either farther up or down. If it's pointed too far up, shave down the two blocks on the bottom. Repeat the process for the opposite. You can use your garage door to check the angle that the light is directed towards. Just pull the bike back about 30 feet or so and shine the light on the door. Quite often you'll find that you don't know what to do with the three wires coming out of the headlight. We cured that problem by ignoring one. We used the ground wire and the juice wire, both located towards the righthand side of the headlight. If you're inventive you can slice into the juice or ground wire and rig it up to an on-off switch located on the handlebars. The rear taillight fender assembly is very similar in application to the front. Using the second wire coming out of the coil area and working with the proper slice tubes, you can get the taillight to burn constantly. For a ground spot, we used one of the pipe mount brackets located on the left of the machine. At first the Preston Petty Rear Integral taillight assembly seemed too

awkward and flimsy to stay on. But after some analyzing and experimenting we found a good way of mounting it. Using the stock seat mount bolt holes you can drill through the plastic fender and mount it there. Then if you rescue the stock rubber grommets off the original fender, these two can come into play to help keep the fender tight and secure. Just so we could sleep at night we put a couple of plastic zip ties on the back of the frame loop at the highest point towards the rear. If you really want to get fancy, a rubber rear fender grommet off a Suzuki TM 125 will fit just perfectly.

Again, you can splice one of the wires from the taillight assembly into the on-off switch at the handlebars, so that bath the front and rear lights will only burn when the circuit is closed. After going through the inspection at Two-Day Qualifiers, and running up and down the street a few times on pseudo-street machines, we found that hooking up the brake pedal switch for the rear light was too much of a bother. A real enduro rider doesn't seriously plan on using his machine to go around town, thus for him it isn't necessary to have the taillight go on when he steps on the brake pedal. If you're contemplating using your bike for both work and play, we would suggest that you set up a pedal actuating circuit. The one on any Honda is about the simplest, and is relatively easy to hook up. When mounting the rear fender, you'll probably find that you've got to use part of the old existing fender. The Preston Petty unit doesn't seem to be long enough, thus you're going to have to do a little trimming and eyeballing so that you're sure no mud or water can fling up onto the engine from the rear of the bike. With the two fenders on, the addition of a 69-cent mirror and a \$1.29 squeeze bulb horn, your bike is basically street-legal. As a matter of fact, when we set up our Husky we took it down to the California Department of Motor Vehicles and were informed that the machine would have no problems passing the inspection for a street-legal license. It seems that all they require is a light (rear only), mirror and horn. They don't specify how large the mirror must be, but if you're going to show up with one that is the size your dentist uses to look in your mouth, they'll send you back home.

So for about \$30 you can take that Husky WR 250 (or any variety of other race machines designed for enduros) and spend an afternoon making it street-legal. It should be noted here that the police still frown upon wheelies, curb berming, full-lock slides, and other such thrilling escapades on the street. The lighting kit and proper permits will give you a chance to ride the machine on the street. Leave the racing part to the dirt sections, and specifically, the special test part.

POPULAR CYCLING - January 1976

*Husky Report Editor - the Femsas flywheel unit has 2 lighting coils and 1 ignition coil, points, condenser, and oil wick.*

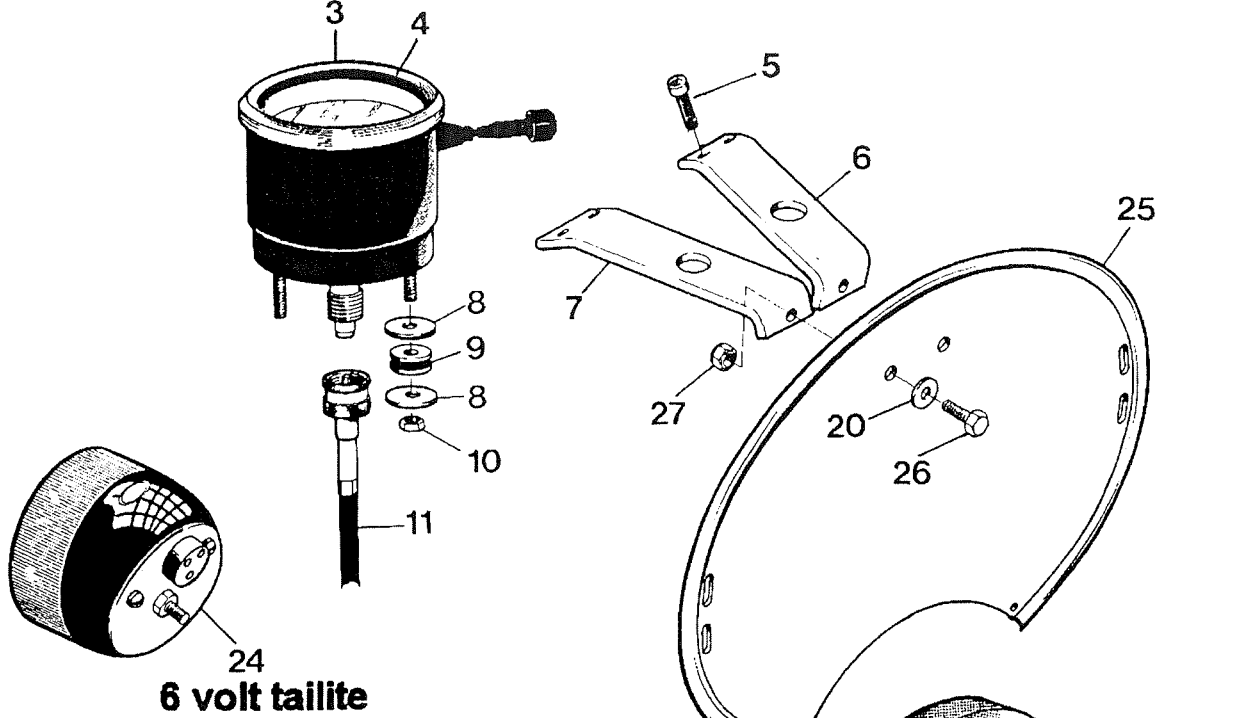
*3 wires are coming out of a Femsas!*

*The ignition wire runs to the tank coil (secondary coil) and is used to run the bike of course. It is this wire that the kill button ties to and grounds out the spark when used.*

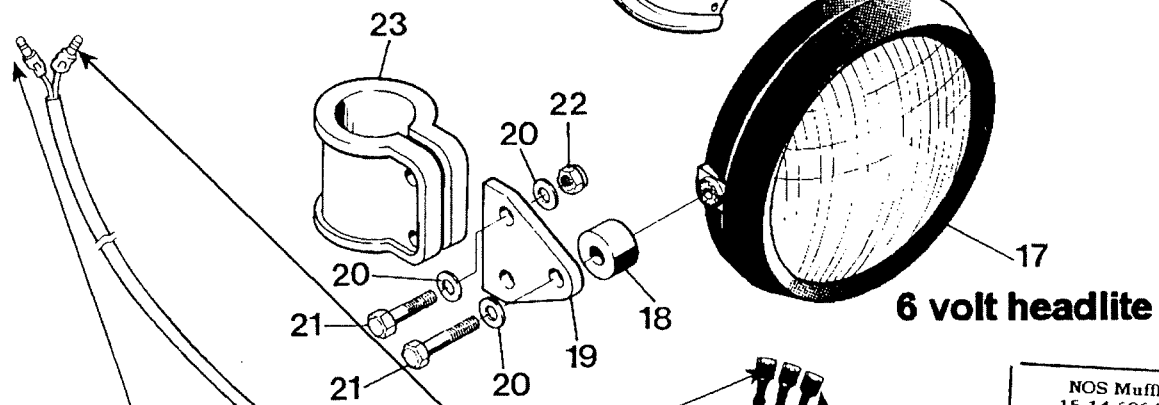
*The 2 lighting coils - one is an individual large coil and has good output. The other is simply an "overwrapped" ignition coil or sometimes a small overlay coil, on or "around" the ignition coil.*

*So therefore, there are 2 hot wires coming out for use in running elec items.*

*Make sure these 2 lighting wires are well insulated if not in use.*



**6 volt tailite**



**6 volt headlite**

**Ground**

**other wire from Femsas goes to the 1 tailite filament.**

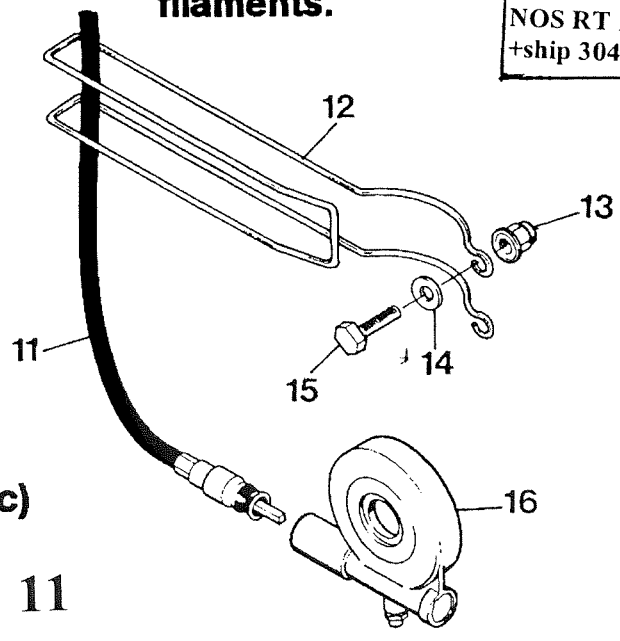
**yellow wire from Femsas goes to the 2 headlite filaments.**

NOS Muffler  
15 14 626.01

1973-75 Husqvarna  
250 + 360 WR RT

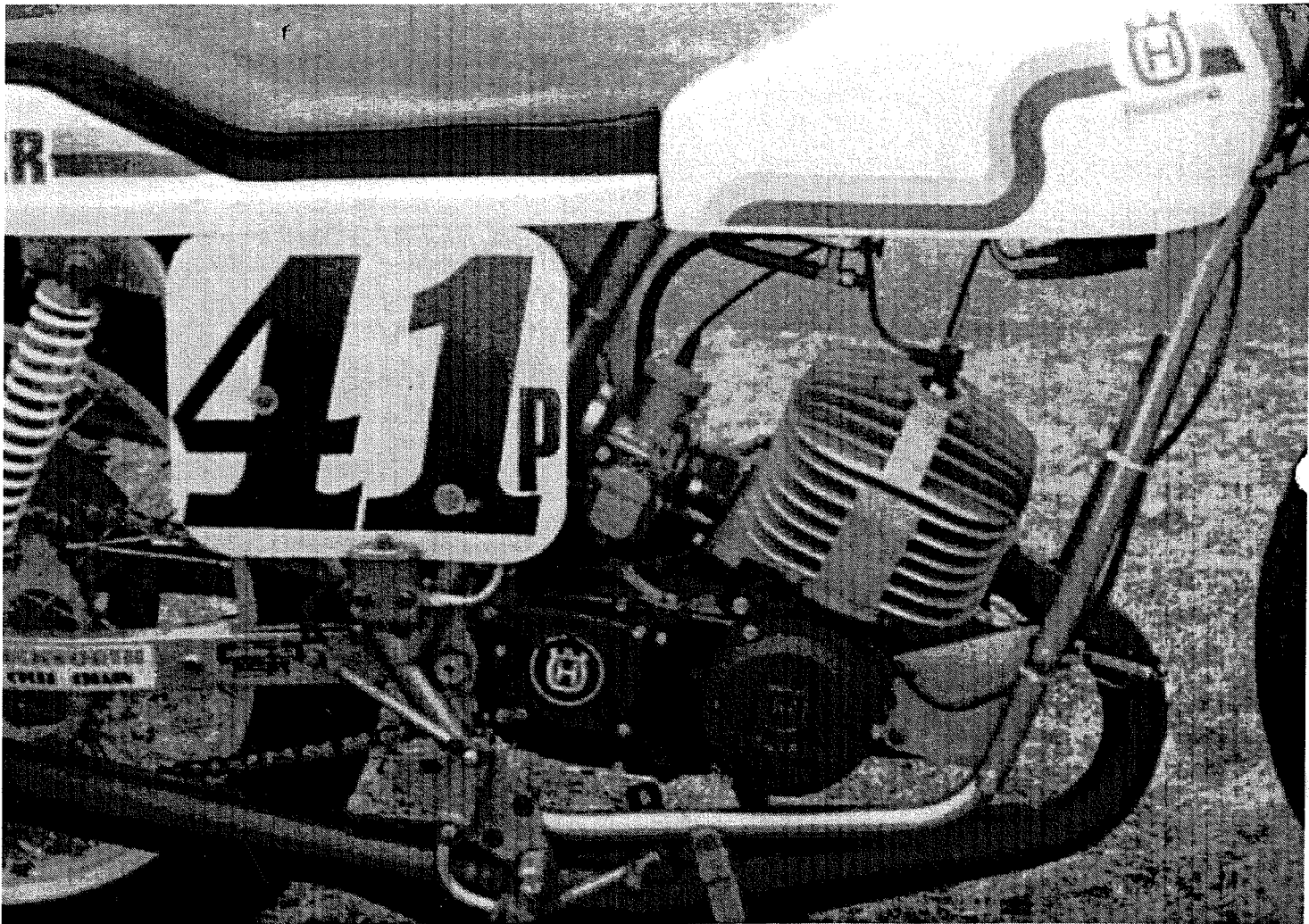
NOS RT Mufflers -\$60  
+ship 304-267-6471

**Femsas lighting coils produce 6 volts to ground, each. One is small and is combined with the ignition coil. The other is large and is used for the headlite and other elec items (battery, brakelite, etc)**



# Husqvarna / O'Connor Flat Track 1982

Let's start building something for AHRMA flat track season. Look at what Brian O'Connor put together in '82

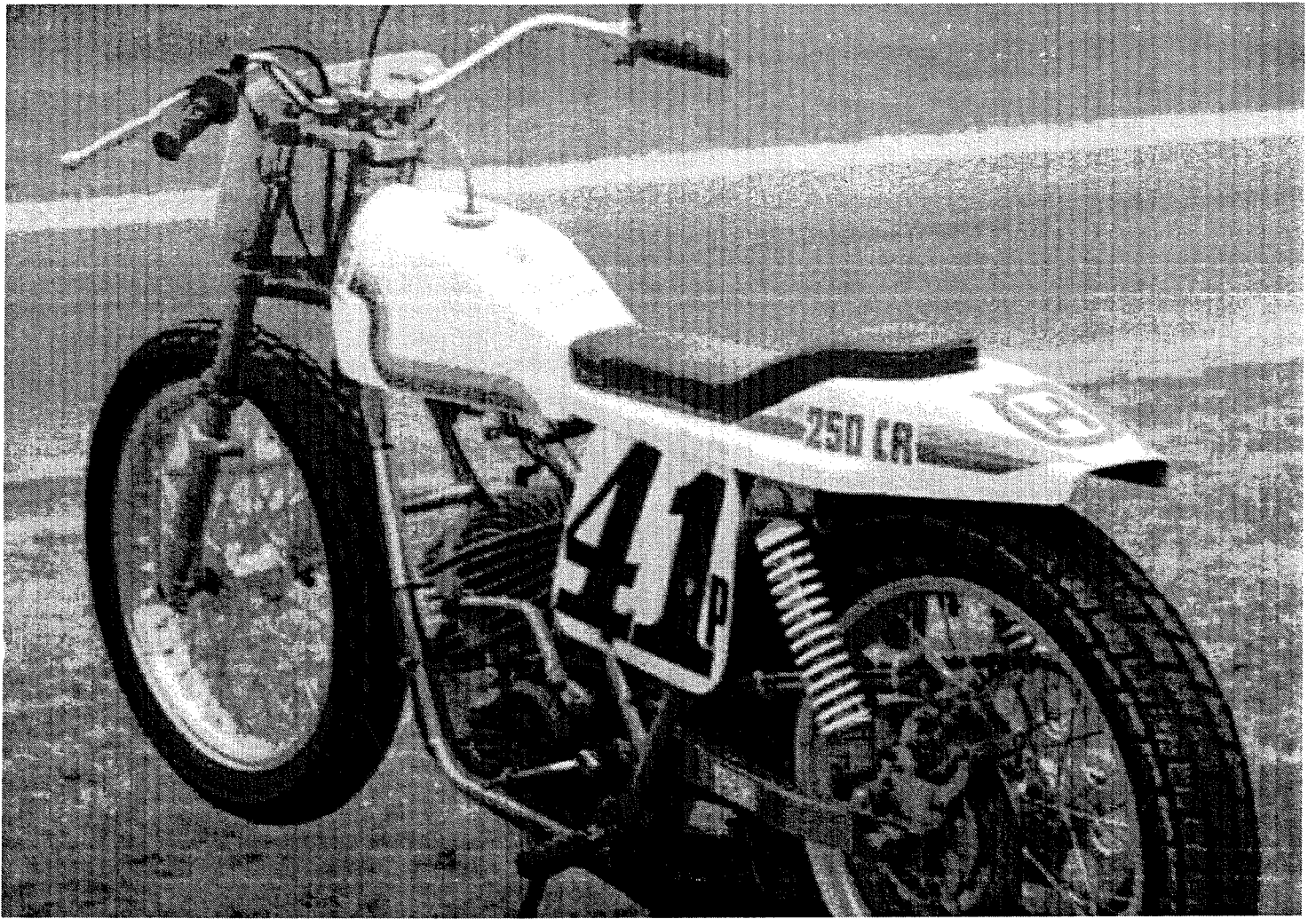


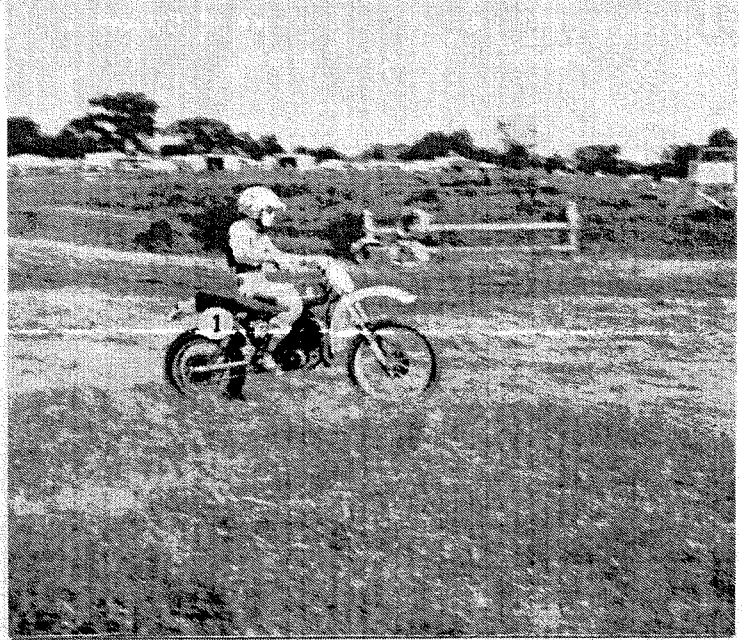
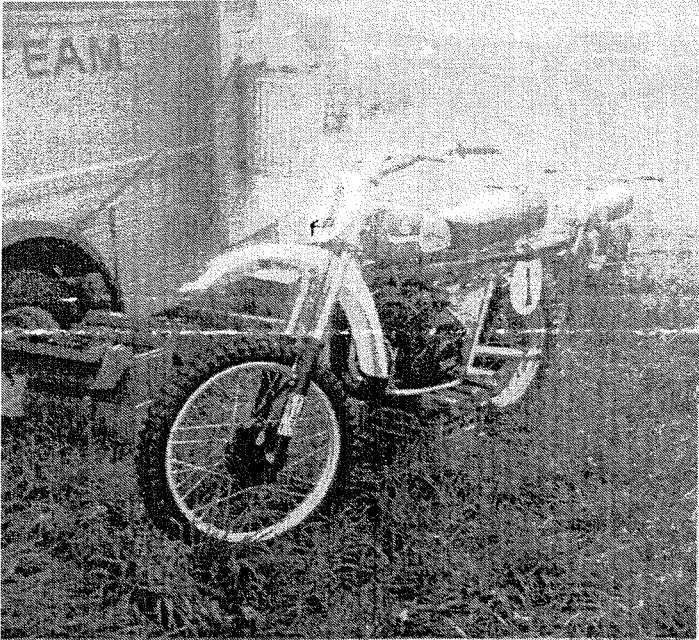
*Hello Husky Club, In the last issue, someone was looking for info on the Champion framed Huskies built in the late 70's. In 1981, with inspiration from the Champions, I built a Shell framed Husqvarna with the help of John Rodi, who was a Husky dealer in Stratford, CT. This bike utilized the "New" 82 CR250 motor and was very competitive on the Northeast shorttracks, on the Ice, and especially on the Winter Indoor circuit that encompassed the New Haven Coliseum, Worcester Centrum, Providence Civic Center, and Madison Square garden. Regards, Brian*

*Editors Note: I quizzed Brian for more detail and here it is:*

*I raced a Shell Yamaha in the late 70's after I got out of College. In 1981, I went to work for Husqvarna Corporate as East coast Sales Manager and converted the Yamaha to Husqvarna. John Rodi, who owned a Husky dealership in Stratford, CT and I did the conversion in about a week to get ready for a Big Indoor event in NY. The bike featured a very lightweight Shell frame, Ceriani RR forks, S&W shocks, Hurst disc brakes, a modified Banke pipe, 38mm Mikuni, a 1982 CR250 Husky motor, and freshly relaced Akronts. The bike was a rocket! Had many good placings in the Northeast Indoor series, Shorttrack, and on the Ice throughout the early 80's. I traded the bike for a Ducati before I got into AHRMA and have lost track of it. A similar chassis with a Mag 250 motor would be very competitive in today's Vintage scene.*

*"Brian O'Connor" < boc3@earthlink.net >*



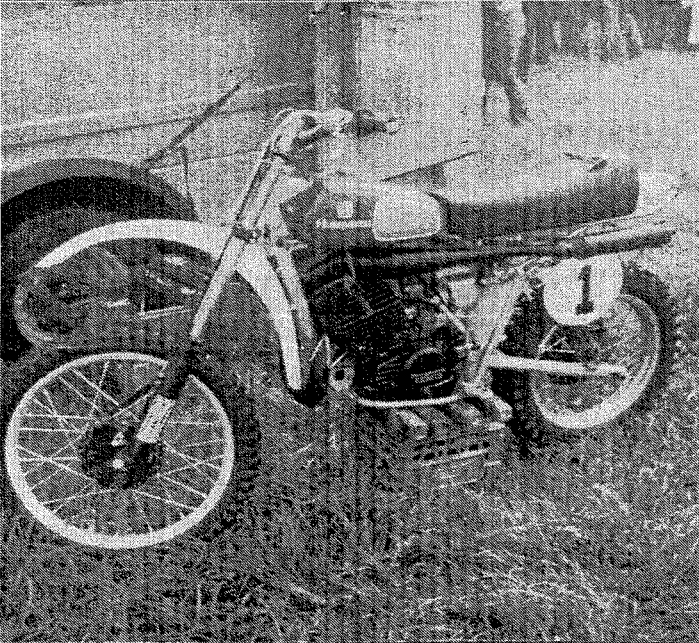


## Smith Back At it!

from Richard Smith, Yonkers , NY

I thought the club might get a kick out of these pictures. They are Kent Howerton (#1)at Unadilla 1977 and me (#390).

*Editors note - notice Husky Van fire extinguisher on one door, trash can on other, wood blocks under Kent's bike, extra springs on Kent's exhaust, #1 plate, Champion stickers.*



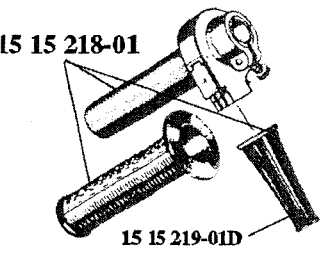
# MegaClassifieds #25



15 17 281-01

**Husky Kill Button**  
 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 timing of low end on early Huskys. \$10 plus \$3 shipping

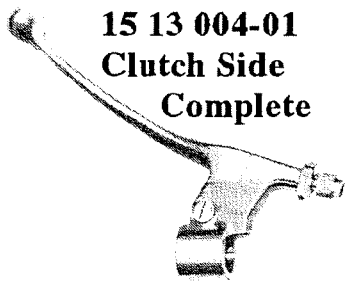
**Brand Shiny New!!!! NOS Magura "Trap Door" dual throttle for Husqvarna 1966 thru 75, Show or Race!** Husky part number 15 15 218-01 **\$50 plus \$5 ship.** This is exactly like the MJ 400CR Feature Husqvarna on the home page!



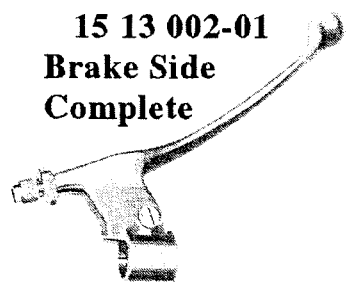
Comes complete with grip and throttle boot (as shown) Throttle boots 15 15 219-01D available also 1 for \$8 or 3 for \$15 plus \$2ship. These pieces were used with 32mm Bing side float and 36mm Bing

concentric float model 54 which was standard equipment on 250-460 model Huskys. This would include 66/67/MF/MG/MH/MI/MJ 50WR/CR, 69-70 360Csportsman Enduro,400 CR MJ, 450CR/WR/IM MJ/MK.

**Husqvarna lever sets - Left and Right Side complete levers - \$40 each or \$75 pair plus \$5 ship (1-2 sets).** These are Brand shiny new Husqvarna levers (Magura), in the box, that are OEM on 1966-1972 and beyond. Why fool around with floppy, worn out levers? Tripped out adjusters. Beat up perches. Bent and hammered levers.

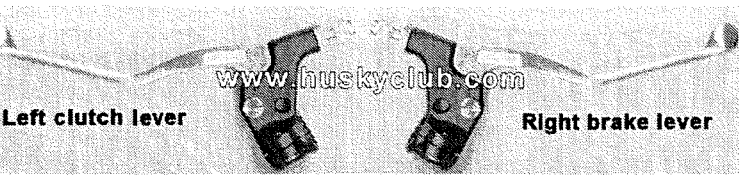


15 13 004-01  
**Clutch Side Complete**



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

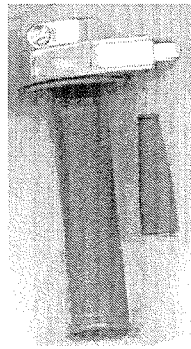
**Magura Power lever Sets (Dog leg) - left or right \$30 each, \$60 set - \$7 ship**



Left clutch lever

Right brake lever

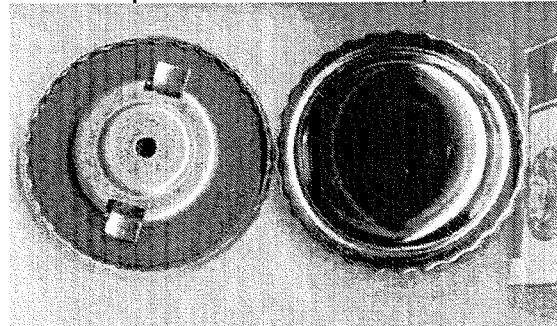
**Magura Alloy X-line Fat bars, Triple clamp kits, Magura Progrrips, Magura Gasser throttles - call**



**Brand Shiny New!!!!**  
 NOS Magura "Trap Door" throttle for Husqvarna 1971 thru 75, Show or Race! Husky part number 15 15 243-01, **\$45 plus \$5 ship.** 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. Also matching Magura grip for clutch side - \$8

**Husqvarna Gas Caps - Maico Penton KTM Zundapp Sachs Puch !!**  
 How about a New Gas Cap for your vintage treasure? Brand new, shiny 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. If you selling a used bike, why not make it look attractive to a potential buyer by fitting it with a new shiny cap. Add shipping - \$5 for 1- 4 caps

- 1 Cawi cap - \$25
- 2 Cawi caps - \$40
- 3 Cawi caps - \$55
- 4 Cawi caps - \$65



**Husky Number Plates with correct bead around edge.** Husky green, Husky yellow, Husky white, Husky Black, set of 3 your choice of colors - \$20 +\$7 shipping. Second set \$15, third set \$10

**Flywheel pullers - \$15+\$5ship**  
**Foam Air filters for all years - \$20+\$5 ship**  
**New old stock RT mufflers - \$60+\$10ship**  
**72-73 125 new old stock expansion chambers - \$120+\$15ship**

All items on this page may be ordered from  
**Craig Comontofski**  
 1501 West King Street  
 Martinsburg, WV 25401  
 304-267-6471  
 husky@intrepid.net



**Visa and Mastercard now available for payment!**  
 You may also mail payment by personal check, money order. Contact me for shipping, most people are sending too much shipping when ordering multiple items, but don't guess and short me please, just give me a call or e-mail. International orders will require more shipping

---

Wanted - parts to extend fork travel on a 73 Husky 250WR, pls contact Del at [osingle405@aol.com](mailto:osingle405@aol.com)

---

1970 400 cross. Stock condition. Runs good. Needs cosmetic work. \$1100 obo. Lake Havasu City, AZ. 520-854-2481

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1974 450WR - Bengt Åberg Replica with Preston Petty fenders, new Michelin desert tires and new cables. This classic has been garaged for several years. Make an offer and pick it up near Boston, MA [jfelch@mediaone.net](mailto:jfelch@mediaone.net)

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'74 250wr has compression will run carb needs cleaning '73 250wr has new motor bike needs assembly, new Bing carb, Motoplat. '73 roller frame. plus extra rims, carbs, parts, new akront rims. \$650 for all. Need to clean garage out, plus no time to fix them all. 203-723-1967 or [pporciello@snet.net](mailto:pporciello@snet.net)

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86 husqvarna 500cc im trying to get \$1100 for it(650)444-7063 runs good and is in good shape . [CSHANEDL@aol.com](mailto:CSHANEDL@aol.com)

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Have '78/'79? 250 WR frame, swingarm, rear shocks, handle bars for sale. Call Matt @ 616-329-3164

---

Wanted, 1974 to 1986 Husky, Any condition. Willing to pay up to \$700. Contact Larry at [kaclnc@cs.com](mailto:kaclnc@cs.com). or 412-831-9647, Pittsburgh area.

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For Sale: 1970 Husqvarna 400 cross. Case # 402632. Frame # MH4482. Totally stock. Runs good, but needs cosmetic work. \$1000.00 obo. Harold. 520-854-2481. Lake Havasu, Az.

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I have a 1986 XC400 that I really need to get rid of. It runs, but needs to be re-built soon. Tons of spare parts. E-mail me back if you or anyone you know is interested. I am only asking \$900 "Roberto C. Beltran" <[rcb19@humboldt.edu](mailto:rcb19@humboldt.edu)>

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Wanted- For a 1972-74 Husky 450: Cylinder base gasket, Wrist pin, Wrist pin bearing, rear brake shoes in good usable cond. Contact Ed in Pa. at [cruzn55@icubed.com](mailto:cruzn55@icubed.com) or (724) 378-7117

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Wanted- For a 1976 Husky 360: Cylinder base gasket, 2nd & 3rd over piston rings, Wrist pin, Wrist pin bearing, nice pair of Husky chrome handle bars. (not bent) In good usable cond. Contact Ed in Pa. at [cruzn55@icubed.com](mailto:cruzn55@icubed.com) or (724) 378-7117

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1983 husky 125 motor. all there, stuck from sitting, electrics, shift lever, kick lever everything is there \$200. plus shipping/ 1978 husky 390 motor with electrics, kicklever, everything is there, has broken liner and needs piston. rod seems good, turns easy \$200. and shipping/ 1979 CR250 husky pipe in great shape \$75. and shipping/ 1969 husky 4 speed lower, with ignition and flywheel, trans clutch case etc are intact \$125. and shipping/ many more husky parts, frames forks wheels, NOS pistons and parts available for sale,, just mail me,, Thanks! Bill <[huskyrips@yahoo.com](mailto:huskyrips@yahoo.com)>

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

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Have a magneto, new, for 1985 510TE. \$250. [hrrads@telusplanet.net](mailto:hrrads@telusplanet.net); or phone 780 513 1077.

---

1982 430 XC in excellent condition - This bike is a strong runner and needs nothing. Chuck Breiner, Troy, NY - [cbrennel@nycap.rr.com](mailto:cbrennel@nycap.rr.com) - 518.852.1739.

---

for sell, 1978 husky cr250 . bike is in almost original condition except for the 1970s fox air shock, have original owners manual. 2nd owner.

---

bike is not running , just needs a kick starter return spring. 400\$ obo call 1 805 647 9834

---

Husky 125cs 1974 for sale excellent condition all original \$2,000. It has extra sprockets, tool kit, spark plug holder, M pulley and manual. Home 1-937-857-9352 (Ohio) E-mail [hengerld@aol.com](mailto:hengerld@aol.com)

---

I am looking for Husky 400 right hand shift engines or parts. Complete engines or parts. Contact Wayne King 770-389-9430 7:00am till noon weekdays All day on the weekends Email [Catfishair@aol.com](mailto:Catfishair@aol.com)

---

For Sale: 1970 Husqvarna 400 Cross. New: Grips, Front Brake, Tires, Chain, Throttle and cable. Has Mikuni carb. Tank in decent shape but needs paint. Good start of a vintage racer or restoration project. \$800.00 or best offer. Located in San Diego. Can email photos. 619-582-9181. [johnstad41@hotmail.com](mailto:johnstad41@hotmail.com)

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For sale: 1983 Husqvarna XC175 runs good, new throttle and clutch cable, grips, bearings, has title. located in oregon. Asking \$700. email [moto\\_man5@hotmail.com](mailto:moto_man5@hotmail.com)

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1971 360C enduro parts wanted, fenders, tank, gas cap, battery to battery, brake light switch, taillight assembly, Spedometer, cable , drive assembly, NOS rims, etc.Thanks again,John Siegel [JMS1340@aol.com](mailto:JMS1340@aol.com)

---

1979 WR250, new top end, pipe like new. Needs an ignition and general restoration. \$400 OBO. [reynoldsbs@aol.com](mailto:reynoldsbs@aol.com)

---

Needed - Gas Tank for a 1986 Husky XC250. Preferably new. Pl call (800) 289-9109 x11 or email [bill@keystonesoftware.com](mailto:bill@keystonesoftware.com)

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Hello craig, this request may not be up your alley (too new) I need piston or a sleeve/piston combo for a 1993 wxc-350 . I can pay cash or I have a 1973 cr450 husqvarna not running if interested. thanks Brett Thomson, [brett.thomson@snapon.com](mailto:brett.thomson@snapon.com)

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'95 Husqvarna WXC 350, exc. condition, rebuilt crank, new rod and piston, new clutch basket and plates, some new plastic, new clutch cover, super trap dual exhaust, bark busters, rear brake disc guard, super clean bike. Have \$3500 in bike, sacrificing for \$2600 or better. (330) 784-3177. Akron, OH. Ask for Matthew or E-mail at [lascabritas@hotmail.com](mailto:lascabritas@hotmail.com)

---

Wanted : Parts for 1984 CR 125 Primary Case cover, Water Pump, Water Pump driveshaft, Kickstarter gear and Idler gear, and shaft or parts motor "charles nolen" <[cnolen@houston.rr.com](mailto:cnolen@houston.rr.com)>

---

I have 3 bikes, 79 cr 250 needs engine overhaul, bike looks pretty good. 84 & 85 xr 125's one is a parts bike and the other just needs the magneto taken off the other and it will run. Not sure what they are worth. Make offer. If interested please let me know. Thanks. Contact Chad @ 660-885-4378 or [cmtres@iland.net](mailto:cmtres@iland.net)

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For Sale - 4 Husqvarna project Bikes - 73 CR250, (2) 79 CR 390, 79 CR 125. 80 parts engine and pipe, 73 125 frame and forks, 4 brand new Bridgestone 17" rears, some NOS stock and parts book mostly 81-86, crankcase puller, selling as package only, will not separate, \$1400 US dollars, located in Winnipeg, Manitoba, Canada Phone Alvin at 204-589-4381 or e-mail [alvincrozier@hotmail.com](mailto:alvincrozier@hotmail.com)  
1975 CR 250 GP Mikkola replika. powder coated frame, great motor



on original bore I think, race tank is faded but it has a brand new NOS) tank as well. suspension is stock, magura controls, seat is torn out base and foam are good, 3rd in class in the HEAVEN NSW Australia series, engine number 2042 2472, a few spares and 360 jarrell included. AUD \$1550 Australia -  
exholcombe@minterellison.com mobile 0417 069 495

95 Husqvarna WXC 350, exc. condition, rebuilt crank, new rod and piston, new clutch basket and plates, some new plastic, new clutch cover, super trap dual exhaust, bark busters, rear brake disc guard, super clean bike. Have \$3500 in bike, sacrificing for \$2600 or best. (330) 784-3177. Akron, OH. Ask for Matthew or E-mail at ascabritas@hotmail.com

Sell or Trade - 1986 400 parts Good Frame, Tank, Airbox, Top end (needs to be re-sleeved) Lots of misc bottom end parts, willing to swap for parts I need for my 1985 500XC - Looking for stator (motoplat), sprocket cover, right side "number plate", rubber carb boot/manifold tank emblems, etc. Terry Culp Vancouver Island, BC terry.culp@newlifesoftware.com

Wanted - motocross style tanks for 73-74 Husky, original color was maroon, also need front and rear alloy fenders for 1970 MH Husky, new or used, call Tim at 412-767-4293 or e-mail planejane21@excite.com

Wanted - stator or coil for a 1986 250WR - email steve at six-der@tds.net or call 865-690-7738

For Sale or Trade 2 ea '71 250 Crosses, 2 ea '73 360 SKs, 2 ea '74 250 Mags, These bikes are mostly parts bikes purchased with other stuff. Some run, all are interesting. Also have some misc. NOS 250 Mag parts. No manuals. Making room in the garage for more bikes! Will only sell or trade as a complete package. Great deal for someone just getting started with Huskys. \$1500 OBO. Call and leave a message for Tom at 612-210-9117 (Seven Stars Ltd) or e-mail roe@uswest.net

Wanted: engine case for '75 CR250 including front sprocket cover. Tom Wallaszek comlinktom@hotmail.com 480 775-8414 Chandler, AZ 85224 Engine # 2042 2268. Frame has been repainted so don't have frame number.

1976 husky 125 decent riding condition includes extra leading axle forks. Asking 1250.00 offers or trades on comparable 250 or larger. Thanks Mike in central OKLA  
'renem" <renem@gorilla.net>

For Sale: 2000 TE 610 500 miles, with extras \$4,400  
Phone: 541-367-6143 email: wink104@home.com

1990 Husqvarna 510 cc. New top end, runs great, fast, strong, needs new seat cover. Great bike, must see, very good deal. NEED TO SELL!, call scott at: (805)640-1654 (805)798-1918 1204 San Ramon Way Ojai California, 93023 United States, ennekingj@vcss.k12.ca.us

For Sale: 1986 Husqvarna 510 TX, good shape, runs good, all stock parts. Motor number 2082, sn 0213. I will send photos upon request. Located mid California. (805) 238-6522. \$900 jbedone@fix.net

For Sale: 1976 360 Auto, good for parts or complete restoration. Missing rear wheel. \$250 obo. (805) 238-6522 Mid California bedone@fix.net

My oldest boy wants a 250wr in the 72-74 year range. A project bike would be good but we don't want to look for too many parts. Thanks, Jed Doggett. Kingwood Tx.

eddoggett@earthlink.net 281-358-4054H, 281-773-4054M

Looking for a coil, pipe, and a drive sprocket cover for a 1976

CR250GP. Email me: fcm@telusplanet.net or call Mitch 780-945-6705

for sale: 1969 husky 360 head, nice shape, no broken fins, some nicks in dome area, 2 sparkplugs, both thread holes good. make offer! e mail me at: kxcr125@hotmail.com

My name is KEVIN PARRY-I live in Melbourne Australia. I have a perfect WR430 -1982 Husky. This bike is the actual one featured in the VMX mag -edition no5 1999. The bike is in the same pristine condition as featured in the article and is being offered for sale. If you know of any interested parties -pls have them contact me on my email address kparry@tycoint.com PH 61 3 97272622 FAX 61 3 97274320 MOB 61 411 727220 The reason for the sale is -that I have got the trail riding bug again -after a 30 year layoff -and although having had the bike out twice -I am worried about dropping it and or doing some serious damage. I will be reinvesting in a new Husky -once sold.

Wanted - ignition stator for 1985 WR400 Husky. Contact Joe at jknopf2@excite.com or phone 302-764-5648

87 WXC 250 for sale - fresh bore, Mahle 1<sup>st</sup> over, runs, seems to have oil leaks, forks weep, can send photo, renthal bars, manual \$500 obo, phone - 205-620-0910, michael\_wilson@adc.com, Birmingham, AL

Looking for parts for an 1985 WR250cc enduro (aircooled, twin shock) 1. Factory service manual 2. Good used engine, or Piston (71.5 mm), or used matching piston/barrel combination, and good crank Have many 85-86 250 parts for trade (watercooled 86 frame, gas tank, front end, flywheel, stator, coil, radiators, fenders, wheels and brakes) Jeff Craddock, Orange, CA, 714 998 2785 "Jeff Craddock" <jcc@znet.com>

WANTED: 1967 Husky 360 for vintage racing. Condition not important. Have cash, or a stable of Husky's to possibly trade. E-mail Mike at ibiimports@aol.com or call 800-395-4595, in Indiana 317-786-6963..

I have several Huskys for sale and would like to sell everything. Not quite sure the exact year of them. I have been stockpiling for a while. One is a (?1974) 175 cross country, pretty much complete and a runner, the other is a (?1982) 430 CR, not quite all together, but looks like only part missing is mount plate for the Motoplat. I also have a 250 parts bike (basket case with no front suspension) and a 360 parts motor along with extra gas tanks and exhaust. Would like to get \$1,100 for everything, but price is negotiable. I can be reached by e-mail (might take a few days to reply) or by phone in Kalamazoo Mich. Daytime phone #(616)388-5590 until 6:00 P.M., or evenings and weekends anytime (616)373-6997. Just ask for Scott. Let me know if you or someone you know is interested. I would like to part with everything to the right person thanks for your time, scott s dean <speedfreak1@juno.com>

FOR SALE: 1983 Husqvarna WR 430. Excellent condition. New top end, (1st over, Still needs to be broken in) rebuilt forks, new plastic, new chain and sprockets, 2 new UNI air filters. This bike was in storage until 2000. The bike has 1 real season of riding on it. I have 1983 XC white aluminum fuel tank on it with the original plastic tank, rear fender, speedo kit in storage. \$1250 obo. The bike is located in Reno NV. Call Larry at 250-545-5731 e-mail me at -hogelie@premiertg.com

Craig..I got a call today from a guy in south florida. ( pompano beach i think)..said he had a 81 125CR for sale..needs some work..has compression and spark. bad kick starter.one rusty

bad fork tube..has \$300 in it and just wants his money back out of it...Name is John Parks at (954) 941-9098...says he'll crate for \$50 and ship Roadway for what ever that charge is.. though someone might be interested... Steve Minor Email: [steve\\_minor@ncports.com](mailto:steve_minor@ncports.com)

**1992 husqvarna wxc 350** engine bottom end just completely rebuilt service and tuning shop manual supertrapp up-tite exhaust excel rims 6 speed trans. new renthal bars new renthal gold gerie chain and sprocket's new race tech suspension new race tech springs new ufo head light new rear brakes new air filter new rear wheel bearings plus many extras doesnt run needs valve kit, asking \$1000 obo 570-645-7037 ask for tom or leave a message

**WANTED:** I Need a few parts for my 83 XC500 to make it the perfect post vintage GP class racer. I'm looking for a good/perfect clutch cover that the bores are not worn out in the shift and kickstarter shaft holes. This cover can come from a 81-84 430/500 of any model. Also I need a good newer aluminum kickstarter from a 84-88 250 to 500. And the last thing I need is a good clean left side panel plastics. If any one can help please contact me, Darren, at 925-383-5143 or [zmopar@earthlink.net](mailto:zmopar@earthlink.net)

Wanted - light kit and graphics for **250 WXE**, cal Nick in Maine at cell phone 670-0039

**73-74 Motocross Tank**, restored to original condition. Fits 73 MK frame, and currently on 73-74 WR 400. See the actual tank by going to [www.maicomadness.com](http://www.maicomadness.com) and clicking on "Need Paint". The pic is THE tank that is for sale. \$295, or fair offer. email at [ronweldon1956@aol.com](mailto:ronweldon1956@aol.com), or call 816-510-6991 (KS).

sale or trade **1974 husky rolling chasis #mj03236** and motor #2021 1401 motor turns over and fires. Was told it is a 1974 WR400, but do not know much about huskeys. Also have another frame and front end #mj03584 and lower end of motor #2018 1640 Located in Arkansas E-mail [mojorisen@centurytel.net](mailto:mojorisen@centurytel.net) or phone 870-431-5490 Dave

**82 CR 250 original owner.** Very good condition. Not been rode much over the last 10 years or so, always stored indoors. Has Pro Circuit Asch pipe on it, has a dent in it, have original though. Has a big JT number plate on front (going thing at the time), have the original. One slight dent in side of tank from knee, no paint rubbed off or faded. Frame has been painted white and has a 83 blue seat cover on it with no rips. Cyl. has been bored .020 over. The only thing I think it needs would be fork seals. Have some extras and paperwork for it. Asking \$900 or BO. Bike is located in NW Penn.. Any questions email: [derwood@toolcity.net](mailto:derwood@toolcity.net) or phone: 814-336-5395 ask for Duane Kirk

**For Sale in Italy:** Husqvarna CR400 4 Speed, 1970, frame MH1526, engine 403474 M, completely restored and never used since, like new, original to the last detail like Girling rear dampers and B.Aberg decal, manuals, racing fiche. \$ 3800 firm. Contact Mauro e-mail: [mbracing61@yahoo.it](mailto:mbracing61@yahoo.it) or fax: 00390234531055.

**For Sale - 87 430 XC** - Excellent cond. except for crack in front fender. Many many newer parts. Bike runs VERY strong. Has good rubber and Answer S.A. also. Call for detailed list of newer items. \$1650 [frankbauer@hotmail.com](mailto:frankbauer@hotmail.com) or 513-539-9663 S.W. Ohio

**73 Cross 250 BA replica** black legged sliders, Works Performance rears, bike appears original and runs good!!! numbers are: Frame= MK 04788 Engine= 2028-1088 Will Crate and ship Forward Air from Denver Colorado to any Forward Air

point in the US, Buyer pays for crating and shipment Price \$1! Pics avail. too!!! Tom Brosius 209 So Yates Street Denver Colorado 80219 303-9221378 email=[dkwracer@conen.net](mailto:dkwracer@conen.net)

1978 or 250 nice shape runs good several extra cog various ratios and the saddle bag is with it and is in nashville a i can be reached at [mking@ocs2000.net](mailto:mking@ocs2000.net)

Wanted: **1967 Husky 360** for AHRMA Racing..Have cash...Condi not important. Mike, Indianapolis 800-395-4595 or e-mail [ibiimports@aol.com](mailto:ibiimports@aol.com)

Guy in southern New Mexico wants to sell everything I own that Husky written on it. Fair sized parts inventory mostly 1980 to 1990. Two bikes running. A barn full of used parts. Basket case mot Micro fich. Motors, cables, factory manuals, literature, etc. etc. much to catalog. Will NOT sell anything seperate. I can send you pics if you send me an E-Mail address. Bring a big pickup truck, a trailer, and a money order or cash for \$2000. [riggerdave@zianet.com](mailto:riggerdave@zianet.com)

Looking for various parts for my **83 XC500**, need good clutch cover one that is not beat up or the shift shaft and kick start shaft isn't sl in the case. Can be from a 81-84 430 or 500, An aluminum kick start from a 84-88 250-500 and the proper right side number plate plastic good shape. Please e-mail Darren @ [zmopar@earthlink.net](mailto:zmopar@earthlink.net) or call @ 925 676-7162

Wanted: Pranapa front hub backing plate, rod, valves and cams pushrod Hedlund Husky. Roger 918-298-4163 OK

I have a 1972 400 cross with 1974 forks all new engine, tire shocks, paint raced in ahrma 500 sportsman comp 10 tire \$1800 or best offer. all Paul (909)882-4257 [xxxmmpaulxxx@aol.com](mailto:xxxmmpaulxxx@aol.com)

Husky 4 sale **1996 TE610** 4,900kms road tyres plus us plastics and spare rear knobby rego 10/02 just had new fork seals and renthals fitted rarely used only 4yr old mature owner \$6,000 ono mailto: [martini@dodo.com.au](mailto:martini@dodo.com.au)

Wanted-a crankshaft for a **1971 husky 250**. E-mail [jeff07dale3@hotmail.com](mailto:jeff07dale3@hotmail.com) Thanks Brandon Bittner

**1982 Husky CR 500** in great condition and runs great for sale. I have some spare parts for the bike. I would like to sale everything \$800. Call Brian in Blackfoot Idaho at (208) 785-6855. or email [brian\\_bergeson@amis.com](mailto:brian_bergeson@amis.com), or [bbergeso@poci.amis.com](mailto:bbergeso@poci.amis.com)

wanted -for a **1976 250 WR ML09118** - 1) kick stand and spring new original fenders , 3) rear sprocket with holes , 4) intake rubber tube (carb to air cleaner) , 5) rear shocks Girling gas, like original , 6) seat cover with logo and stamped pattern , 7) swing arm bushings , 8) swing lever , 9) leather tank bag , contact Craig at [husky@intrepid.net](mailto:husky@intrepid.net) phone 304-267-6471

Wanted; New piston(first over), ring, pin and bearing for 1983 50 two stroke. Have all parts except motor and trans. from this bike trade. Call Mike @ 503 257 9116 or e-mail [Dicktrailers@towshop.com](mailto:Dicktrailers@towshop.com)

The following parts to fit a **1993 Husky 360**: Heavey flywheel (1 I think) with puller (brand new)\$60; stock pipe with silencer and spark arrester \$80; front fork springs and rear shock spring \$50 and light module b/o. Buyer pays actual shipping. Wally Busch , Kittanning 724-543-4158 , [ukntcme@yahoo.com](mailto:ukntcme@yahoo.com)

For sale. Husqvarna NOS, MAHLE pistons, made in germany, with rings, pin , and clips. husky 500cc , third over piston kit Part #16-11-194.03 to fit 1982-84 500cc husky,,86.92mm \$150.//// Mahle piston kit to fit husky 175cc XC/WR first overpart #16-11-266.02 // 64.94mm.//, \$145.////mahle piston kit to fit 1984 husky 250CR// part #16-14-549.02//69.69mm second over// \$145.//// Mahle piston kit part #16-16-357.03 second over piston69.94mm for 250cc// dont know what year,, has a half moon cutout, so it must be later 80's. Does anyone know what year 250 husky this number fits? Also have another kit with the half moon cutout for the same bike( 250 husky)part number 16-16-357.02////69.69mm. if anyone knows what year husky these two kits fit ,please e-mail me with the info

1973 husky CR-250 motor, complete , except for clutch cover. Have all the attachments to the clutch cover however. Also have the pipe and carb, and the rest of the bike complete. Would like to trade the motor , pipe ,or carb, for 73-74 CR400 huskymotor,pipe, or carb, or the complete 73 CR-250 for a 73 cr400 Husky.or a 87 XC 430 parts bike. Also have a 1974 OSSA Phantom, running and riding, that I will trade for a running 1973-4 CR 400, or 1987 XC430, and a 1974 Honda elsinore, trading for race ready CR-400 husky.with the trick race stuff, reeds or lefevre pipe, or? Bill <huskyrips@yahoo.com>



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Please call for availability and prices. Call Craig Comontofski at 304-267-6471 - 8am-10pm EST or e-mail [husky@intrepid.net](mailto:husky@intrepid.net) Please call when I am in as I will not be able to return search calls. These are copies, I do have some originals to trade as well.

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These banners are 2' by 6' and are constructed of an outdoor quality vinyl. The logo and lettering is silkscreened onto the vinyl, this is not stick on lettering! All four sides are hemmed and double stitched and there is a heavy grommet in each corner to allow you to bungee cord fasten this banner in place. The lettering/logo are white, the background is royal blue. There are also nylon cords sewn in to allow you tie into place. **Hang one in your garage! Take one to the races and display Husqvarna!** Club price is \$30 plus \$5 to ship = \$35. (Retail is \$35+5) There is a limited quantity of these so don't delay - 304-267-6471 or [husky@intrepid.net](mailto:husky@intrepid.net)

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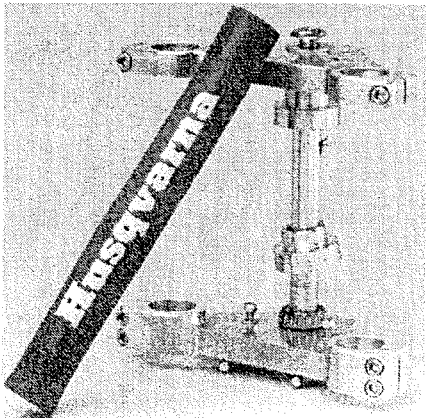


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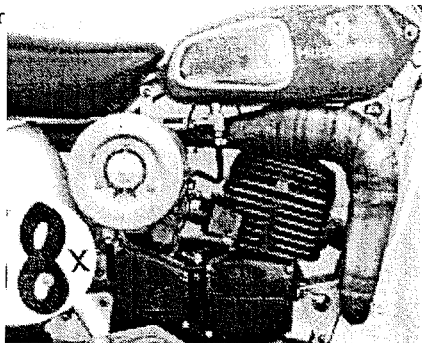
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Hot Rod Husky now has a new product line of pipes for the 250 Mag and the 400 Husqvarna they are through the frame pipes with an alum silencer, 5 lbs lighter than stock with better power band! The price for the pipe is \$325 with silencer. Call me at

515-984-7911 after 5:pm CST or you may email at [hrhusky@aol.com](mailto:hrhusky@aol.com)



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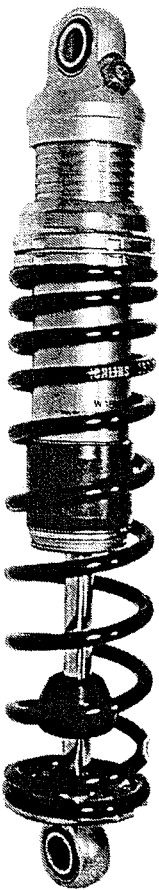
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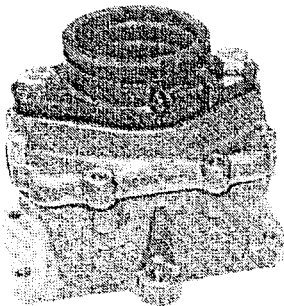


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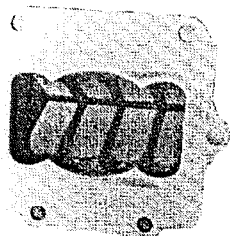
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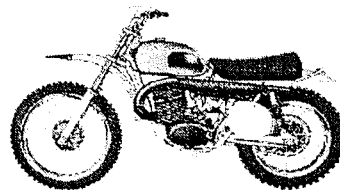


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