

# Husqvarna **Repo** #27



**1970 Husqvarna 400 Cross, early model with 32 side float, steel tail, low decals, rigid pipe mounts, tab tank.**

**In this issue -**

Aussome 250 Mag in Oz

Front number plate rubber strap for 76-77

Tosh Konya advises on engine build up details

Dick Bureson Sticker

Bill McNees and Noble Butler at Del Mar show

Readers Write- Motoplat repair

prototype Husky Club ad - Hallman rider card

Kevin Whipkey's perfect 72 250 CR

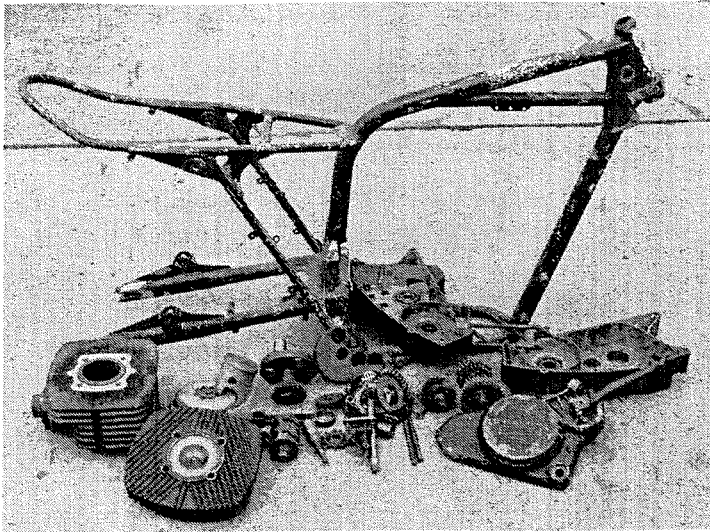
1977 125 CR Stencil and sticker location

Megaclassifieds - good stuff!

Pattern for Bureson sticker - somebody duplicate this

1980 Cycle News Ad - 1984 500AE Big Bad Auto

Advertisers - read these carefully, call them, buy stuff



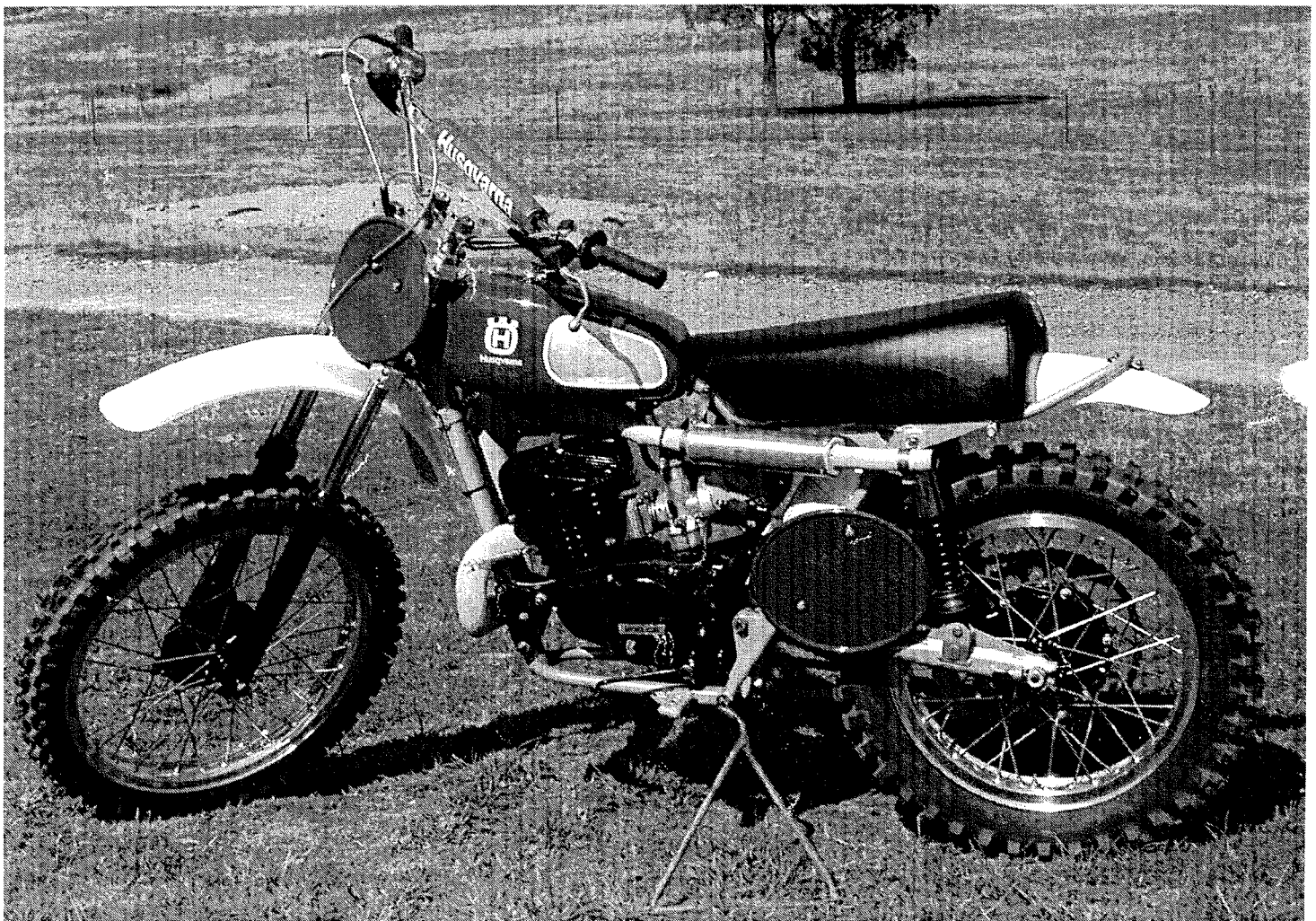
## Awesome 250 MAG

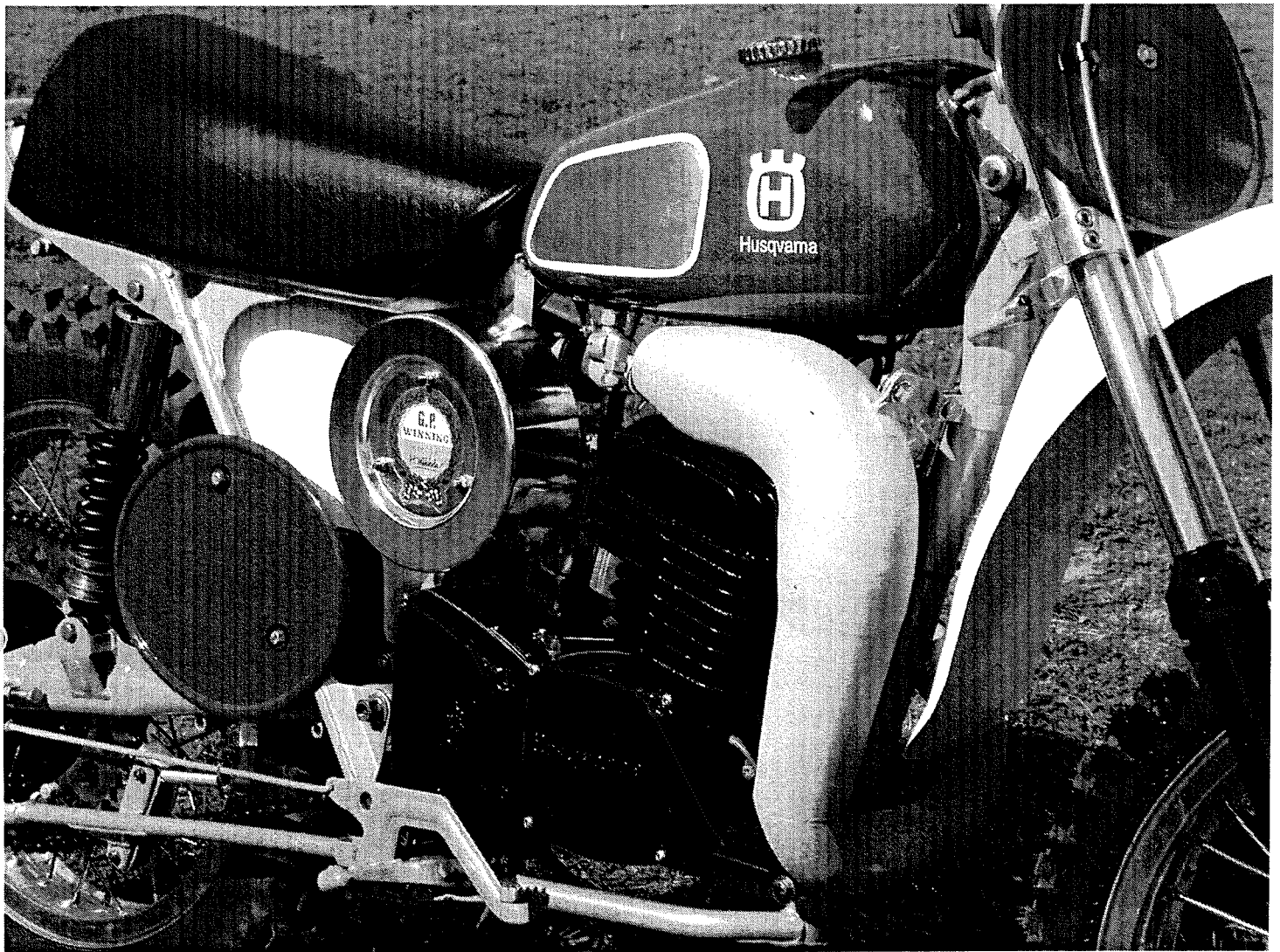
FROM THE GRAVEYARD TO THE STARTING GATE.

The 250 mag parts were purchased in May 1999 with a mixture of Husqvarna parts advertised in a local trading newspaper in Sydney, as seen in the photos it was a pretty sad looking mag 250.

The restoration started in July of 1999 with the frame, swing arm bead blasted and power coated Dulux bright silver. I

manufactured any missing brackets, and had all the fasteners replated, or replaced with stainless steel fittings. The motor internals and gears were slightly rusted but in otherwise excellent condition with very little wear to the parts apparent, and I suspect, the bike had very little use. The cases were checked and found to have badly elongated selector pin holes on the left side case, and I suspect that the selector pin holes being elongated prompted the previous owner the strip down the motor which was then left as a basket case for many years. This problem is very common on the early Mag motors, because of the steel to magnesium contact and the different hardness of the material used caused the problem with the cases. The left side case is usually the first one to show the problem and a factory modification on latter cases with steel bushes installed rectified the problem. The cases were then clamped to the bed of a cnc mill and the location of the holes were checked and both cases were aligned separately on the bed of the mill to clock the position of the holes. Then the left case holes were bored out to a larger diameter and steel bushes were manufactured to fit in the larger holes with the internal holes machined to take the selector pins. The cases were then assembled and checked to ensure there were no misalignment with the pin positions and the gears changed smoothly. The motor internals were checked and the crank end bearing, piston end bearing, gearbox bearings and all seals replaced with Nos parts from Husky Imports Australia. Two Nos Mahle pistons 69.68 mm were sourced from the Husky Club Newsletter (#17) mega-classifieds from Bill





(wideglide80@webtv.net) and the motor was assembled, the ports polished and aligned, painted and checked by Husky Imports. The forks, alloy tank, bars, Bing carbic and controls were sourced at VMX 1 in Victoria and the tank was painted, the forks replated and all seals and springs replaced, the Nos Girling rear shocks, springs and cables were all supplied by Husky Imports.

I purchased the Hotrod Husky triple clamps and pipe, which are works of art from Tom Heger who was an enormous help with the project and we have become great friends. The pipe was hot metal aluminium sprayed and fitted the frame.

The 250 mag alloy air cleaner housing was sourced through the Husky Club Newsletter from Terry (huskguy@softcom.net) and the air cleaner cover was supplied by Rowdy's Racing Products which was then polished and anodised bright silver. The seat cover and decals were supplied by MXM, Vintage Dirt supplied the numberplates and guards, the Nos Akront yellow label mud catcher rims complete with stainless steel spokes, were supplied by Spoked Wheel Repairs.

Craig (husky@intrepid.net) supplied the Nos chrome tank cap, Magura kill switch and the Husky parts manuals for the Mag 250. The bike was completed on the 21-2-2002 and the tank filled with gas, the Bing carbic tickled, fired up on the third kick, ready for VMX 2 on the 23-2-2002.

The two main sources used for tracking down the missing and

replacement parts were the Husky Club Newsletter and VMX magazine, which provide a comprehensive list of suppliers and advertisements. Would I do it again? You better believe it! It's awesome.

Peter Andrew, Australia <fgelectrics@bigpond.com>

Notes on cover bike - early model with low cross bar, 304 Magura, small grips, nuts up on fenders except for rubber flap, note lower routing of clutch cable, clear fuel tubing, open front axle nuts, "nuts right" on horizontal bolting, parkerized black swingarm bolt and rear axle, black kicker with zinc swing out, nuts forward on t-clamp bolts, medium length tail pipe(115mm), routing of front brake cable.

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### The Strap for a Front Plate on a Husky 1976 all models, and 1977 WR's

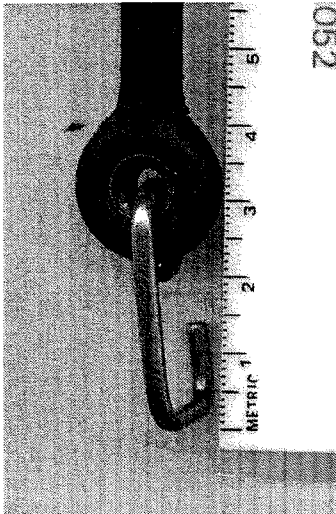
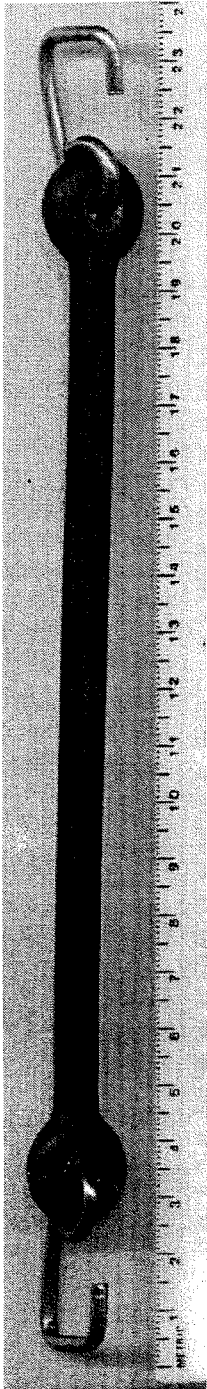
Have you ever wondered what the slots were for on some ML series Husqvarna number plates? Well here is a look at the rubber strap that held the front plate. It is a simple solid rubber strap with metal eyelets at each of the "dumbbell" or "doughnut" ends. A steel hook is attached, as shown, to each end. These hooks have a square bend to conform nicely to the task of holding the front plate thru the slots provided. I am not sure the rubber straps can still be found in vintage inventories, but after viewing this one, you may be able to fashion your own strap that comes close enough to stock to look fine. The wire used to make the ends on this oem strap is 3mm in diameter. The metal eyelets appear to be brass.

This is very close to common rubber straps that I see in home improvement stores or tractor/farm supplies. Certainly i see bungee cords that could have the ends reshaped. Seems to me i have seen battery straps on Hondas that are this same design or close. Maybe these are commonly found somewhere? If so please let me know and i will pass info on.

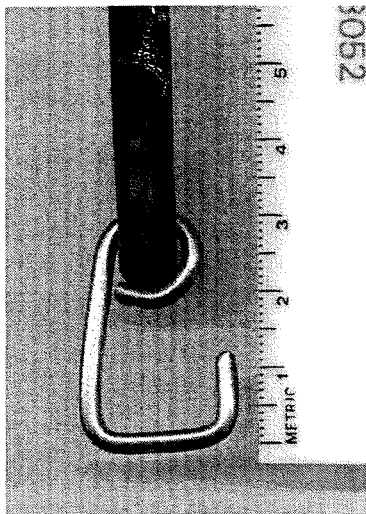
This strap was used for a short while, only 76 and 77, and then a more permanent method of bolting it to the front triple clamps came in to being with the introduction of foward axle fork lowers.

The rear plates on ML series were held on with metal strap type brackets, but the slots were punched in all plates and show up on the rear plates as well. They are only used for front plate mounting.

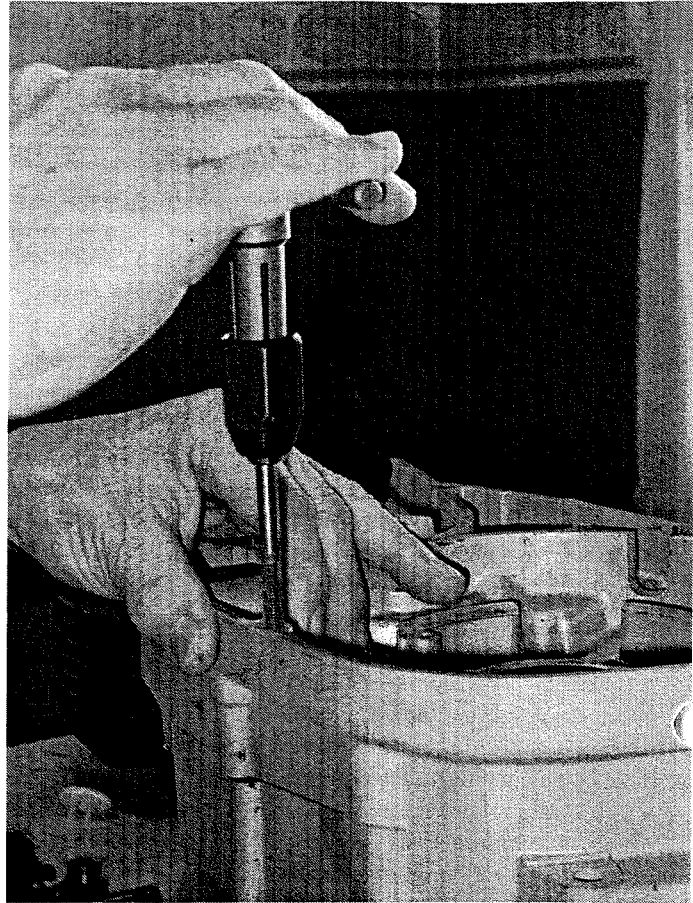
Happy Huskys!



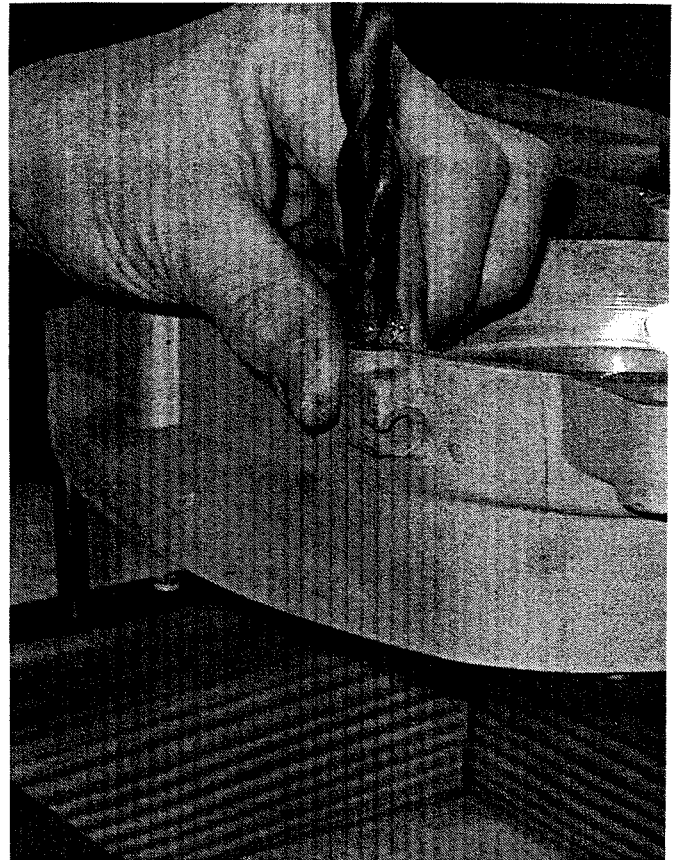
052



3052



Use adequate lubricant when cleaning out holes and proceed slow



Use a much larger drill bit to chamfer the edges of the tapped hole



# WHAT TO DO WHILE WAITING FOR PARTS TO ARRIVE

Part I By Tosh Konya

During some point of your Husky engine rebuild, you'll run into the normal wait for needed parts in transit to you. Rather than bug UPS every hour, here are few things you can do to prep the cases and only a few hand tools are required with no special expertise.

## 1) Clean-out tapped holes:

After all this time, most of the holes will have accumulated dirt and maybe some gasket cement. Some of the holes are blind while others are tapped all the way through. Run a 6 mm X 1.0 tap into the holes and blow out with an air hose. Wear safety glasses to avoid getting debris in your eyes! Some of the blind holes are cut into places where the aluminum is thin. If the grunge isn't cleared from such holes, it's possible to crack the crankcases when running in the screws. You might need something shaped like a dental pick to dig out all the grunge.

## 2) Chamfer edge of tapped holes:

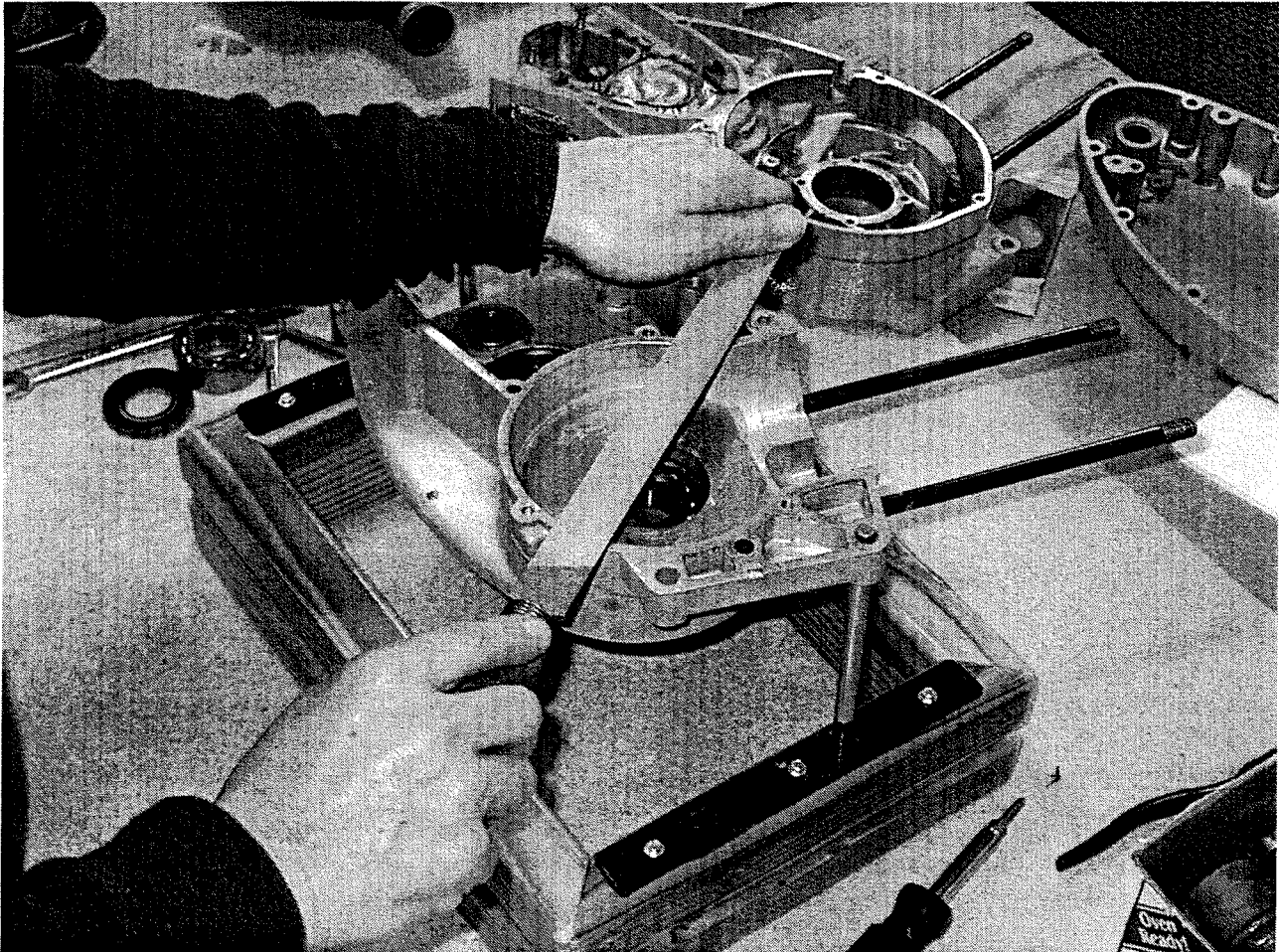
When a screw or bolt is run into a tapped hole repeatedly, the aluminum at the very top of the thread gets pulled out. This creates a raised surface, making the gaskets job much tougher. Use a 1/2" bit, properly sharp, to chamfer this edge. Just turn the bit by hand, two or three turns, and it will cut the raised edge flush.

## 3) Smooth gasket surfaces:

If you're extremely lucky, your engine has never been rebuilt but finding such a virginal example would be rare. Most of us resurrect engines that have been apart many times and in the course of all those rebuilds, some of the gasket surfaces have been dinged. Run a mill bastard file lightly over the surface. The object here is to remove as little aluminum as possible while smoothing ONLY raised edges. I just use the weight of my hands and don't apply any downward force. The dents will be impossible to remove without making the gasket surface less than true so forget about them.

## 4) Clean aluminum residue

After the steps above are completed, be sure to use an air hose to blow any thread cleaning residue and bits of aluminum from the castings and bearings.

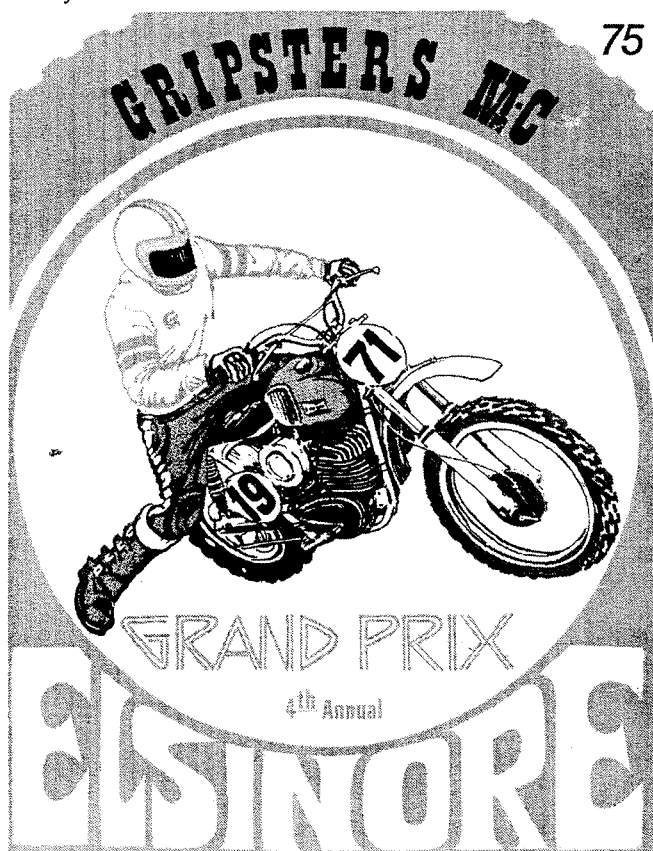


Use only weight of hands on file to remove raised portion of nicks or dings.



**Dick Burlson Replica Sticker** used in the late 70's on DB Replica Husqvarna. The above sticker is shown actual size. It has four colors applied to a clear vinyl base and the inks were applied to the rear of the clear sticker. The vinyl measures .015" thick. The black lines surround all of individual wreath segments as well as the letters in National Champion, and also the outside circumference of the circle. Fine grain silver is the fill in those letters National Champion. Fine grain gold is used for the wreath segments, the signature, and the word "replica". The open area in the wreath is clear. Dark blue is used as the fill in the circle area and is only a few shades off from the black. Elsewhere in the newsletter is an oversized pattern is provided. This Burlson sticker pattern was provided by Dave Riley from Palm Bay, Florida. Thank you very much!

**D**el Mar Show in October each year is the top of the line Concours d' Elegance motorcycle show. Bill McNees and Noble Butler attended in 2001 and displayed some spectacular Husqvarna motorcycles. Here is just part of that story.



75

**McNees 1971 400 Cross**, this Husky was purchased at the Santa Thomas swap meet in Calexico California for \$60 in 1997 and was the first Husky that I restored. A good friend of mine found the bike buried in the back of this guy's booth at the swap. You see at the Swap meet in Calexico there are a large number of permanent vendors that have booths piled high with the most ungodly selection of crap imaginable and that is where the bike was located. I would never have found it without my friend showing me exactly where it was. Since that time I have found two other Huskys at the swap and I go almost weekly now. The 400 was typical of lots of Huskys from that era, the shocks had been crudely moved forward and the bike was missing lots of parts. That's when I first meet John Lafever. I purchased most of the parts I needed from him and had him paint the tank. In fact he has painted all of

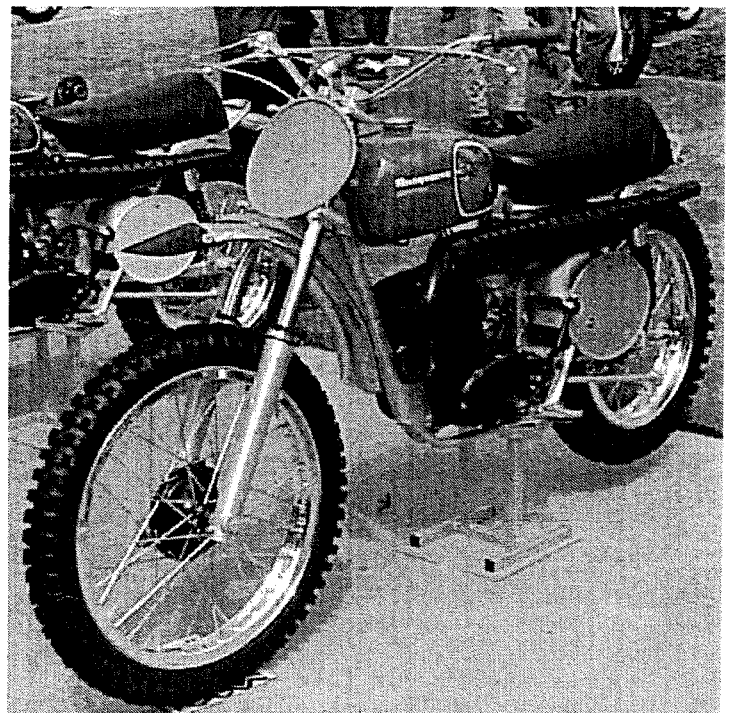
the tanks on all of our show bikes. I rebuilt the motor and wheels, as I owned and raced a MG 250 back in the early 70's and worked in the motorcycle business for 4 years back then and had lots of experience with Huskys. I have a picture of the 400, 360 Viking and 400 W.R. motors sitting on my fireplace stoop somewhere as I assembled those three motors on my kitchen counter top during the summer when it is 120 degrees outside air temp here in the summertime. During that time I was also in the midst of constructing the GarageMahal, that's a different story and some day I'll get into that one. I showed the 400 Cross at Del Mar in 1998 and was amazed as I sat and watched all day at the number of people that took pictures of that bike. During the GarageMahal construction the 400 was in my living room for almost a year, that was really cool.



**McNees 1971 360 Sportsman**, This bike was sold to me for 1\$ by a friend that had ridden it until it knocked the rod out some time in the early 80's. He didn't know what the problem was when he sold it to me other than he knew it didn't run. When I took the 360 motor apart all of the center case screws were loose and I'm sure that's the reason the lower end was lost. The 360 was really complete except the front and rear fenders were plastic Preston Petty fenders. I spent several years looking for the rear fender and had acquired another 360 Sportsman at the junkyard along

with a 400 Cross and a 5 speed rolling chassie. The rear fender on the junker had about 6 inches cut off where, I'm sure someone went over backwards and wadded the steel fender, anyway that was the only fender part that I had. I ended up by having Johns Lafever use the bobbed off fender and added a piece to the end with correct roll to make a whole one. The front fender came from Don Ince in San Diego, he was the guy that ended up with a lot of the Edson Dye warehouse stuff. That fender was not correct as someone pointed out to me at the Del Mar show in 2000. I recently found another front Husky fender and installed it, after doing 4 hours worth of welding, grinding, bodywork and painting. It was installed one day before the show this year and I was told that one was also not correct for the 71 but came from an earlier commando model, so I am still in search of a correct front fender for a 71 Sportsman. If anyone has one let me know.

**McNees 1971 250 Cross**, Since I had the 71 400 and 71 360 Sportsman I thought it would be cool to have a 250 so that I would have all three 71 models. The local Trader magazine had an add from someone that advertised 12 assorted Husky rolling chassies and parts for sale. So I called and it was Chip Howell on the line. Chip had been a Husky factory rider and has ridden several ISDE and also has been restoring Huskys for some time. He has several complete Huskys that are really done the right way and has

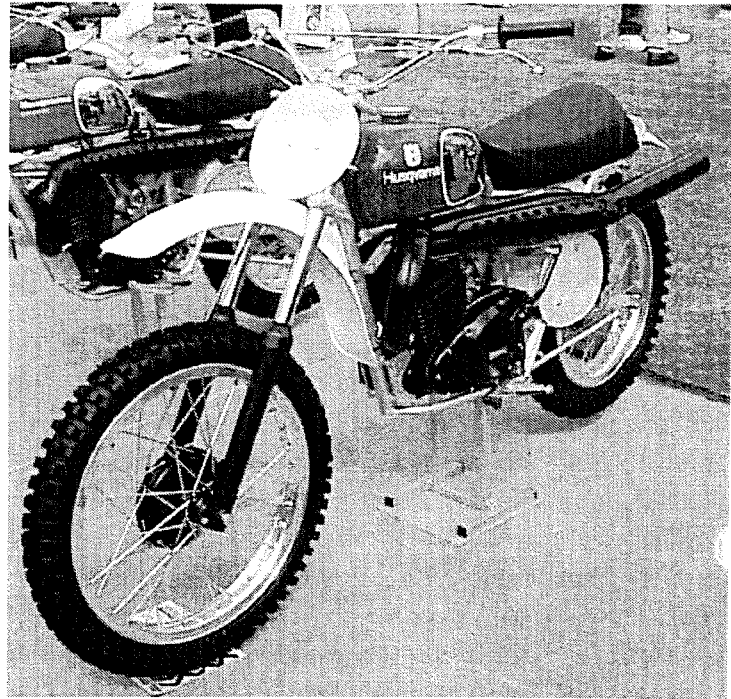




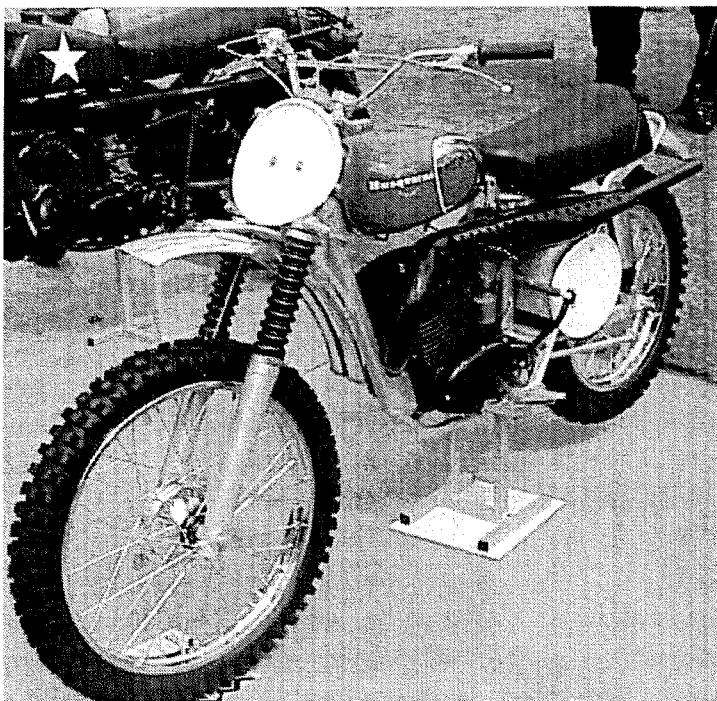
moved on to restoring fire-trucks, go figure. One would really need a big garage if you had a couple of those restored. In the bunch of bikes purchased at that time was a 71 250, so the plan to build 3 of the same year started to evolve. In the mean time I had been purchasing old bikes whenever they were found and at this time have over 30 or so. The idea was and is that it's cheaper to buy bikes and swap parts when needed instead of buying only one part at a time. At least that's my theory I'm not sure how practical it is but I enjoy telling people that I have 30 motorcycles so that I can watch their reactions.

**Butler 1968 360 Viking**, This bike was acquired from a former business partner of his in a trade. Butler got the 360 and an 81 490 Maico in trade for overhauling a Honda XL 350 and SL125, I was supposed to get the Husky and Butler was to get the Maico for the work that we did. I will admit that Butler did most of the work but I did all that he asked me to do, like overhaul all the forks and did a top end on the 125. He restored the Maico, which I did the wheels on that and I was at his house one day and the Husky was completely disassembled and in fact he had registered the bike in his name. So much for that, anyway that was possibly a good thing that I did not end up with it. The 360 had been owned by someone that desert raced it and it was totally trashed. It had the incorrect rear and front hubs and wheels, the tank was missing as well as was the stock ignition, a Motoplat had been added. In addition

found one. John loved Butler and this bike because of all the parts he had to buy to make it correct. This bike won an award last year at Del Mar and is truly a beautiful motorcycle.

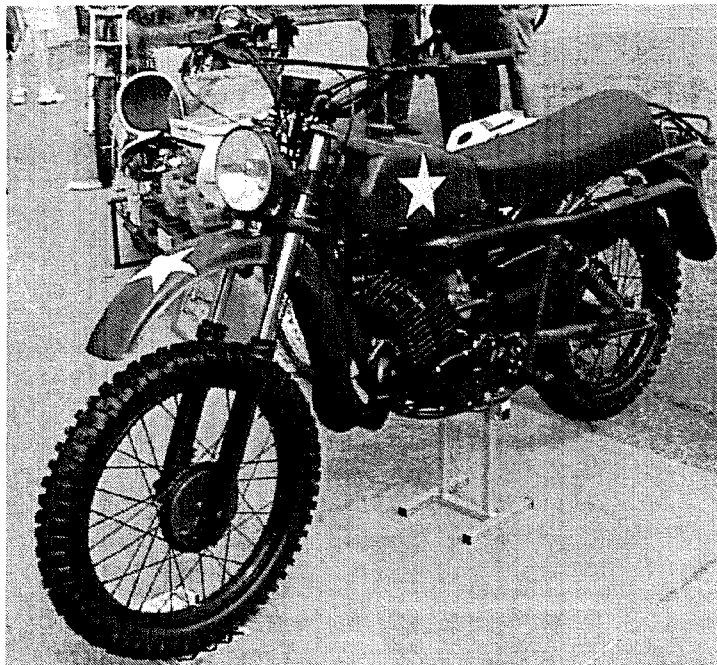


**Butler 1974 400WR**, I bought this bike from a guy that installs mobile homes who is out in the country allot and is always keeping an eye out for old Huskies for me. He called me one day and said he had acquired a 250 Husky, I felt obligated and bought it from him. I ended up speaking to the guy that had sold it to the Mobile home guy and he had it for a couple of weeks and his son had broken his foot trying to jump something to large. The guy ended up telling me that it was the fastest 250 they had ever ridden. I wasn't interested in the WR because I wanted to concentrate on 4 speeds, so I offered it to Butler and told him it was a 250 and I did not pay to much attention to it. It wasn't discovered that it was a 400 until Butler started looking for a piston for it. No wonder the kid thought it was a fast 250!! That bike was fairly complete except for the rims and I believe butler got those from John. This was the first Husky Butler restored and it has been shown several times.



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**Butler 1978 US Military Auto,** This bike is a real "Gong Show" some guy that I meet on eBay described it to me that way. I had contacted him about an owner's manual and he had been a Husky dealer in Texas and had sold a couple of them back in the 70's. This model is a 1978 model and was purchased by the Farm Shop teacher from my local High School along with 3 other Huskys from the Marine Air Base in Yuma Arizona about 20 years ago. This bike sat behind the farm shop and went to hell because no one new how to start it or make it go. It was offered to me about 7 or 8 years ago and I declined because I was not doing Huskys at that time. A guy that worked in maintenance at the school ended up with it and he called me last year and asked if I wanted it and I declined. Butler called me all excited a couple of days later after it was offered to me and proceeds to tell me about his wonderful acquisition of this fine Military Husky Auto. This bike was really hard to find parts for, fortunately it was very complete. We dismantled the motor and I believe it had about 15 minutes total time on the engine. We installed new seals and put it back together. Butler had one part machined out of ABS plastic sewer pipe because a suitable rubber part couldn't be found. The bike came stock with 6 ply Cheng Shing tires, I made all new cables because we



couldn't find the stock black ones. The seat was rebuilt by Tony Oconner and because it is about 4 inches longer than a stock GP seat it had to be sent to

Australia to be fitted properly. If anyone needs a good seat I cannot stress the excellent quality of Tony's work. The GP seats that he builds have the original factory welts molded into the seat cover material that looks absolutely original. This bike would have gotten the "Most Looked At Award" at Del Mar if they would have had one. Butler is still looking for a radio that will fit on the rear rack if anyone knows about it and in addition would like to find a set of skis that would work for it.

## Readers Write

Hi Husky Club,

I wanted to share with club members that i had a Motoplat repaired by Vintage Dirt Bike in Houston,Texas. The Motoplat off my 73 400 CR. The bike would start and run fine until it got warm and then no spark. Vintage Dirt Bike replaced one of the coils and repaired resin around that coil. My bike starts easier than it ever did, and so far no problems. The price was \$175 and they have a 6 month warranty. You can check them out at [www.vintagedirtbike.com](http://www.vintagedirtbike.com) or phone 713-647-8480.

Darryl Alcorn - Merced, CA

*Editors note - I contacted Jeff Nolen of Vintage Dirt Bike in Houston. He is a real nice guy and seems very technically tuned into Motoplat and SEM. Anyway I convinced him to take out an ad in the newsletter. Please look thru the pages, find it, call him or e-mail.*



**newsletter \$20**  
*Forrest Holliman*

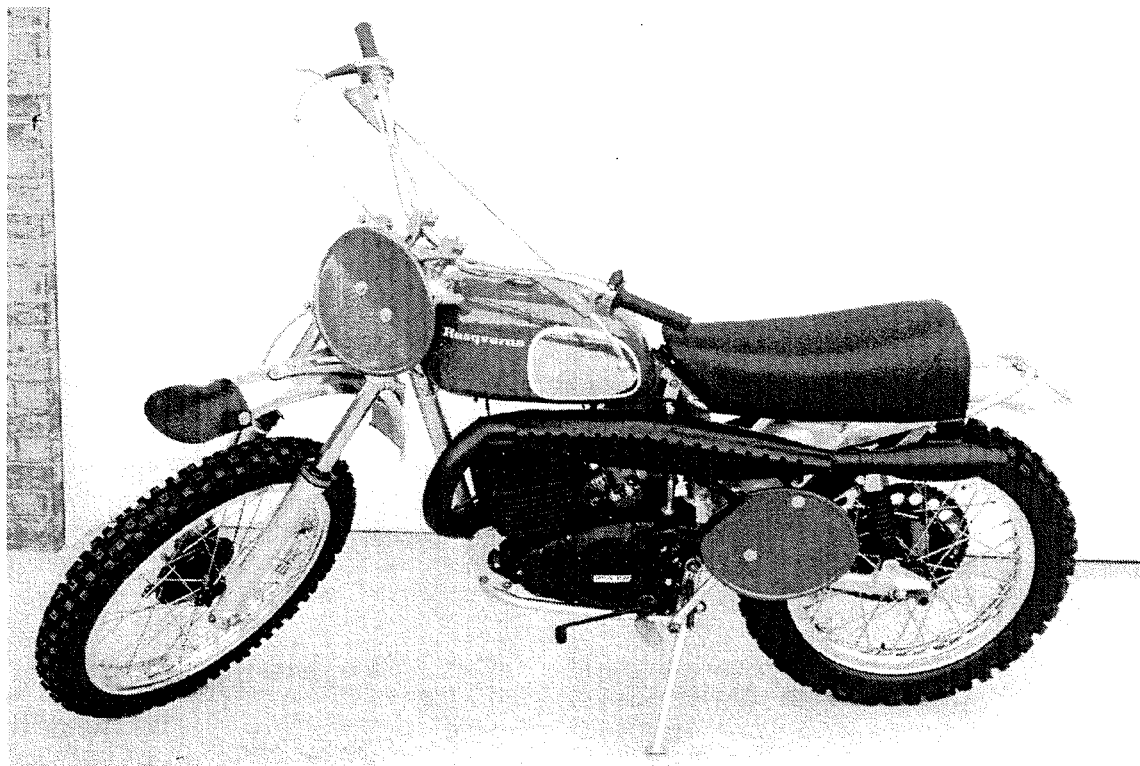
**Husqvarna** 

# Maaaaaaawm! Dad's brought home another old Huuskyyyyy !!!!

Please find enclosed some pictures of my recently completed 1972 Husqvarna 250 CR (color and black & white); I also included some shots of all three of my bikes (1971 400 Cross and 1982 250 XC), and a shot of my workshop area ("Husqvarna Heaven"). Eleven months of work culminated in one beautiful bike! This story actually started in May 2000, when I purchased the bike from its second owner. We moved into a new house in June, which delayed the start of my restoration effort (my wife and I have somewhat different priorities - imagine her wanting all those boxes unpacked first!). The bike was very original, which helped a great deal. I completely disassembled the bike down to the frame during the week of Thanksgiving, and started the long restoration process

(I always underestimate the time to complete a project - "this shouldn't take more than two or three months, right?"). Quickly realizing the extent of my talents (more "Tim the Toolman" than Bob Villa!), I farmed out the restoration of the tank and seat to John Lefevre at Vintage Husky, and the wheels and hubs to Buchanan Spoke & Rim, Inc. Both did excellent work, and I highly recommend them. Hall's Husqvarna also provided many hard-to-find parts. A complete list of my vendors is provided below, and I encourage using all of these folks!

- \* Bing Agency International ( carburetor parts)
- \* Buchanan's (wheels and hubs)
- \* Craig Comontofski (gas cap, tech expertise & advice, parts refers, etc.)
- \* eBay (miscellaneous parts)
- \* Hall's Husqvarna (numerous miscellaneous parts)
- \* Performance Vintage Products (technical advice)
- \* Rick Horvat (rear brakes, sprocket)
- \* R.M.S. (local paint store- mixed silver paint for frame, etc.)
- \* Stahl's Husqvarna (sprocket, technical advice)
- \* Vintage Husky (tank and seat restoration, throttle, grips, fork seals)
- \* Vintage Performance Motorcycles and Rubber Products (rubber



pieces)

I have just completed the restoration, and am currently working out the inevitable bugs (leaking fuel lines, carburetor settings, etc. ). I need to get it out and splatter a little mud on it to officially christen it. Craig, I would also like to thank you for the time and patience you devote to the Husqvarna Motorcycle Club and its members. I know I have called you on several occasions, and you have always been extremely helpful and have taken the time to answer all of my questions. You provide a wealth of knowledge to the members of the club, and I, along with many others, am very appreciative. Thank you, again!  
Kevin Whipkey - South Charleston, WV

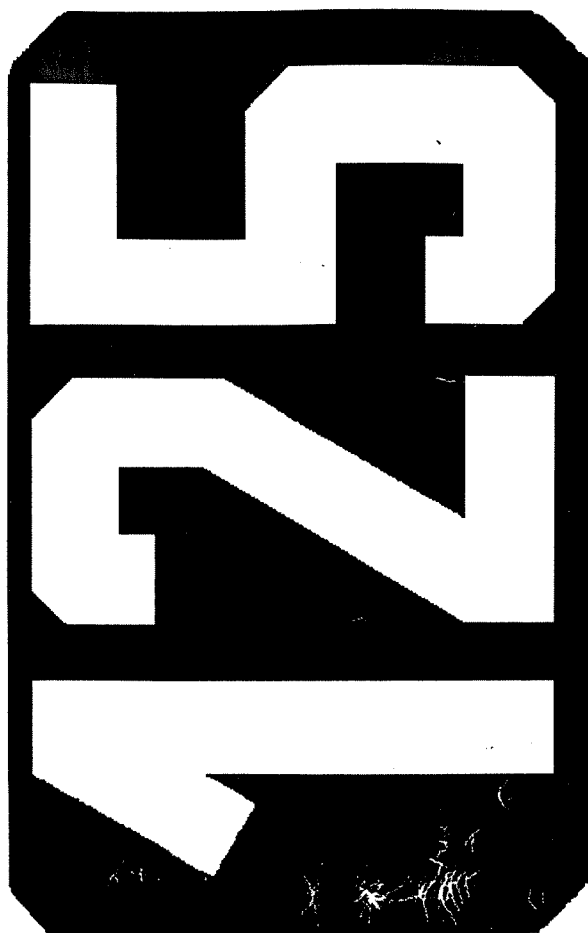
*Editors note - what a fantastic garage setting for the bikes! Vintage posters, banner and super clean ! How come my workshop doesn't look like this?*





**motocross**

**1977 Husqvarna 125 CR Air Box Stencil and Sticker.** The following pattern is a scan from an original airbox and gives the location the the word **motocross** in relation to the sticker. **motocross is not centered** over the raised area. The raised bead sticker area is not shown here for clarity of the sticker. **motocross** is painted on the cover, not a sticker. The 125 sticker is shiney as it has a clear overlay. Of course the black is solid plain as shown, the numerals are "horizontally grained" chrome or maybe polished aluminum. Below is actual size, large image is 180%.



**motocross**



# MegaClassifieds #27

For Sale: '73 Husky 400 CR, F# MK06709 M# 20301685, in good shape, perfect for restoring project. Needs gas tank and some T.L.C. Located in Phoenix, Az. Please call Ron at 602-571-7903 or e-mail ERacis@aol.com

Wanted: 83 Husky seat. Must be able to fit with metal tank. Please contact J.P. 916-791-3340 jpp@2xtreme.net

Need the following for 1983 CR500 - transmission cover in good cond. - no damage, F & R guards, L & R Side covers & silencer. Richard email - rgselec@chariot.net.au

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 emailderwood@toolcity.net or phone814-336-5395 ask for Duane Kirk

For sale: 1976 Husky CR250, 2nd piston +10, original seat and tank, Bing carb, runs well. Frame number:ML21109, Engine number:2042 4419. Bike is located in Apache Junction, Arizona. \$1,250. Contact Mike or Mary at 480-980-1653

1974 400WR original near mint condition, newly upholstered seat, runs great, looks great, pops out of gear, spare motor, frame and forks/shocks. (760)362-5322 Tim.

**For Sale: 1987 250CR Husky (frame #842251951HCP25137) parts:** Flatslide Mikuni carb \$100. Dyno port pipe with muffler \$100 Seat with fender (blue) \$50. (2) Radiators \$25 each. Aluminum radiator guards \$20 pair. Frame with subframe and linkage \$30 Tank with petcock & cap \$30. Airbox with rubber \$30 Brake stay \$10. Other plastic and miscellaneous.  
**1986 250XC Husky (frame #84225195HWP15113) (Motor #2044 0462)parts:** Complete ignition with two coils \$100. 18" rear wheel with brakes minus 1 spoke \$75. Cylinder with used 69.69 piston \$75. Shock \$75. Bottom end with clutch (bad tranny-no flywheel covers - other cover cracked - crank feels good) \$50 Seat (black) \$35. Forks with caliper (rough) \$20 Frame with swingarm and linkage \$30.00. Muffler with spark arrestor \$35.00. Tank with petcock & cap \$25. Airbox with rubber \$20. Brake pedal with cable \$30 Other plastic and miscellaneous. Prices negotiable and do not include shipping (daily UPS from Minneapolis, Minnesota). Contact Mike at michaeltelkmfg@qwest.net or telephone at 612.872.4366-work 612.724.0814-home.

Two 79 390 Auto's for sale both good running low miles \$1200 and \$1700 have pics easy shipping Thanks Jim So Cal 818- 402-7079 HondaHabit@aol.com

I have a 1983 WR430 for sale good condition new piston and rings 15 hours on motor asking \$750. call 616-846-3407 <gwolovle@remc7.k12.mi.us>

for sale: malcolm smith enduro tank, crank-cyl-head-cases for 83 250, internal rotor motoplat, mini 6 motoplat. lg flywheel motoplat for 78 wr, late 70s 250 cyl, 78&83 swingarms, 83 tripleclamps, 78 clutch covers and ignitions, 21" front wheels, 17" & 18" rear wheels, 83 forks w/ clamps, 83 rolling frame w/ tank, seat, wheels, etc, 83 500xc project bike, 84 250xc pipe, complete trans for 76 and 78 wr. call frank at 517 783 5016 or email at ficeberg @ yahoo.com. thanks again!!!

For Sale: 1987 Husky 500xc with 430wr engine (and extra 500 top end). Located in Tucson, Arizona. Contact Alec at aleckosky@hotmail.com

79 250 CR MM01936, 2065-2675 for sale , nice running Husky, new seat cover - \$700 in Syracuse NY call Peter at 315-433-0039, or 315-433-4790.

75 AHRMA ready 250 CR Husky , tricked out with all new pieces, rims, thru frame exhaust, tapered roller in steering head , Betor forks, etc , \$3000 in it, will take \$2000. Needs nothing, ready to ride and have fun. Call Peter at 315-433-4790

For Sale - Husky, Engine Serial # 2080 2266, Frame # MN 07108. The bike was completely apart when I got it, the frame appears to be the original silver/gray paint, the OLIN remote reservoir shocks are in fair shape with no noticeable oil leakage and the N2 pressure is 150psi, the forks look good but the right side seal is leaking some but not a lot, the chain and sprockets are pretty good shape the brake pads and hubs all looked good, the tank looks good and the seat is coming unstitched on the bottom right side, the pipe is stock but it has an aluminum silencer. The engine was out of the frame and I went through the top end and the transmission. The transmission all looked good, i did not replace any parts just cleaned everything and put it back together. The Carb Boot was weather cracked and must have caused a slight lean condition. The piston was slightly scored so i replaced the piston, wristpin, WP bearing, ring and all gaskets as well as the Carb Boot. The Crank and lower rod brg. all looked good, .003-.005 side clearance on Rod. I did not split the case. The bike runs amazingly good, starts within 3 kicks cold and usually on the first when it is warm, it has been kept inside all winter.

Husky #2, Engine Serial # 2080 0595, Frame # MN 03283. The bike is complete, but completely apart. I sand blasted the frame and painted it, the seat, tank, forks, shocks, wheels, brakes, chain & sprockets, all are in better shape on this bike than the bike that is running. The motor also had a cracked Carb Boot and the piston shows a slight scoring, the motor is complete and was

running when i got it but it should be serviced with a new piston and etc. Thomas Whitstine" <tlhotwheels@hotmail.com>

For sale 1986 400 WR, good condition hasn't been rode since 1989. Original piston, rings runs excellent. Make Offer E-mail at mcray@chartermi.net

for sale 73 250 six speed with rebuilt motor new seals, bearings, standard bore, new paint on frame, ready to ride \$950 you pay shipping, tom, 515 984 7911, hrhusky@aol.com

Magazines - Husqvarna, CR 390, 1977, nine page road test  
Husqvarna, Moto-Cross, 125cc, 1972, one page ad  
Husqvarna, Moto-Cross, 125cc, 1972, seven page roat test  
Husqvarna, WR, 250cc, 1975, seven page road test  
Husqvarna, CR, 360cc, 1975, one page ad

These articles and ads are in contained in three original period magazines (two of the mags have both the ad and the road test). The magazines are Cycle and Cycle Guide. I sell them for \$10 US per magazine, a little less for "quantity", plus postage. The price for these three magazines (complete) is \$25 US plus \$5 US for postage. Send me a US postal money order made out for \$30 in US funds to me at the address below and I will send you the items upon receipt. Stephen Hill , 5770 Old West Saanch Road , Victoria, British Columbia , Canada , V9E 2H2 - Stephen.Hill@gems7.gov.bc.ca

Parting Out: 1984 Husky CR 125 Have everything but kickstart gear parts. Good tires and wheels. I have brand new: Kickstart side-side cover, Acerbis rear fender and extensions for front and rear, engine gasket and seal kit, and throttle cable. Slightly used: piston and ring, reedy racing reeds, and water pump. Please email me at: rcairpilot@yahoo.com I live in Washington State.

Wanted: stock tank for a '73 CR250 Husky. Newer ones mount the same up to '80 I think. So, I am looking for anything that fits as long as it's a CR and it's red. Dave, Ventura Ca. (805)658-0899

wanted husky1981akront 21"front rim,vdo&head light  
"Edward Krueger" <ednterryret@san.rr.com>

Hello ,I have for sale a 1985 wr400 that would be great for a restoration or an excellent parts bike. New items, grips not installed yet,carburator,uni-air filter oiled and ready to go, this machine has a motoplat coil and stator for a model without lights, both of these have been tested are in good condition .I had the exhaust pipe sent to a pipe repair shop in Florida and they did a great job on the pipe. The will need to be sanded and painted I will supply a can of pj1 exhaust paint for this to be done. The handlebars, levers, wheels, tires, seat ,tank, speedometer and cables are in good condition. The bike could use some fork seals, and the brakes in my opinion should be replaced. The silencer/factory spark arrestor is also in good condition along with the factory ohlins twin shocks work well with no leaks. The motor

has excellent compression and the transmission shifts through all the gears with no problems filled the crank case with gear saver bel-ray gear oil and drained the gas tank and cleaned the carburetor for winter storage. I tried to be as honest and descriptive as possible. I also have the service manuals that I purchased from Craig at the husky club with all the info needed on this bike and more .I would like to ask \$450 o.b.o. for this bike and you can contact me at work at 1-302-282-3759 or home at 1-302-764-5648 and/or email me at jknopf2@excite.com The bike is located in Wilmington, DE 19809. Thanks for looking,and happy husky hunting! Joe Knopf.

For Sale: 1977 Husky CR 250 GP. Beautiful ground up race restoration. New motor by Tom Boyd # 2042-2645, freshly painted frame # ML 18597, gold rims with new tubes and Dunlop 756's front and rear, new plates, new Renthal bars, levers and grips, new cables, Gunner gasser throttle, red aluminum tank refinished by John at Vintage Husky, 78 model through the frame pipe, new fork seals, new Uni filter, rebuilt carb and rebuilt Fox Air shocks. Looks just like Kent Howerton's factory bike and runs excellent. No disappointments guaranteed. starts on 1st or 2nd kick. Over \$3000 invested, selling it for \$2500 or close offer. Chuck in Tucker, Georgia. Phone (404) 406-3256 email mxman74b@aol.com

For Sale: 1974 Husky CR 400. 4 hours on full race restoration. Very trick and fast. Mag frame # MK 19683, fresh paint. New engine #2048-0110 rebuilt by John at Vintage Husky with later model shift drum for smoother shifting. Circle F pipe with aluminum silencer, Hot Rod Husky aluminum triples, European Dirt aluminum swingarm, Polished shoulderless rims, new spokes, freshly painted hubs with new tubes and Dunlop 756's front and rear, new seat foam and cover, new fenders and plates, Renthal aluminum high rise bars, Gunner Gasser, new levers and grips, new cables, new gold O-ring chain, like new original tank with no dents, rebuilt carb. This bike is totally new, beautiful and is built to race. Runs awesome. No disappointments guaranteed, starts on 2nd or 3rd kick cold. Over \$4000 invested. Will sell for \$3500 or close offer. Chuck in Tucker, Georgia. phone (404) 406-3256 email mxman74b@aol.com

FOR SALE: Husky 510TE - 4 Stroke, bike is all original, has been sitting due my disability. Bike has new Renthals, throttle, levers, kill switch, compression release lever, oil & air filters, fenders etc....If interested please E-Mail me. (Costa Mesa, California) - United States  
CGe7383635@aol.com

1976 Husky 360 GP Mikkola Replica, Completely Restored,  
Best Offer ktustison@uneedspeed.net 928-474-2743

For Sale: 1970 Husky 400 Cross, 90% restored, new tires, chain, fork seals, Progressive Shocks, Air cleaner, grips, plastic fenders, seat cover, complete shop manual, Custom wide pegs, honed and new ring, no spark not running, no time to finish \$1,200 OBO- So. Cal., Steve @ 626-285-9104 or familyrauen@msn.com



73 Husky CR250 - Complete, needs restoration, engine turns freely, needs top end, with spare 73 WR motor - \$300 - Smithtown, NY (631) 366-3993 - email:

beardpe@mail.northgrum.com

f  
for Sale 1987 430 watercooled monshock auto trans bad..interested..make offer..Michigan.....jim  
"Jim Durfee" <durf@1010internet.com>

1999 Husky TE610 bought as a left over in 2001. Only ridden about 6 times and has a new Uptite Exhaust system. Like new \$4600 email for pics at mbrody@wideopenwest.com

1990 Husky 510 with brand new tires, recently rebuilt rear shock, handguards..runs and looks great \$1800 for pics email at mbrody@wideopenwest.com

1986 WR400 for sale. Most of the bike is in good/great condition. Motor needs a crank seal. Motor has 2 short rides on new rod kit and ran great but a throttle blip caused a cough that popped the seal. Still runs but rough and smoky. Fixing isn't expensive if you take motor out and take top end off (dealer quoted me \$150.00). Don't have time now. Great bike in woods - quick/torque low end. Located in NE Pa. rkorb@ptd.net or call (570) 253 5341. Need \$900

1970 400, "On any Sunday" Husky, MH frame, new Metzlers, Works Performance shocks, Vintage Husky Motor by John L, currently has trick profab swing arm, (comes with stock swing arm as well), has 2.5 gallon Alum hi point tank and Enduro Kit also comes with set up for MX, comes with 2 extra aluminum hi point tanks (small mx and med enduro)... \$1900, you couldn't build this for \$3000, bike currently located in Colorado, contact husky@intrepid.net

FOR SALE: Husky seat NOS like new, excellent condition with the HUSQVARNA logo on the back. The foam, pan, threads are in amazing condition the only flaws is a couple of very very minor nicks in the underneath edge of the upholstery. I bought this pristine seat for my 1980 390 CR and it is too long. My loss is someone's gain. Rather than modify it to fit I am offering it to someone that is restoring a bike to its original condition. The dimensions are 17 1/4" from the front tang to center of the bolts on the rear frame mounting tabs. Overall the top of the seat is about 22". I would like \$135 and I don't think you will not be disappointed. If interested please contact Email @ deserthillsaz@earthlink.net or call @ 623.465.8737.

74 250cc husqvarna frm#mk 12550 eng# 2037 0526 restorable was running on xmas 2001 i think the clutch is seized repainted from frame up, has good comp&spark i would be happy with \$600.00 cdn thats about twelve bucks US (located in vancouver british columbia canada) EMAIL  
MUDLOVER1@HOTMAIL.COM CELL#778 883 7953

FOR SALE: Complete newly rebuilt crank assembly for Husky 400cc '69 thru '71 Ready to install \$150.00 includes shipping.

Dorian Sleeper tel:360.943.1559 email doriak@w-link.net  
Olympia, WA

'Wanted' I want a clean, stock, 1971 Husqvarna 360enduro. Also 1976 Husky 250 WR, I notice the Femsaignition could run a lighting system. That would make a neat, awesome, vintage enduro. The 1976 250 WR probably handles better, has better suspension, brakes, power, etc. than the 1971 360 C Sportsman. Yet it still has the classic, beautiful Husky paint scheme and lines. Any thoughts? I appreciate your thoughts and feedback. Thanks, Tom Schroeder(310) 392-9817  
<theschrode@yahoo.com>

Wanted 1982 Husky 430 WR parts. Looking for lighting components, NOS or really nice gas tank, working speedo and other misc. parts for a restoration. Also any info on the electrics on the 430WR would be appreciated (lighting system was unhooked when I bought the bike and I'm clueless on how to approach troubleshooting). I would also like to find a factory workshop manual or copy if one exists Please call 417 832-9056 or e-mail smith4444@msn.com

Husqvarna NOS, mahle piston kit, made in germany with rings, clips, and pin, to fit 1982-84 husky 500cc, third over kit(86.92mm) part number 16-11-194.03,, \$140. and shipping/ mahle piston kit to fit 175cc x/c,, W/r first over/ part number 16-11-266.02//64.94mm \$125. and ship// 1973 husky 250CR pipe, in great shape, with baffle \$65. and ship/ complete 1973 250cr motor, minus the clutch cover, but have the guts to the cover, and it needs a piston, compression kinda low, otherwise complete motor \$200. and ship// Bing carb for the 1973 CR-250, nice condition \$65. and ship// Bill <huskyrips@yahoo.com>

Wanted: 1974 husky 250 cr parts. Looking to build a sportsman class racer. Could use any and all parts. MK 10500 and up frame, 2033-xxxx engine. Also looking for 77-78 leading axle forks and triple clamps, preferably with ball bearings instead of timkens. parts should be useable. This is for a race bike, not a show bike so function is more important than appearance. Email at manitunc@aol.com. thanks, Peter

Wanted 85 Husky parts, intake boot, left side plate, tank emblem, counter shaft cover, etc... 360-748-0815 Chehalis, WA "John Smith" <johnandjan@localaccess.com>

WANTED: 1971 Husqvarna 360 C Sportsman. Looking for a clean, stock early '70s 360 C Sportsman. Call Tom (310) 392-9817 theschrode@yahoo.com

I have two 1984 500 XC plastic gas tanks for sale in good shape. It includes the the gas cap but not the petcock. I'm asking \$45(obo)+shipping for each one. thank you, Aaron Flores<aaron\_m\_flores@yahoo.com>

1979 Husky 390 OR, Motor disassembled by previous owner for main bearing change. I have purchased the parts to put it back together (bearings, seals and gaskets) as well

as new cables and a new throttle. For more information email [chrislenahan@hotmail.com](mailto:chrislenahan@hotmail.com)

1975 250CR for sale: No dents, runs strong, trans strong, all original parts. Needs rear shock work and shifter case seal. \$700 contact at (801) 773-5116 or [wharris@networld.com](mailto:wharris@networld.com) Located in No. Utah



For sale - 2 Husqvarna motorcycles in pristine condition. **Shown in photo above. 1986 430 automatic, 1987 430XC cross country** - along with medium size parts inventory, i need to sell as a package, please contactme for details , "Don Goertzen" <[cjg@telusplanet.net](mailto:cjg@telusplanet.net)> more details - 1987 430 Husqvarna Cross Country 2 stroke Original owner, Six speed wide ratio, 11/56 gearing, Accerbis fender extentions, Husky products aluminum Y hose connectors, Sidewinder sprockets 12/52, Krause Oring chain, Reinforced ceramic coated pipe, Terry cable, New piston 2nd over Husky, Magura Duo gasser, Bush bars, Hi-Flite seatcover and foam, Uni air filter, Reworked forks (Recently rebuilt), Yamaha fork seals, Supertrap spark arrestor with 12 disks, Boysen reeds, Ported / polished cylinder (cycle works Edmonton Alberta), Ohlins rear shock recently rebuilt, Z racing rad guards, Yamaha kill switch, Husky products waterpump guard, Accerbis fender brace, EBC brakes 1986 430 Husqvarna Automatic Three speed Auto, 11/56 gearing, Sidewinder sprockets , Oring chain, Reinforced pipe, Bush bars (Accerbis), Hi-Flite seatcover and foam, Uni air filter, forks (Recently rebuilt), Yamaha fork seals, Yamaha kill switch, Husky products waterpump guard, EBC brakes

---

FOR SALE: '76 Husky 360CR 6 speed motorcross bike (frame # ML08814, 2055/0501). Very good condition, recently rebuilt top end and new fork seals. Original gas tank/seat. Needs new plastic. Fun and fast to ride, need to sell. Contact Eric Anton at [aeryk30@hotmail.com](mailto:aeryk30@hotmail.com), make an offer. Susanville, CA area (near Reno, NV).

FOR SALE: Complete newly rebuilt crank assembly for Husky 400cc '69 thru '71 , Ready to install \$150.00 includes shipping. Dorian Sleeper tel:360.943.1559 email [doriak@w-link.net](mailto:doriak@w-link.net) Olympia, WA

1996 Husqvarna WXC 610 - All original. Exellent Condition. Have Malcom Smith Lighting Kit. Not mounted but will make bike street legal.

1981 Husqvarna 420 Automatic - Recently rebuilt. Needs minor tweaking to be dependable.

1981 Husqvarna 420 Automatic Frame - With 1980 390 CR Motor - Purchased From Portland, Organ, Needs Minor Detailing.

1982 Husqvarna XC 250 - Completely Original, Exellent Condition, In order to race or ride hard, Ohlins rear shocks need rebuilt, and clutch pack needs installed. Otherwise tranmission shifts smoothly through all gears. Every nut and bolt on machine is factory original.

1980 Husqvarna OR 250 - Was raced in Elsinore several times. Previously owned by lawyer on west coast. Everynut and bolt appears to be factory original. Needs nothing except front tire tube. Which doesnt hold pressure.

1974 Husqvarna CR 125 "Yellow" - Project Bike - Bought to fix up. No time. Appears to be all original. Best Offer

1983 White Husqvarna WR 250 - Intack, Rear shocks recently rebuilt. New Top End. Missing 1 lower bolt to attach shock to swingarm.

1984 Husqvarna WR 250 - Currently Apart - Have all peices to reassemble. Motor needs new top end. Have aquired new rebored cylinder with piston to match. Have all plastic, nuts, bolts, etc. to reassemble. No time.

1991 Husqvarna 610 WXC - Exellent Condition - Must See 2 - 1977 - Husqvarna 360 Automatics - Parts Bikes - 1 Runs - Both need transmission work.

Emmaculate 1976 Husqvarna 360 Automatic - Completely restored frame up. Powder coating and tank done by Vintage Husky. New Michelins.

1974 WR 250 - Not Complete - Have all parts to assemble. Append to each bike ad.

High Resolution Digital Pictures Available Upon Request  
Frame and Serial Number Available Upon Request

Contact Info: Sean Lockard [motoracer100@hotmail.com](mailto:motoracer100@hotmail.com)  
301-724-2260

A few months after I purchased my 430AE in 1987 the company I was working for was sold to a competitor and I was let go. We moved to New Jersey and it has been stored in our shed ever since. It has only 400 miles on it and shows some wear but nothing serious. The plastic gas tank has yellowed compared to the rest of the white plastic. It is original except for the brush busters on the handlebars. The motor number is 1614674 and the frame number is WP08489. It was purchased on 5/5/86. Actually I went to the dealer and helped put it together before I took it home. Regarding the OEM handlebar length, I have had so many bikes that I do not remember so I measured it (29"). Also found an extra set of real wheel brake arms and all the tools to remove the clutch. Had a set of auto arms and springs but have not found them yet? <[DONALDK.R@worldnet.att.net](mailto:DONALDK.R@worldnet.att.net)>



Let's hope this works better than last issue and is really a stripped pattern. The intent is to make it photo ready for application of colors where needed and allow a handy club member to make stickers!

The Burleson Replica sticker was used on the 1976 and 77 360 WR that I remember for sure. I am almost positive it was also used in 78 and 79, but maybe even later. Does anyone know? If so please let me know and i will run in newsletter.

The above pattern shows the important black lines, but the Dick Burleson signature is gold as is the word REPLICA. Neither of these has black outline. The wreath and bow segments are gold. The fill in the NATIONAL CHAMPION is fine grain silver. The fill in the circle is dark blue.

The clear surround is about 3mm wider than the wreath segments and smooth curves where it traces around the outside.

Happy Huskys!



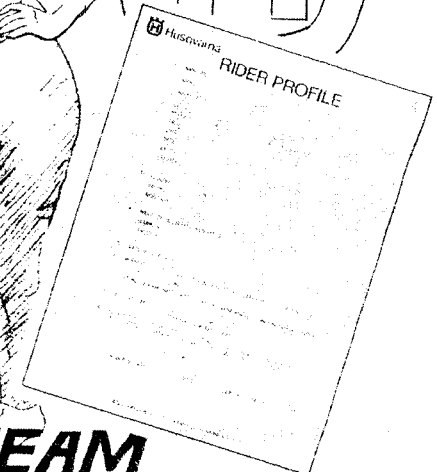
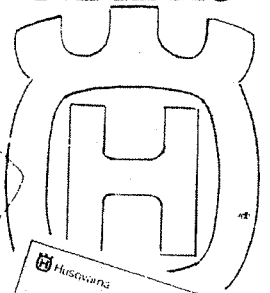
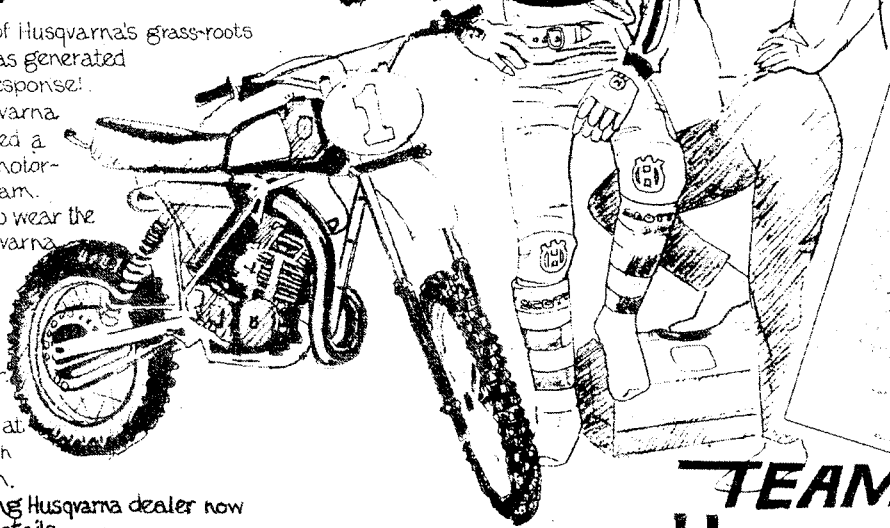
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**WESTERN OFFICE** /4925 Mercury St., San Diego, CA 92111 phone 714/565-1414  
**EASTERN OFFICE** /2400 Marilyn Park Lane, Columbus, OH phone 614/476-0766

Husqvarna Ad must be 1980 by the looks of the tank - thank you to Brian Thompson

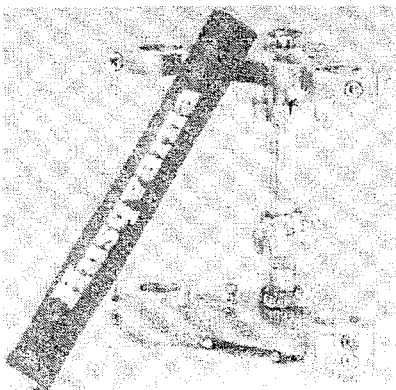


### 1984 500 Automatic Enduro

Lights, speedo, 3 speed automatic trans and 500 cc's made this Husqvarna auto the biggest, baddest auto ever made. The model carried over to 1985 and was replaced by the 86 water cooled 430 automatic. Seat was blue, white plastic tank, gold rims and black handle-bars.

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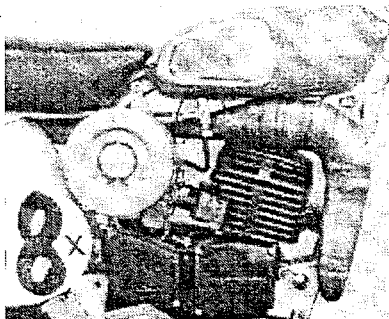
featuring all aluminum construction with Timkin bearings and 5 mm less trail for easy turning. Also incorporating special fender attachment for easy and strong installation! These clamps are made with care by a machine shop dedicated to hi performance motorcycle triple clamps and are top grade aluminum 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](mailto:hrhusky@aol.com)



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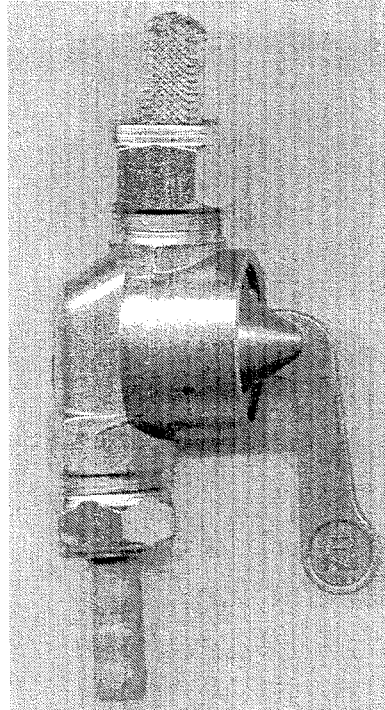
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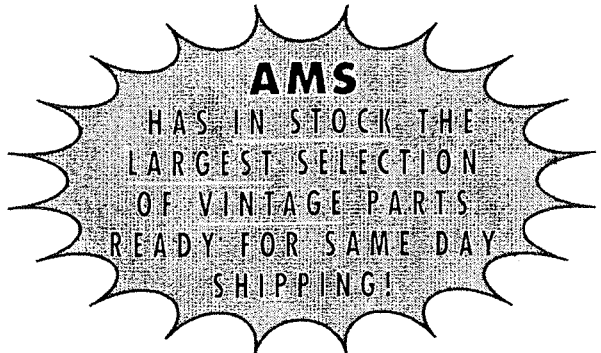
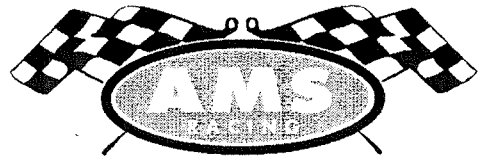
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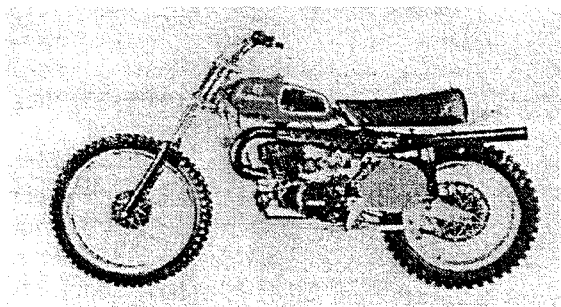
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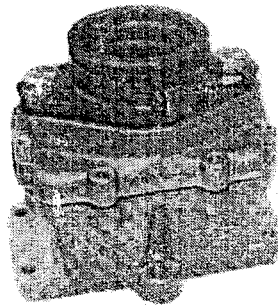
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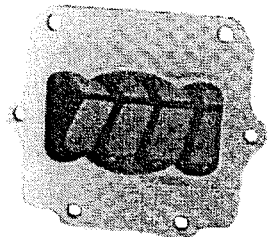
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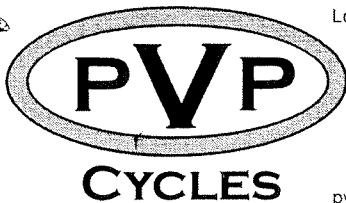
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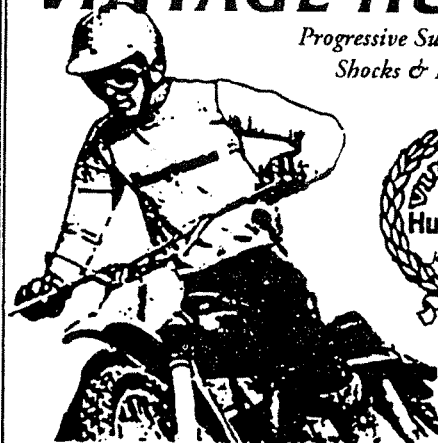


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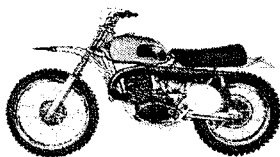
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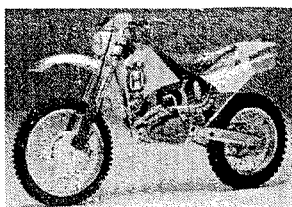
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